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THE CITY RECORD.

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BOARD OF CITY RECORD.

GEORGE B. McCLELLAN, Mayor.

JOHN J. DELANY, CORPORATION COUNSEL.

EDWARD M. GROUT, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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BOARD OF ESTIMATE AND APPORTIONMENT.

MINUTES, BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, MEETING HELD IN ROOM 16, CITY HALL, FRIDAY, JUNE 9, 1905.

Present—George B. McClellan, Mayor; Edward M. Grout, Comptroller; Timothy P. Sullivan, Acting President, Board of Aldermen; John F. Ahearn, President, Borough of Manhattan; Martin W. Littleton, President, Borough of Brooklyn; Louis F. Haffen, President, Borough of The Bronx; Joseph Cassidy, President, Borough of Queens; George Cromwell, President, Borough of Richmond.

Hon. George B. McClellan, Mayor, presided.

The Secretary presented the following:

LAW DEPARTMENT,
OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, June 6, 1905.

To the Board of Estimate and Apportionment:

GENTLEMEN—I have received a letter from your Secretary, Mr. Stevenson, dated June 5, 1905, in regard to three communications from the Board of Rapid Transit Railroad Commissioners, which have been delivered to him as Secretary of the Board of Estimate and Apportionment. They are evidently forwarded to you for approval, pursuant to chapter 631 of the Laws of 1905, which amends section 5 of chapter 4 of the Laws of 1891 (the Rapid Transit Act), so that certain duties formerly performed by the Board of Aldermen are devolved upon the Board of Estimate and Apportionment.

The communication from your Secretary contains the following:

"I request, therefore, that you advise me the mode of procedure necessary to be taken by the Board of Estimate and Apportionment, and would call your attention particularly to the clause in the law which provides that the Board of Estimate and Apportionment shall, upon receipt of such routes and plans from the Board of Rapid Transit Railroad Commissioners, set a day for a public hearing, not less than seven days thereafter nor more than ten days after such receipt.

"These communications were left at my office on Friday, June 2, 1905, too late to be presented at the meeting of the Board of Estimate and Apportionment held that day, and I therefore wish to be advised if the day of the formal receipt by the Board is to be construed as the day when the papers are left with me as Secretary, or the day upon which they are formally presented to the Board of Estimate and Apportionment."

The statute provides as follows:

"It shall be the duty of such Board of Estimate and Apportionment * * * upon receiving such copy of plans and conclusions to appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions * * *"

In my opinion these words should be strictly construed, and the words "upon receiving" and "after the receipt" should be held to mean actual receipt by the Board and not by its Secretary.

I do not find any statutory provision for the existence of a Secretary of the Board of Estimate and Apportionment, except the general one contained in section 1541 of the Charter. He does not therefore have distinct duties to perform prescribed by statute as, for instance, in the case of the City Clerk, who is Clerk of the Board of Aldermen, and whose office may be called an office of record.

The Board of Estimate and Apportionment has a Secretary and an Assistant Secretary performing such duties as the Board may require. To hold that the receipt of papers, under the section of the statute referred to above, by the Secretary or

Assistant Secretary of the Board of Estimate and Apportionment is a receipt by the Board, would, in my opinion, be extending too far the principle that is sometimes applied, under which the official clerk of a board is the board for the purpose of serving notices and receiving papers.

Furthermore, it would seem to me to be in the interests of the City and of the proper transaction of business by the Board to take this position; and that it should be taken until the courts decide to the contrary.

I think it would be well for the Board to adopt a formal resolution directing the Secretary, upon the receipt of such papers, to present them to the Board at its next meeting after his receipt thereof.

I intend to advise you hereafter as to the other matters referred to in Mr. Stevenson's letter.

Respectfully yours,

JOHN J. DELANY, Corporation Counsel.

The following resolution was offered:

Resolved, That the Secretary is hereby directed, upon receipt of communications from the Board of Rapid Transit Railroad Commissioners requesting the approval of this Board of plans, franchises or contracts, to present the same at the meeting immediately following such receipt by him.

Which was adopted by the following vote:

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

Present and not voting—The Acting President of the Board of Aldermen—3.

The Secretary presented the following:

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

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

On Tuesday, the 16th day of May, 1905, the Board of Rapid Transit Railroad Commissioners for The City of New York transmitted to the Board of Aldermen of The City of New York copies of resolutions duly adopted by the said Board of Rapid Transit Railroad Commissioners on the 12th day of May, 1905, approving an addition to the routes and general plan of the Rapid Transit Railroad established by resolutions of said Board adopted January 14 and February 4, 1897. The said addition is known and described as "Van Cortlandt Park Extension."

The said Board of Aldermen did not on or before the 27th day of May, 1905, take any final vote upon a resolution to approve such plans and conclusions, or to consent to the construction of a railway or railways in accordance therewith.

On the said 27th day of May, 1905, a certain act of the Legislature of the State of New York was approved by the Governor, which act is entitled "An Act to further amend chapter four of the laws of eighteen hundred and ninety-one, entitled 'An Act to provide for rapid transit railways in cities of over one million inhabitants.'" By its terms the said act took effect immediately.

The said act amends section 5 of the Rapid Transit Act, and among other things provides as follows:

"The board of estimate and apportionment of the city of New York shall, with respect to that city, be hereafter for all purposes of this act and be deemed to be the local authority in control of the streets, roads, bridges, viaducts, highways, avenues, boulevards, driveways, parks, parkways, docks, bulkheads, wharfs, piers and public grounds and waters which are within or belong to the said city; and the consent of such board of estimate and apportionment and the mayor, without the consent of the common council, board of aldermen or other board or officer of the city, shall be the only consent of local authorities required hereunder."

It also provides that the said amendatory act and all amendments thereby made to the original act

"shall be applicable to every grant, franchise or contract heretofore made, authorized or issued by the said board of rapid transit railroad commissioners, but not yet consented to by the common council or board of aldermen of the city, as well as to all grants, franchises and contracts hereafter made, authorized or issued by the said board of rapid transit railroad commissioners."

The said Board of Rapid Transit Railroad Commissioners now transmits to your Honorable Body the annexed certified copies of the said resolutions adopted as aforesaid on the 12th day of May, 1905. There is also annexed hereto a copy of a communication dated the 15th day of May, 1905, which was addressed to the Board of Aldermen, briefly describing the proposed extension and stating the reasons why it was thought desirable.

The approval and consent of your Honorable Body to the proposed extension as set forth in the resolutions, of which copies are now transmitted, is hereby requested.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary this 1st day of June, 1905.

A. E. ORR, President.

[SEAL]

BION L. BURROWS, Secretary.

Communication from the Board of Rapid Transit Railroad Commissioners for The City of New York, transmitting resolutions proposing an extension of the route and general plans to Van Cortlandt Park, Borough of The Bronx.

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

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

After the said report was made the routes and general plan for the rapid transit railroad above mentioned were duly approved by the municipal authorities of The City of New York and by the Appellate Division of the Supreme Court for the First Judicial Department, and on the 21st day of February, 1900, a contract for the construction and operation of said rapid transit railroad was duly made with John B. McDonald.

The said railroad is now nearly completed, and the greater part of it has been in operation for a period of about six months.

On or about the 10th day of July, 1902, the said John B. McDonald assigned the operating part of the said contract to the Interborough Rapid Transit Company, which company guaranteed the performance by the said John B. McDonald, as such contractor, of the other provisions of the said contract.

The said Interborough Rapid Transit Company desires, and the said Board of Rapid Transit Railroad Commissioners, having duly made the inquiries and investigation proper in the premises, approves an addition to the routes and general plan for the said railroad (such addition being known as the Van Cortlandt Park Extension) and has determined and established the said addition by resolutions adopted the 12th day of May, 1905, by the concurrent vote of seven of its members. The said resolutions and the addition to the routes and general plan therein mentioned are now submitted to your Honorable Body for approval.

The western branch of the railway, as now authorized, crosses Spuyten Duyvil creek at Kingsbridge into the Borough of The Bronx, and is described in the above-mentioned route and general plans as running

"Over Kingsbridge avenue or Broadway, as now proposed, to Riverdale avenue, and thence easterly over Riverdale avenue to a point within five hundred feet of the present Kingsbridge Station of the New York and Putnam Railroad Company."

The proposed addition consists in an extension running along Broadway, from its intersection with what was formerly Riverdale avenue—now called Two Hundred and Thirtieth street—to a point about 288 feet north of Two Hundred and Forty-second street, opposite Van Cortlandt Park. It is included as "Route No. 14" in the comprehensive scheme which this Board has provisionally approved, a copy of which is sent this day to your Honorable Body with another communication.

The railway heretofore authorized and now almost entirely constructed is an elevated structure north of Fort George, and the proposed extension, if built, would necessarily be also an elevated structure. This Board has considered whether it would not be possible to build such an extension either along some other route or by means of a subway, but they are satisfied that either of these measures would be impracticable. The portion of Broadway in question is at present very little built upon, and the elevated structure proposed would merely be a continuation of the one which already exists in the same street.

A large and increasing number of citizens desire to reach Van Cortlandt Park, and the extension now proposed would therefore be of considerable public benefit. It would also enable more satisfactory terminal facilities to be provided than would otherwise be practicable.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary, this 15th day of May, 1905.

A. E. ORR, President.

BION L. BURROWS, Secretary.

RESOLUTION ADOPTED 12TH MAY, 1905.

(Van Cortlandt Park Extension.)

Whereas, This Board did on the 14th day of January, 1897, and 4th day of February, 1897, adopt certain routes and general plan for a rapid transit railroad in The City of New York; and

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

Whereas, The said routes and general plan were thereafter and on or about the 21st day of June, 1900, amended by striking from the said routes the portion thereof beginning at a point under Eleventh avenue eleven hundred and five (1,105) feet north of the centre line of One Hundred and Ninetieth street to the intersection of Broadway and Amsterdam avenue, and by inserting in the said routes a route under and over Eleventh avenue and private property to Naegle avenue, and thence along and over Naegle avenue and Amsterdam avenue to its intersection with Broadway; and

Whereas, On or about the 21st day of February, 1900, The City of New York did by this Board enter into a certain contract with John B. McDonald for the construction and operation of the said rapid transit railroad; and

Whereas, By agreement dated June 21, 1900, the said contract was modified so as to provide for the construction of the said portion of the rapid transit railway north of One Hundred and Ninetieth street upon the amended route and the said contract has been also modified in various other respects by agreements between the parties; and

Whereas, By a written instrument bearing date the 10th day of July, 1902, the said John B. McDonald, with the written consent of this Board concurred in by six members thereof, duly assigned the right or obligation to maintain and operate the said rapid transit railroad for the term of years specified in the said contract, and all rights included in the leasing provisions of the said contract, together with the obligation to provide equipment for the said railroad, unto Interborough Rapid Transit Company, which company also guaranteed the performance by the said John B. McDonald as such contractor of the provisions of the said contract not so assigned to it; and

Whereas, It is to the interest of The City of New York and, in the opinion of the said Interborough Rapid Transit Company, it is likewise to its interest that said routes and general plan should be changed in the respects hereinafter mentioned, but without other change in the said routes and general plan; now therefore it is

Resolved, That, subject to the consents and approvals to be first obtained as in these resolutions hereinafter mentioned, the said routes and general plan be and they are hereby modified by adding to the said routes the following, to wit:

"And also a branch or spur extending from the line of the route aforesaid on Broadway, in the Borough of The Bronx, at or near the intersection of Broadway with East Two Hundred and Thirtieth street (formerly called Riverdale avenue); and running thence northerly along and over Broadway to a point about two hundred and eighty-eight (288) feet northerly from the intersection of the centre line of Broadway with the centre line of Two Hundred and Forty-second street produced, the said point being opposite to Van Cortlandt Park; together with proper connections by necessary and suitable tracks and otherwise with the rapid transit railroad described in the said routes and general plan.

"The general plan of construction of the portion of the route hereby added shall be by elevated structure of the same character and to be constructed in the same manner as is hereinbefore provided for the elevated portion of the rapid transit railroad over and along Amsterdam avenue, Broadway and other streets north of One Hundred and Ninetieth street. There shall be at least two parallel tracks, with the right at any time to add a third track in the discretion of the Board of Rapid Transit Railroad Commissioners. The said connections and tracks shall be so constructed as to make convenient the running of trains without change between the portions of the said rapid transit railroad over and along Broadway, south of Two Hundred and Thirtieth street, and the portions thereof over and along Broadway, north of Two Hundred and Thirtieth street, hereby provided for. Stations and station approaches may be built at such points along the portion of the route hereby added as the Board of Rapid Transit Railroad Commissioners may decide."

In all other respects the provisions of the said general plan of construction adopted January 14 and February 4, 1897, as since amended, shall be applicable to the portion of the route hereby added; and it is further

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

Resolved, That the said modifications of routes and general plans shall take effect only upon the following consents and approvals thereto and after the same are duly obtained, to wit:

1. The consent of the said Interborough Rapid Transit Company and of John B. McDonald, contractor, and of his sureties as follows:
Rapid Transit Subway Construction Company.
United States Fidelity and Guaranty Company.
The City Trust, Safe Deposit and Surety Company of Philadelphia.
American Surety Company of New York.
National Surety Company.
Fidelity and Deposit Company of Maryland.
2. The consent of the local authorities of The City of New York having the control of the portions of Broadway, in the Borough of The Bronx, above mentioned.
3. The consent of the Mayor of The City of New York.
4. The consent of the owners of a majority in value of the property along that part of Broadway which is included in the portion of the routes added as aforesaid; or, if such consents cannot be obtained, then in lieu thereof the determination of three commissioners to be appointed by the Appellate Division of the Supreme Court, duly confirmed by the said Appellate Division.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 12th day of May, 1905, seven Commissioners being present and voting in favor thereof.

In witness whereof, I have hereunto set my hand and the seal of the Board this 1st day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

The following resolution was offered:

Resolved, That the communication be received, and in pursuance of law this Board hereby appoints Friday, the 16th day of June, at 10.30 o'clock in the forenoon, as the time, and Room No. 16, in the City Hall, in the Borough of Manhattan, as the place, when and where such plans and conclusions will be considered.

Which was adopted by the following vote:

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

Present and not voting—The Acting President of the Board of Aldermen—3.

The Secretary presented the following:

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

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

On Tuesday, the 16th day of May, 1905, the Board of Rapid Transit Railroad Commissioners for The City of New York transmitted to the Board of Aldermen of The City of New York certified copies of the routes and general plans of certain rapid transit railways which the said Board of Rapid Transit Railroad Commissioners had duly adopted on the 12th day of May, 1905.

The said Board of Aldermen did not on or before the 27th day of May, 1905, take any final vote upon a resolution to approve such plans and conclusions, or to consent to the construction of a railway or railways in accordance therewith.

On the said 27th day of May, 1905, a certain act of the Legislature of the State of New York was approved by the Governor, which act is entitled "An Act to further amend chapter four of the laws of eighteen hundred and ninety-one, entitled 'An Act to provide for rapid transit railways in cities of over one million inhabitants.'" By its terms the said act took effect immediately.

The said act amends section 5 of the Rapid Transit Act and among other things provides as follows:

"The board of estimate and apportionment of the city of New York shall, with respect to that city, be hereafter for all purposes of this act and be deemed to be the local authority in control of the streets, roads, bridges, viaducts, highways, avenues, boulevards, driveways, parks, parkways, docks, bulkheads, wharves, piers and public grounds and waters which are within or belong to the said city; and the consent of such board of estimate and apportionment and the mayor, without the consent of the common council, board of aldermen or other board or officer of the city, shall be the only consent of local authorities required hereunder."

It also provides that the said amendatory act and all the amendments thereby made to the original act

—shall be applicable to every grant, franchise or contract heretofore made, authorized or issued by the said board of rapid transit railroad commissioners, but not yet consented to by the common council or board of aldermen of the city, as well as to all grants, franchises and contracts hereafter made, authorized or issued by the said board of rapid transit railroad commissioners."

The said Board of Rapid Transit Railroad Commissioners now transmits to your Honorable Body the annexed certified copies of the said routes and general plans adopted as aforesaid on the 12th day of May, 1905. The said routes are situated in Manhattan and The Bronx and may be briefly described as the Third avenue route, the Lexington avenue route and Seventh and Eighth avenue route. There is also annexed hereto a copy of a communication dated the 15th day of May, 1905, which was addressed to the Board of Aldermen, briefly describing the said three routes, and explaining the general considerations which have actuated the Rapid Transit Board in determining and establishing the said routes and general plans. Copies of the maps therein referred to and of the final report of the Committee on Plans and Contracts of the Rapid Transit Board, setting forth the comprehensive scheme of which the routes now submitted form a part, are also sent herewith.

The approval and consent of your Honorable Body to the several routes and general plans now transmitted is hereby requested.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary this 1st day of June, 1905.

A. E. ORR, President.

[SEAL]

BION L. BURROWS, Secretary.

Communication from the Board of Rapid Transit Railroad Commissioners for The City of New York, transmitting resolutions as to route and general plans of rapid transit railways along Third, Lexington, Seventh and Eighth avenues and other streets in the boroughs of Manhattan and The Bronx.

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

The Board of Rapid Transit Railroad Commissioners for The City of New York was heretofore duly organized, pursuant to chapter 4 of the Laws of 1891, as amended, and since such organization it has conducted the inquests and investigations necessary to determine whether it is for the interest of the public and of the City that a rapid transit railway or railways for the conveyance of persons and property should be established therein; and after such inquests and investigations has duly determined by resolutions adopted the 12th day of May, 1905, by the concurrent vote of seven of its members, that certain rapid transit railways, hereinafter described, in addition to any already existing, authorized or proposed, are necessary for the interest of the public and the City, and has duly determined and established the routes thereof and the general plans of construction; and it herewith transmits to your Honorable Body certified copies of the routes and general plans so determined and established.

The routes herewith transmitted are situated in Manhattan and The Bronx, and may be briefly described as the Third Avenue route, the Lexington Avenue route and the Seventh and Eighth Avenue route.

It is intended to transmit to your Honorable Body, in separate communications, other proposed routes in Manhattan and also routes in Brooklyn and Queens, and further routes and extensions in The Bronx, in accordance with the final report of the Committee on Plans and Contracts of this Board, a copy of which is also transmitted herewith. A proposed extension of the present rapid transit railway along Broadway, in The Bronx, being Route No. 14 in the said report, is also transmitted to your Honorable Body for approval in a separate communication dated this day.

Third Avenue Route.

This route begins in The Bronx, near Lincoln avenue and the Southern Boulevard. A double track line running from there under the East river reaches Third avenue, in Manhattan, at about One Hundred and Twenty-eighth street. From that point it runs as a four-track road southerly under Third avenue and the Bowery to Chatham square. At Chatham square the narrowness of the streets compels a division of the tracks. Two tracks will run southerly through the New Bowery and Pearl street to Broad street, and thence under South street to the Battery. Two tracks, diverging at Chatham square, will pass down Park row, Nassau street and Broad street, joining the other tracks in Broad street, near Pearl.

Two single-track spurs are provided for, to connect the main line, through Thirty-fifth and Thirty-sixth streets, with the Seventh or Eighth avenue subway described below. These spurs, between Lexington and Fifth avenues, will be parallel to the other tracks forming a part of the Lexington avenue system; but they will be for the most part at different levels.

In The Bronx, two double-track lines will diverge from the point of beginning mentioned above. One of these lines will run northerly, terminating in a loop near One Hundred and Forty-second street, and connecting with a proposed line to run under One Hundred and Thirty-eighth street. The other line in The Bronx will run easterly under the Southern Boulevard to a terminus in the New York, New Haven and Hartford Railroad yards.

Lexington Avenue Route.

This route is conveniently described as beginning near Forty-third street and Lexington avenue, with a short connection westerly to the existing subway in Park avenue. From Forty-third street the proposed line will run northerly under Lexington

avenue as a four-track road to about One Hundred and Twenty-ninth street, where it will divide and form two double-track extensions.

One of the extensions will pass under the Harlem river and along Third avenue and Morris avenue, in The Bronx, to One Hundred and Forty-ninth street, where it will connect with the existing subway near Courtlandt avenue. From about One Hundred and Thirty-seventh street to One Hundred and Forty-second street this line will occupy the same streets as the Third avenue line, above described; but these streets—Third avenue and Morris avenue—are wide enough between the points in question to contain four tracks in two separate tunnels.

The second extension in The Bronx will diverge with two tracks, as mentioned above, near One Hundred and Twenty-ninth street and Lexington avenue, in Manhattan. It will cross from there, under the Harlem river, to Park avenue and continue northerly under Park avenue to One Hundred and Fifty-sixth street—from which point a further extension may easily be made northerly, if required. At One Hundred and Forty-ninth street and Park avenue another divergence is proposed, carrying two tracks under the New York Central yards (with a loop in the yards) and then parallel with the Harlem river along One Hundred and Fifty-third street and under Cromwell creek into Sedgwick avenue; and then under Sedgwick avenue to about One Hundred and Sixty-fourth street.

This route therefore has a triple branching in The Bronx.

From Forty-third street and Lexington avenue southerly there will be four tracks as far as Thirty-sixth street. The two south-bound tracks will then turn west through Thirty-sixth street to Fifth avenue and then south. The two north-bound tracks will continue down Lexington avenue to Thirty-fifth street, and rejoin the other tracks in Fifth avenue. The four tracks will then continue southerly along Fifth avenue to Madison square. There they will turn into Broadway and run south (passing under Union square) to the City Hall Park. At that point a single-track loop under the park will allow part of the trains to be turned back, while two tracks will continue down to Vesey street, and then through Vesey and Church streets to the Battery.

Seventh and Eighth Avenue Route.

Beginning at the southerly end of this route, in the Battery Park, the line will run northerly under Greenwich street and West Broadway to Chambers street. From this point northerly two alternative routes are planned. The most direct runs under Hudson street and Eighth avenue to about One Hundred and Fifty-fourth street—whence a northerly extension can be built hereafter. The other line continues northerly from Chambers street under West Broadway to Washington square, where the line again diverges into two alternative routes. One of these alternative routes runs under Washington square, private property and Greenwich avenue to Seventh avenue, and then northerly under Seventh avenue to a connection with the present subway under Times square. The other alternative route runs under Washington square and Fifth avenue to Twenty-third street, and then under Broadway to Twenty-fifth street, where it diverges again—two tracks running westerly under Twenty-fifth street to join the Seventh avenue subway and so northerly to the Times square—and the main line running straight on under Broadway to join the present subway near the same spot.

A separate section of this proposed route is designed to run northerly from Seventh avenue and Forty-third street to the Central Park, curving under the park so as to connect with the line under Eighth avenue at about Fifty-second street.

General Considerations.

The three routes referred to in this communication are all designed to be substantially of the same type as that which the present subway has made familiar. From end to end these lines will be below the surface. Not a foot of elevated structure is here included.

The valuable experience acquired during the construction and operation of the present subway has pointed out several particulars in which improvements can be made; and it is the intention of this Board to include in the detailed plans and in the new contracts, requirements for effecting all desirable modifications. The entrances to stations will be placed, in general, in private property, and not in the streets. The most improved equipment will be insisted on. The contractors will be required to proceed by tunneling or excavation under cover wherever practicable, instead of by open excavation, and every precaution will be taken to reduce to a minimum the hardships caused to abutting property-owners during construction.

It is not the expectation of this Board that all of the lines now planned will be constructed at the present time. Some of them, such as the lines on Seventh and Eighth avenues, are to be offered for competition rather as alternatives than with the expectation that both could be contracted for at once on satisfactory terms. Others, such as the short spur connecting the Lexington avenue line with the present subway, are included, in order to attract special bidders.

This Board, under the law, is very fully empowered to deal with such situations as may seem best when the time comes for letting contracts. The Rapid Transit Act contains the following provisions:

"Said Board may in any case contract for the construction of the whole road, or all the roads provided for by the aforesaid plans in a single contract, or may by separate contracts, executed from time to time, provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads and afterwards of one or more additional tracks over a part or parts of such road or roads as the necessities of said city and the increase of its population may, in the judgment of said Board, require. The Board may also, in a contract for a part of any such rapid transit railroad, insert a provision that, at a future time, upon the requirements of the Board, the contractor shall construct the remainder or any part of the remainder of said road, as the growth of population or the interests of the City may, in the judgment of the Board, require, and may, in such contract, insert a provision of a method for fixing and ascertaining at such future time the amount to be paid to the contractor for such additional construction, and to the end of such ascertainment, may provide for arbitration or for determination by a court of the amount of such compensation, or of any other details of construction which shall not be prescribed in the contract, but which shall be deemed necessary or convenient by said Board. Any such contract may provide, if the public interest shall, in the opinion of the Board, justify the provision, that the construction of any section or portion of the railroad included in such contract may, with the consent of the Board, be suspended during the term of operation of the railroad, as hereinafter mentioned, or any part of such term; provided, that during such term or part of term the contractor shall use, in lieu of such portion of the road, a railroad owned or leased by the contractor or a portion or section thereof, which shall, with the railroad or portion of railroad constructed by it under its contract with the Board, form a continuous and convenient route."

This Board, in laying out the routes now submitted for the approval of your Honorable Body, has divided each into several sections; and it is the purpose of the Board, availing itself of the authority conferred by the statute, just quoted, to call for bids on each of these several sections. Bidders will be required not only to state the prices for which they will construct each section, but also to state what free transfers (with or without change of cars) they will undertake to give passengers. Upon the receipt of bids in this form, awards can be made to such bidder or bidders, and for such sections of a route, as will most effectually serve the public convenience.

It is the expectation of this Board that there will be genuinely active competition among bidders. The great success of the present subway, both from the operating and the financial points of view, has unquestionably stimulated the interest of those persons who might naturally be willing to undertake the work of building and operating of intramural railroads. It is no figure of speech to say that within five years a complete revolution in opinion has taken place.

Bids were opened early in 1900 for the rapid transit contract which has since been proved so profitable, but not one single interest identified with passenger transportation was found among the bidders. At the present time all the principal local transportation interests profess themselves anxious to compete for future subways. This Board has received repeated assurances to this effect from the Metropolitan interests, the Interborough Rapid Transit Company and the Brooklyn Rapid Transit Company. Similar assurances have been received from other quarters.

The demonstrated success of subsurface rapid transit railways will therefore certainly enable this Board to let contracts on terms far more favorable to the City than those which were embodied in the Manhattan-Bronx contract of February, 1900, especially in regard to the price to be paid for construction. The great advantage to an operating company of reducing fixed charges to a minimum, will, it is hoped, lead respon-

sible and experienced bidders to offer to build largely with their own money. This was actually done by the Interborough interests in their bid for the Brooklyn extension in June, 1902, when they undertook to build a road of which they were merely to have a lease for thirty-five years, at about twenty per cent. of the estimated actual cost.

In the light of the assurances which this Board has received, and which plainly indicate that more than one interest is prepared to construct and operate rapid transit railways without calling upon the City to advance its credit in the undertaking to the full extent, or perhaps not to any considerable extent at all, the Board has felt itself justified in laying out a far more extensive net-work of lines than it could have ventured to do if the prospects for active competition had been less favorable. The routes now submitted form only a portion of the comprehensive system which this Board has planned, and which will shortly be laid before your Honorable Body for its approval.

As to the estimated aggregate cost of the rapid transit railways which this Board has planned, it need only be said that it will greatly exceed the means now available to the City for construction. There is, however, every reason to hope that bids will be received which will enable the carrying out of at least the most urgent parts of this programme, by a municipal investment well within the present ability of the City. If these hopes are disappointed, the result will simply be that only a part of the routes now under consideration can be contracted for at the present time.

Moreover, if the Rapid Transit Board should prove to be mistaken in expecting that a large amount of private capital is now available for this municipal work, the City will be no worse off by approving a number of routes, even if some of them are not constructed for a long time. It is not the intention to let all the contracts simultaneously, although the routes might all be approved at the same time; and no contract can be let, under the provisions of Section 37 of the Rapid Transit Act, as amended by chapter 562, Laws of 1904, unless and until the Board of Estimate and Apportionment "shall have consented thereto and prescribed a limit to the amount of bonds" to be issued under the contract.

At the present time it is quite impossible for anybody to form an opinion as to the amount of money which the City may be called upon to furnish for the purposes of the rapid transit extensions now suggested. If they are approved by your Honorable Body, it will be necessary further to secure the consent and approval of the owners of a majority of the property along the several lines, or, in default thereof, the approval of the courts. With the utmost diligence these steps, as experience has abundantly proved, require much time. Until they have been completed, invitations to bidders cannot be issued, and the terms of a contract cannot be formulated. The only way to find out what the City may be called upon to pay, will be to prepare contracts after the routes have been officially approved and to invite proposals from bidders. By submitting the various routes to competition in turn, beginning with those which seem most urgent, the extent to which the City can undertake additional building will be accurately ascertained.

The policy thus outlined is the one which this Board strongly urges upon the City authorities; and it is in accordance with that policy that the routes have been planned which are now submitted for the consideration of your Honorable Body.

These routes are certainly among those which are most sorely needed. The demand for an adequate east side line, which shall relieve the pressing requirements of The Bronx, ought to be met without delay. And the completion of the Pennsylvania Railroad station, which will bring many thousand travelers hourly from New Jersey and Long Island to the neighborhood of Thirty-second street, between Seventh and Eighth avenues, should find the municipality prepared, by its lessees, to distribute these multitudes to their ultimate destinations in the City.

It has been the effort of this Board to arrange the routes now submitted for the consideration of your Honorable Body so that each of them should first, be capable of separate operation; second, be capable of advantageous operation in connection with some existing means of passenger transportation within the City; third, be practicable to build at once, both from the engineering, transportation and financial standpoints. In this way the largest possible measure of effective rapid transit will be secured, while at the same time an opportunity is afforded for active competition among strong rival bidders.

The three proposed routes and general plans are therefore submitted to your Honorable Body for approval.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary this 15th day of May, 1905.

A. E. ORR, President.

BION L. BURROWS, Secretary.

[SEAL]

[The maps referred to in the resolutions hereto annexed accompanied the original of this communication.]

RESOLUTIONS FOR THIRD AVENUE ROUTE.

(Adopted May 12, 1905.)

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the road provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction, at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads as the necessities of The City of New York and the increase of its population may in the judgment of this Board require.

Routes.

A route lying within the Boroughs of Manhattan and The Bronx and made up of several sections as hereinafter described. The said sections are as follows:

Section 1.—A route the centre line of which shall begin on private property in the Borough of The Bronx in the block bounded by the Southern Boulevard, the Harlem river, Third avenue and Lincoln avenue; running thence northeasterly under private property and the Southern Boulevard, and again under private property and East One Hundred and Thirty-fourth street to a point near the intersection of the northerly side of East One Hundred and Thirty-fourth street with the westerly side of Lincoln avenue; thence curving under private property into Lincoln avenue; thence running northerly under and along Lincoln avenue and under and across Third avenue into Morris avenue; thence northerly under Morris avenue to a point at or near the intersection of Morris avenue and East One Hundred and Forty-first street; thence curving northeasterly under Morris avenue and College avenue to a point on the easterly side of College avenue between East One Hundred and Forty-first street and East One Hundred and Forty-second street; thence still northeasterly, in a curve, under private property to East One Hundred and Forty-second street; thence curving easterly and southeasterly under East One Hundred and Forty-second street and private property to a point in Third avenue between East One Hundred and Forty-first street and East One Hundred and Forty-second street; and thence running southerly along Third avenue to a point at or near the intersection of Lincoln avenue with Third avenue, and there rejoining the centre line of Section 1 as hereinbefore described.

The said section shall also include spurs for connections with subways to be hereafter built in East One Hundred and Thirty-eighth street, both easterly and westerly from the main line of Section I. as above described. There shall be two such spurs on the east side, and two such spurs on the west side.

Of the spurs on the east side, the southerly one shall begin at a point under Lincoln and Third avenues near the intersection of the centre line of Lincoln avenue with the northerly line of East One Hundred and Thirty-seventh street, and shall thence curve northeasterly under Lincoln avenue and private property to East One Hundred and Thirty-eighth street. The northerly one of such easterly spurs shall begin at a point near the intersection of the centre line of Third avenue with the northerly line of East One Hundred and Thirty-ninth street, and shall thence curve southeasterly under Third avenue and private property to East One Hundred and Thirty-eighth street, and thence easterly along East One Hundred and Thirty-eighth street, rejoining the southerly spur above mentioned. The centre line of the spurs shall thence run easterly along East One Hundred and Thirty-eighth street to a point about three hundred feet easterly from the easterly side of Lincoln avenue.

Of the spurs on the west side, the southerly one shall begin at or near the intersection of the centre line of Lincoln avenue with the northerly line of East One Hundred and Thirty-seventh street, and shall thence curve northwesterly under Lincoln avenue and Third avenue into East One Hundred and Thirty-eighth street. The northerly one of the said westerly spurs shall begin at a point in Morris avenue at or near the intersection of the centre line of Morris avenue with the southerly line of East One Hundred and Thirty-ninth street, and shall thence run in a curve southerly and southwesterly under Morris avenue and private property to East One Hundred and Thirty-eighth street, there rejoining the centre line of the southerly one of the two westerly spurs. The centre line of the spurs shall thence run westerly along East One Hundred and Thirty-eighth street to a point about three hundred feet westerly from the intersection of East One Hundred and Thirty-eighth street with the westerly line of Third avenue.

Section II.—A route the centre line of which shall begin at the southerly end or point of beginning of Section I. above described, under private property, and run thence northeasterly, in a curve under such private property to the Southern Boulevard; thence easterly along the Southern Boulevard to a point about half way between Willis avenue and Brown place; thence in a curve under the Southern Boulevard and private property to a point at or near the intersection of the northerly side of East One Hundred and Thirty-second street, as said street is laid out in the map or plan of The City of New York, with the westerly side of Brown place, as said place is laid out upon the said map or plan; and thence still southeasterly under East One Hundred and Thirty-second street, Brown place and private property on the southerly side of East One Hundred and Thirty-second street, to a suitable terminus within such private property.

Section III.—A route the centre line of which shall begin at the southerly end of Section I. above described, under private property, and run thence southerly under such private property and under the Harlem river to the Borough of Manhattan and to a point on the southerly side of the Harlem river between the point where the westerly side of Second avenue and the easterly side of Third avenue intersect the southwesterly side of the Harlem river; thence running under private property and under the Third Avenue Bridge approach, and again under private property and under East One Hundred and Twenty-ninth street, to Third avenue; thence southerly under Third avenue to a point between West Thirty-sixth and West Thirty-seventh streets at which point a spur will begin as hereinafter stated; thence southerly under Third avenue to a point between West Thirty-fifth and West Thirty-sixth streets, where another spur will begin as hereinafter stated; thence southerly under Third avenue and the Bowery to Chatham square; thence under Chatham square, the New Bowery and Pearl street to a point about half way between Coenties slip and Broad street; thence curving southerly under Pearl street and private property to Broad street; thence southeasterly along Broad street to a point about half way between Front and South streets; thence curving southerly under Broad street and private property to South street; and thence southwesterly under South street, Whitehall street and the Battery Park and around the subway loop constructed under and pursuant to resolutions of this Board adopted January 24, 1901, to a suitable terminus at a point under the Battery Park lying southwesterly from the intersection of Bridge and State streets and about three hundred and fifty (350) feet distant therefrom.

Also a spur the centre line of which shall begin, as aforesaid, at a point in Third avenue about half way between East Thirty-sixth and East Thirty-seventh streets; curving thence westerly under Third avenue and private property to East Thirty-sixth street, and running thence westerly along East Thirty-sixth street and West Thirty-sixth street to a point about two hundred feet easterly from the easterly line of Eighth avenue; thence running in a curve southwesterly under West Thirty-sixth street and private property to Eighth avenue; and thence curving under Eighth avenue to a point between West Thirty-sixth street and West Thirty-fourth street, at which a suitable connection can be made with a subway to be constructed under Eighth avenue. This spur shall also include a connection with a subway to be constructed under Seventh avenue; such connection to be by a tunnel or subway the centre line of which shall diverge from the centre line of said spur at a point about two hundred feet easterly from the easterly side of Seventh avenue, and shall run thence in a curve southwesterly under West Thirty-sixth street and private property to Seventh avenue, and thence in a curve under Seventh avenue to a convenient point between West Thirty-sixth street and West Thirty-fourth street. A portion of this spur or route between Lexington avenue and Fifth avenue may be constructed in and occupy the same tunnel with another subway to be built in East Thirty-sixth street between Lexington avenue and Fifth avenue.

Also a spur the centre line of which shall begin, as aforesaid, at a point in Third avenue about half way between West Thirty-fifth and West Thirty-sixth streets; curving thence westerly under Third avenue and private property to East Thirty-fifth street, and running thence westerly along East Thirty-fifth street and West Thirty-fifth street to a point about two hundred feet easterly from the easterly side of Eighth avenue; thence running in a curve southwesterly under Thirty-fifth street and private property to a point in Eighth avenue near the intersection of Eighth avenue and West Thirty-fourth street, at which a convenient connection can be made with a subway to be constructed under Eighth avenue. This spur shall also include a connection with a subway to be constructed under Seventh avenue; such connection to be by a tunnel or subway the centre line of which shall diverge from the centre line of said spur at a point about two hundred feet easterly from the easterly side of Seventh avenue, and shall run thence in a curve southwesterly under West Thirty-fifth street and private property to Seventh avenue, and thence in a curve under Seventh avenue to a convenient point near West Thirty-fourth street. A portion of this spur or route between Lexington avenue and Fifth avenue may be constructed in and occupy the same tunnel with another subway to be hereafter built in East Thirty-fifth street, between Lexington avenue and Fifth avenue.

Section IV.—A route the centre line of which shall begin at a suitable point on the centre line of Section III. above described under Chatham square; thence running under Chatham square and southwesterly under Park row to a point between Frankfort and Spruce streets; thence southerly under Nassau street and Bond street to a point near the intersection of Broad and Pearl streets, and there uniting with the centre line of the route above described.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For all of Sections I. and II. above described (including the several spurs forming a part of said sections) there may be two tracks. For that portion of Section III. that lies between the northerly end thereof and a point in Third avenue near One Hundred and Twenty-eighth street there shall be two tracks. For the route under Third avenue beginning at or near One Hundred and Twenty-eighth street to the Bowery and Chatham square, four tracks. For the route under Chatham square, the New Bowery, Pearl street, Broad street, South street and Battery Park, two tracks. For the section or part of the route under Chatham square, Park row, Nassau street and Broad street, two tracks.

As many additional tracks as may be needed for terminal purposes may be constructed under the Battery Park.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and except for the purpose of avoiding grade crossings

in Chatham square and near the intersection of Broad and Pearl streets, in the Borough of Manhattan, and near the intersection of Third avenue and East One Hundred and Thirty-eighth street, in the Borough of The Bronx, and near the intersections of Third avenue with East Thirty-fifth street and East Thirty-sixth street, in the Borough of Manhattan, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet; but the limitation as to the level of the tracks shall not apply to the portion of the route under the Harlem river, nor to the portions of the route near the intersection of East One Hundred and Thirty-eighth street with Third avenue and of East Thirty-fifth street with Eighth avenue.

The tracks shall be placed in general under the central part of the longitudinal streets of the route, so far as may be practicable and convenient, except that in the New Bowery and Pearl street north of Ferry street they shall be placed as near as possible to the northwesterly side of the said streets; and in Morris avenue they shall be placed near the easterly side of said avenue; and wherever else required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such longitudinal streets or any of them. But in Lincoln avenue, Third avenue and the Bowery no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided), shall be within a distance of five feet from the exterior line or side of the said longitudinal streets of the route. In all other longitudinal streets of the route, any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit; except that under Canal street, and in Park row, between New Chambers street and the Brooklyn Bridge, and near the intersection of Third avenue and East One Hundred and Thirty-eighth street, the tunnels may be depressed to a depth sufficient to allow other tunnels or subways to be constructed over and across them; and except also that in Thirty-fifth and Thirty-sixth streets the tunnels shall be depressed to a depth sufficient to pass under subways constructed or to be constructed under Lexington, Park, Fifth, Sixth and Seventh avenues and Broadway.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed, shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for Rapid Transit Railroads in Cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the ten maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 2, Borough of Manhattan," seven of the said drawings being marked "Manhattan No. 2," sheets Nos. 1 to 6, inclusive, and No. 9, and two of the said drawings being marked "Manhattan Nos. 4 and 2," sheets Nos. 7 and 8, are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 12th day of May, 1905, seven Commissioners being present and voting in favor thereof.

In witness whereof, I have hereunto set my hand and the seal of the Board this 1st day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

RESOLUTIONS FOR LEXINGTON AVENUE ROUTE.

(Adopted May 12, 1905.)

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing,

authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require.

Routes.

A route lying within the Boroughs of Manhattan and The Bronx and made up of several sections as hereinafter described. The said sections are as follows:

Section 5O—A route the centre line of which shall begin in the Borough of Manhattan at or near the intersection of the southerly line of East One Hundred and Twenty-ninth street with the centre line of Lexington avenue; running thence southerly along Lexington avenue to a point about half way between East Forty-second and East Forty-third streets.

Section 5A—A route the centre line of which shall begin in the Borough of Manhattan at a point in Lexington avenue about half way between East Forty-second and East Forty-third streets at the southerly end of Section 5O above described; running thence southwesterly in a curve under Lexington avenue and private property to East Forty-second street; thence westerly along East Forty-second street to a point near the intersection of the centre line of East Forty-second street with the centre line of Depew place produced; thence southwesterly in a curve under East Forty-second street and private property to Park avenue; and thence southwesterly and southerly under Park avenue to a point in Park avenue between East Thirty-eighth and East Forty-first street, at which a junction can conveniently be made with the subway constructed under resolutions of this Board adopted January 14 and February 7, 1897.

Section 5B—A route the centre line of which shall begin in the Borough of Manhattan at or near the intersection of the southerly line of East One Hundred and Twenty-ninth street with the centre line of Lexington avenue at the northerly end of Section 5O above described; running thence northerly and northeasterly in a curve under Lexington avenue and private property to and across East One Hundred and Thirtieth street; thence again under private property and East One Hundred and Thirty-first street and under the Harlem river to the Borough of The Bronx and to a point on the northeasterly side of the said Harlem river distant not less than two hundred feet northwesterly from the westerly side of Third avenue; thence running northeasterly under private property and East One Hundred and Thirty-fourth street and again under private property to Third avenue at or near the intersection of Third avenue with East One Hundred and Thirty-fifth street; thence running northeasterly under Third avenue and Morris avenue to a point at or near the intersection of Morris avenue to a point at or near the intersection of Morris avenue and East One Hundred and Forty-eighth street; and thence running in a curve under Morris avenue, East One Hundred and Forty-eighth street and private property to a point in East One Hundred and Forty-ninth street, between Morris avenue and Courtlandt avenue, at which a junction can conveniently be made with the subway constructed under resolutions of this Board adopted January 14 and February 7, 1897.

Section 5C—A route the centre line of which shall begin in the Borough of Manhattan at or near the intersection of the southerly line of East One Hundred and Twenty-ninth street with the centre line of Lexington avenue at the northerly end of Section 5O above described; running thence northerly under Lexington avenue to the Harlem river and under and across the Harlem river to the Borough of The Bronx and to a point in the northeasterly side of the said river at or near the point where the said northeasterly side is intersected by the easterly side of Park avenue; thence curving northeasterly under private property into Park avenue and running northeasterly along Park avenue to East One Hundred and Thirty-eighth street near which point spurs or connections will be constructed as hereinafter stated; and thence still northeasterly and northerly along Park avenue and under East One Hundred and Forty-ninth street to the northerly side of said street near which point a spur will be constructed as hereinafter stated; and thence still northerly and northeasterly along Park avenue to its intersection with East One Hundred and Fifty-sixth street.

And also spurs beginning as above stated in the Borough of The Bronx near the intersection of Park avenue with East One Hundred and Thirty-eighth street. One of the said spurs shall begin in Park avenue south of East One Hundred and Thirty-eighth street and thence curve northeasterly and easterly under Park avenue, private property and Canal street, West, and again under private property to East One Hundred and Thirty-eighth street. The other of said spurs shall begin in Park avenue north of East One Hundred and Thirty-eighth street and thence curve southeasterly and easterly under Park avenue and private property to East One Hundred and Thirty-eighth street, where the said spur shall unite with the first spur above mentioned. The centre line of the said two spurs shall then run easterly along East One Hundred and Thirty-eighth street to a point three hundred feet westerly from the intersection of East One Hundred and Thirty-eighth street with the westerly side of Third avenue.

And also a spur beginning as above stated in the Borough of The Bronx at a point on the main line of the route of Section 5C as above described at or near its intersection with the northerly line of East One Hundred and Forty-ninth street; thence curving northerly under private property to Mott avenue; thence under and across Mott avenue and under and along East One Hundred and Fifty-third street and under and across East One Hundred and Fifty-seventh street; thence under private property and under the bed of Cromwell creek to Exterior street; thence under and along Exterior street and under the viaduct and Jerome avenue to a point near the northerly corner of Jerome avenue and Sedgwick avenue; thence running northeasterly in a curve under private property to Sedgwick avenue; and thence under and along Sedgwick avenue to the intersection of Sedgwick avenue and One Hundred and Sixty-fourth street.

And also a loop beginning in the Borough of The Bronx at a point on the main line of the route of Section 5C as hereinafter described between East One Hundred and Fifty-first street and East One Hundred and Fifty-second street; running thence northwesterly and westerly under private property and connecting within private property with the spur of route 5C last above described, near the point of where the centre line of said spur would intersect the northerly line of East One Hundred and Fifty-first street produced.

Section 5D—A route the centre line of which shall begin in the Borough of Manhattan at a point in Lexington avenue about half way between East Forty-second and East Forty-third streets, at the southerly end of Section 5O, above described; running thence southerly along Lexington avenue to a point about half way between East Thirty-sixth street and East Thirty-seventh street, at which point the tracks will diverge into two branches. The centre line of the route for one of such branches shall run thence in a curve southwesterly under Lexington avenue and private property to East Thirty-sixth street; thence westerly along East Thirty-sixth street to a point about one hundred feet easterly from the intersection of the centre line of East Thirty-sixth street with the easterly line of Fifth avenue; thence in a curve southwesterly under East Thirty-sixth street and private property to Fifth avenue, and thence southerly along Fifth avenue to a point between Thirty-fourth and Thirty-fifth streets, where it shall be rejoined by the second branch, diverging as above stated. The centre line of the route for the said second branch shall run from the said point of divergence in Lexington avenue southerly under Lexington avenue to a point about half way between East Thirty-fifth and East Thirty-sixth streets; thence in a curve southwesterly under Lexington avenue and private property to East Thirty-fifth street; thence westerly along East Thirty-fifth street to a point about one hundred feet east-

erly from the intersection of the centre line of East Thirty-fifth street with the easterly side of Fifth avenue; thence in a curve southwesterly under East Thirty-fifth street and private property to Fifth avenue, and thence in a curve under Fifth avenue and rejoining the branch first above described at a point between Thirty-fourth and Thirty-fifth streets. From the last mentioned point the centre line of the route shall run southerly under Fifth avenue to a point about half way between West Twenty-fourth and West Twenty-fifth streets produced; thence along Madison square and into Broadway; thence southerly along Broadway, passing under Union square, and still southerly under Broadway to Chambers street, at which point a loop will begin, as hereinafter stated; thence southerly along Broadway to a point between Vesey street and Barclay street; thence in a curve southwesterly under Broadway and private property to Vesey street; thence westerly along Vesey street to a point about one hundred feet easterly from the intersection of the centre line of Vesey street with the easterly side of Church street; thence in a curve southwesterly under Vesey street and private property to Church street; thence southerly along Church street and Trinity place and curving at the southerly end of Trinity place into Greenwich street, and thence southerly under Greenwich street and under and across Battery place, and under Battery Park to a suitable terminus therein.

And also a loop the centre line of which shall begin, as above stated, in the Borough of Manhattan, at or near the intersection of Broadway and Chambers street; running thence southeasterly in a curve under Broadway and the City Hall Park, recurring southerly and westerly under the City Hall Park and Broadway at a point about opposite the centre line of Murray street, and rejoining the main line at a suitable point in Broadway, between Murray street and Chambers street.

General Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the route running under Lexington avenue, from about East Forty-third street to East One Hundred and Twenty-ninth street, known as Section 5O, there shall be four tracks. For the route running westerly and southwesterly from the southerly end of Route 5O, under East Forty-second street, and known as Section 5A, there shall be four tracks. For the route running northerly from Lexington avenue and East One Hundred and Twenty-ninth street, under the Harlem river, Third avenue and Morris avenue, known as Section 5B, there shall be four tracks up to the point where the said route begins to curve, in order to join the subway at East One Hundred and Forty-ninth street, and from that point there shall be two tracks. For the route running northerly from East One Hundred and Twenty-ninth street and Lexington avenue, under the Harlem river, and Park avenue and other streets, known as Section 5C, including the various spurs above described, there shall be two tracks, except that in the loop north of East One Hundred and Fifty-second street there shall be one track. For the route running southerly from a point near East Forty-third street and Lexington avenue, known as Section 5D, above described, there shall be four tracks as far south as the point between East Thirty-sixth and East Thirty-seventh streets, where the line diverges, as above described; there shall be two tracks from the point of divergence through East Thirty-sixth street and Fifth avenue to the point where the lines reunite, and two tracks from the point of divergence through Lexington avenue and East Thirty-fifth street to the said point in Fifth avenue where the lines reunite; and for the remainder of the distance southerly under Fifth avenue and Broadway there shall be four tracks as far south as Chambers street. From Chambers street southerly under Broadway, Vesey street, Trinity place and Greenwich street there shall be two tracks. In the loop under the City Hall Park there shall be one track. There shall be as many additional tracks as may be needed for convenient operation of terminals under Battery place and Battery Park.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and except for the purpose of avoiding grade crossings at Lexington avenue and Thirty-fifth street, Lexington avenue and Thirty-sixth street, Lexington avenue and One Hundred and Twenty-ninth street, Third avenue and One Hundred and Thirty-eighth street, One Hundred and Forty-ninth street, near Courtlandt avenue, Park avenue and One Hundred and Thirty-eighth street, or at the City Hall Park loop, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient, except that in Morris avenue they shall be placed on the westerly side of said avenue, and except that in turning from Fifth avenue to Broadway, as described in Section 5D above, the tracks may be placed as far easterly as necessary, or under the surface of Madison square; and wherever else required by special or local necessities, or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of the longitudinal streets of the route or any of them. But in Fifth avenue and Broadway no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures, as hereinafter provided) shall be within the distance of five feet of the exterior line or side of the longitudinal street of the route. In all other longitudinal streets of the route, any part of such streets may be occupied so far as the purposes of this general plan require.

The tracks under East Thirty-fifth street and East Thirty-sixth street may be constructed in and occupy the same tunnel as another subway to be built under the said streets between Third avenue and Eighth avenue.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit; except that under East Thirty-fifth and East Thirty-sixth street and under East One Hundred and Forty-ninth street and Park avenue the tunnels shall be so constructed as to pass under the subway constructed under resolutions of this Board adopted January 14 and February 4, 1897; and except also that near the intersection of Third avenue and East One Hundred and Thirty-eighth street the tunnel may, if necessary, be depressed to a depth sufficient to allow other tunnels or subways to be constructed over and across it.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface

structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where this Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed shall be replaced under the direction and to the satisfaction of the said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein, shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891 as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the twelve maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 3, Borough of Manhattan," two of the said drawings being marked "Manhattan No. 3," sheets Nos. 1 and 3, one of the said drawings being marked "Manhattan Nos. 3 and 4," sheet No. 2, one of the said drawings being marked "Key Map No. 4, Borough of Manhattan," five of the said drawings being marked "Manhattan No. 4," sheet No. 1 and sheets Nos. 3 to 6, inclusive, and two of the said drawings being marked "Manhattan Nos. 4 and 2," sheets Nos. 7 and 8, are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 12th day of May, 1905, seven Commissioners being present and voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 1st day of June, 1905.

BION L. BURROWS, Secretary.

[SEAL.]

RESOLUTIONS FOR SEVENTH AND EIGHTH AVENUE ROUTE.

(Adopted May 12, 1905.)

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises, and all such inquests and investigations as are necessary or proper for such determination; now, therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board require.

Routes.

A route lying wholly within the Borough of Manhattan, and made up of several sections as hereinafter described. The said sections are as follows:

Section 4O—A route the centre line of which shall begin at or near the intersection of the centre line of Seventh avenue with the northerly line of West Forty-third street; running thence southerly along Seventh avenue to a point about half way between West Twenty-fifth and West Twenty-sixth streets. And also a suitable connection extending under Seventh avenue and Broadway, or Times square, to a point between West Forty-third street and West Forty-seventh street, so as to afford a junction with the existing subway constructed under resolutions of this Board adopted January 14 and February 4, 1897.

Section 4A—A route the centre line of which shall begin at or near the intersection of the centre line of Seventh avenue with the northerly line of West Forty-third street at the northerly end of Section 4O, above described, and running thence northerly under Seventh avenue to the Central Park; and thence under the Central Park to Central Park, West, at or near the intersection of West Sixty-second street.

Section 4AA—A route the centre line of which shall begin at a point under Central Park, West, at or near the intersection of West Sixty-second street, at the northerly end of Section 4A, above described; running thence northerly under Central Park, West, and Eighth avenue, to a point between West One Hundred and Forty-ninth street and West One Hundred and Fiftieth street; thence curving northeasterly and running under Macomb's lane to a point at or near the intersection of Macomb's lane with West One Hundred and Fifty-third street; thence in a curve northerly and westerly under Macomb's lane and private property to West One Hundred and Fifty-fourth street; thence westerly and southwesterly in a curve under One Hundred and Fifty-fourth street and private property to Eighth avenue; and thence southerly under Eighth avenue to a point where the centre line of the route as above described diverges northwesterly from Eighth avenue to pass under Macomb's lane. And also a spur running northerly along Eighth avenue from a suitable point north of West One Hundred and Forty-ninth street on the section last above described, to a point about half way between West One Hundred and Fifty-fourth street and West One Hundred and Fifty-fifth street, so as to afford a means for future connections or extensions northerly.

Section 4H—A route the centre line of which shall begin at a point under Central Park, West, at or near the intersection of West Sixty-second street at the northerly end of Section 4A above described; running thence southerly under Eighth avenue and Hudson street to a point at or near the intersection of Hudson street, Chambers street and West Broadway upon the centre line of route 4C hereinafter described.

And also a spur running from a point on the centre line of Section 4H above described at or near the intersection of the centre line of Eighth avenue with the centre line of Greenwich avenue produced; running thence southeasterly along Greenwich avenue to a point at which a junction can be made with Section 4B hereinafter described

at or near the point of intersection of the centre line of Seventh avenue produced with the centre line of Greenwich avenue.

Section 4B—A route the centre line of which shall begin at a point in Seventh avenue about half way between West Twenty-fifth street and West Twenty-sixth street at the southerly end of Section 4O above described; running thence southerly under Seventh avenue to West Twelfth street; thence curving southeasterly under West Twelfth street, Seventh avenue and private property to West Eleventh street; thence still southeasterly under West Eleventh street and Greenwich avenue to, under and across Sixth avenue; thence running under private property and under Clinton place or Eighth street, and again under private property, to a point at or near the intersection of the northerly side of Waverley place with the easterly side of Macdougall street; thence still southeasterly under Macdougall street, Waverley place, Washington square and West Fourth street to a point in West Fourth street at or near the intersection of the centre line of West Fourth street with the centre line of West Broadway produced.

Section 4C—A route the centre line of which begins at the southerly end of Section 4B above described at or near the point of intersection of the centre line of West Fourth street with the centre line of West Broadway produced; running thence southerly under West Broadway to a point at or near the intersection of the centre line of Chambers street with the centre line of West Broadway.

Section 4D—A route the centre line of which shall begin at the southerly end of Section 4C, above described, at or near the point of intersection of the centre line of Chambers street with the centre line of West Broadway; running thence southerly under West Broadway to Murray street (near which point a loop may begin as hereinafter described); thence still southerly under West Broadway and Greenwich street crossing under Battery place into Battery Park, and thence curving easterly and northerly in a terminal loop under Battery Park to rejoin the main route in Greenwich street near the northerly side of Battery place. There may be also such additional terminal tracks lying under Battery place and Battery Park as may be necessary for convenient operation.

The centre line of the loop above mentioned as constituting a part of Section 4D shall begin under West Broadway at a point between Murray street and Warren street on the main line of said section as above described; curving thence southwesterly under private property, under Murray street, and again under private property in the block between Murray street and Park place, to a point near the intersection of the northerly side of Park place with the easterly side of Greenwich street; curving thence under Park place, under private property, under Greenwich street, and again under private property to a point near the intersection of the westerly side of Greenwich street with the northerly side of Barclay street; thence curving easterly under Barclay street to a point near the intersection of the northerly side of Barclay street with the westerly side of West Broadway; and thence curving under private property and West Broadway and rejoining the main line in West Broadway at a convenient point between Barclay street and Park place.

Section 4E—A route the centre line of which shall begin at a point in Seventh avenue about halfway between West Twenty-fifth and West Twenty-sixth streets at the southerly end of Section 4O above described; running thence southeasterly in a curve under Seventh avenue and private property to West Twenty-fifth street; thence easterly along West Twenty-fifth street to a point west of Broadway, but near the intersection of the southerly side of West Twenty-fifth street with the westerly side of Broadway; thence curving southeasterly under West Twenty-fifth street and private property to Broadway; thence under Broadway to a point between West Twenty-third and West Twenty-fourth streets; and thence curving into Fifth avenue and continuing southerly under Fifth avenue and Washington square to the southerly end of Route 4B above described at or near the intersection of the centre line of West Fourth street with the centre line of West Broadway produced.

Section 4F—A route the centre line of which shall begin at a point in Broadway between West Twenty-fourth street and West Twenty-fifth street, at which a junction can be made with the route described as Section 4E above, and running thence northerly under Broadway to a point between West Forty-third street and West Forty-sixth street, at which a junction can be made with the subway constructed under resolutions of this Board adopted January 14 and February 7, 1897.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the route running under Seventh avenue between West Forty-third street and West Twenty-fifth street, known as Section 4O, there shall be four tracks. For the route running northerly under Seventh avenue, Central Park, West, and Eighth avenue to West One Hundred and Forty-ninth street, known as Sections 4A and 4AA, there shall be four tracks; and on the loop at the extremity of Section 4AA under Macomb's lane, West One Hundred and Fifty-fourth street and Eighth avenue, there shall be two tracks. For the route under Seventh avenue, Greenwich avenue and Washington square, known as Section 4B, there shall be four tracks. For the route under West Broadway from Fourth street to Chambers street, known as Section 4C, there shall be four tracks. For the route running southerly from Chambers street under West Broadway and Greenwich street, known as Section 4D, there shall be four tracks; for the loop beginning near Murray street in West Broadway there shall be one track; for the terminal loop under Battery Park there shall be two tracks; and there may be constructed under Battery place and Battery Park as many additional terminal tracks as may be needed. For the route under Twenty-fifth street from Seventh avenue to Broadway, being a portion of Section 4E, there shall be two tracks, and for the remaining portion of Section 4E, from Twenty-fifth street and Broadway through Fifth avenue and Washington square, there shall be four tracks. For the route under Broadway between Twenty-fifth street and Forty-third street, being Section 4F, there shall be four tracks. For the route under Eighth avenue and Hudson street, being Section 4H, there shall be four tracks.

All of the above mentioned tracks shall be placed in subway substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and except for the purpose of avoiding grade crossings at Seventh avenue and West Twenty-fifth street and in the neighborhood of the junction of Seventh avenue and Broadway, and at the points where the loops above mentioned diverge from the main line of the route, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient, but wherever required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. But in Seventh avenue, Eighth avenue, West Twenty-fifth street, Broadway, West Broadway and Fifth avenue no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided) shall be within the distance of five feet of the exterior line or side of the longitudinal streets of the route. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit, except that in crossing Sixth avenue and West Twenty-fifth street the tunnel shall be depressed so as to pass under the subway heretofore authorized to be built along and under Sixth avenue; and except that in crossing the route of the subway constructed under resolutions of this Board adopted January 14 and February 4, 1897, the tunnel shall be depressed so as to pass under the said subway.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loop therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge, that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be let or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where this Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of the said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for Rapid Transit Railroads in Cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the fourteen maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 2, Borough of Manhattan," nine of the said drawings being marked "Manhattan No. 2," sheets Nos. 10 to 18, inclusive, one of the said drawings being marked "Key Map No. 3, Borough of Manhattan," and three of the said drawings being marked "Manhattan No. 3," sheets Nos. 4, 5 and 6, are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 12th day of May, 1905, seven Commissioners being present and voting in favor thereof.

In witness whereof, I have hereunto set my hand and the seal of the Board this 1st day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

The following resolution was offered:

Resolved, That the communication be received, and in pursuance of law this Board hereby appoints Friday, the 16th day of June, at 10.30 o'clock in the forenoon, as the time, and Room No. 16, in the City Hall, in the Borough of Manhattan, as the place, when and where such plans and conclusions will be considered.

Which was adopted by the following vote:

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

Present and not voting—The Acting President of the Board of Aldermen—3.

The Secretary presented the following:

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

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

On Tuesday, the 23d day of May, 1905, the Board of Rapid Transit Railroad Commissioners for the City of New York transmitted to the Board of Aldermen of The City of New York certified copies of the route and general plans of a rapid transit railway which the said Board of Rapid Transit Railroad Commissioners had duly adopted on the 18th day of May, 1905.

The said Board of Aldermen did not, on or before the 27th day of May, 1905, take any final vote upon a resolution to approve such plans and conclusions, or to consent to the construction of a railway or railways in accordance therewith.

On the said 27th day of May, 1905, a certain Act of the Legislature of the State of New York was approved by the Governor, which Act is entitled, "An Act to further amend chapter four of the laws of eighteen hundred and ninety-one, entitled, 'An Act to provide for rapid transit railways in cities of over one million inhabitants.'" By its terms, the said Act took effect immediately.

The said Act amends section 5 of the Rapid Transit Act, and among other things provides as follows:

"The board of estimate and apportionment of the city of New York shall, with respect to that city, be hereafter for all purposes of this act and be deemed to be the local authority in control of the streets, roads, bridges, viaducts, highways, avenues, boulevards, driveways, parks, parkways, docks, bulkheads, wharfs, piers and public grounds and waters which are within or belong to the said city; and the consent of such board of estimate and apportionment and the mayor, without the consent of the common council, board of aldermen or other board or officer of the city, shall be the only consent of local authorities required hereunder."

It also provides that the said amendatory Act and all the amendments thereby made to the original Act

—shall be applicable to every grant, franchise or contract heretofore made, authorized or issued by the said board of rapid transit railroad commissioners, but not yet consented to by the common council or board of aldermen of the city, as well as to all grants, franchises and contracts hereafter made, authorized or issued by the said board of rapid transit railroad commissioners."

The said Board of Rapid Transit Railroad Commissioners now transmits to your Honorable Body the annexed certified copies of the said route and general plans adopted as aforesaid on the 18th day of May, 1905. The said route is situated in

Manhattan and Queens, and runs under Thirty-fourth street and the East river to a point in Jackson avenue, Long Island City, near the southerly end thereof. There is also annexed hereto a copy of a communication, dated the 22d day of May, 1905, which was addressed to the Board of Aldermen, briefly describing the said route and explaining the general considerations which have actuated the Rapid Transit Board in determining and establishing the said route and general plans. Copies of the maps therein referred to are also sent herewith.

The approval and consent of your Honorable Body to the route and general plans now transmitted is hereby requested.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary this 1st day of June, 1905.

A. E. ORR, President.

BION L. BURROWS, Secretary.

[SEAL]

Communication from the Board of Rapid Transit Railroad Commissioners for The City of New York, transmitting resolutions as to route and general plans of a rapid transit railroad along Thirty-fourth street and under the East river in the Boroughs of Manhattan and Queens.

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

The Board of Rapid Transit Railroad Commissioners for The City of New York was heretofore duly organized pursuant to chapter 4 of the Laws of 1891, as amended, and since such organization it has conducted the inquests and investigations necessary to determine whether it is for the interest of the public and of the City that a rapid transit railway or railways for the conveyance of persons and property should be established therein; and after such inquests and investigations has duly determined by resolutions adopted the 18th day of May, 1905, by the concurrent vote of at least six of its members, that a rapid transit railway hereinafter described, in addition to any already existing, authorized or proposed, is necessary for the interest of the public and the City, and has duly determined and established the routes thereof and the general plans of construction; and it herewith transmits to your Honorable Body certified copies of the routes and general plans so determined and established.

Briefly stated, the proposed route runs through Thirty-fourth street, in Manhattan, from the East river to the Hudson river, passing under the present subway in Fourth avenue and at a sufficient depth under the several north and south avenues to permit other subways to be constructed over it. It will have no track connections with any rapid transit lines in Manhattan, but it is expected that joint stations will be placed at the intersections of the principal avenues so as to facilitate transfers of passengers. So far as this Board has power to do so, it will require free transfers at all such points.

A separate section diverges from the main stem of this route between Second and Third avenues and runs on a descending grade to pass under the East river to what was formerly Long Island City. The terminus in Queens will be in Jackson avenue near Borden avenue. At this point the various trolley lines converge, thus making transfers easy to and from the proposed subway. A physical connection can also be arranged, if it is found desirable, with Route No. 10 in the comprehensive scheme of this Board—that being a subway uniting the Williamsburg Bridge with the Blackwell's Island Bridge.

The route now submitted to your Honorable Body is entirely in subway or tunnel, the rails being for the most part about forty feet under the surface. In all respects except its depth, and possibly some minor details of construction, it will be very similar to the subway now in operation.

It is proposed to take authority to build four tracks in Manhattan and two under the East river and in Queens.

This route forms a part of the comprehensive scheme which has already been called to the attention of your Honorable Body in a communication from this Board dated May 15, 1905, relative to routes on Third, Lexington and Seventh and Eighth avenues in Manhattan.

It is intended to transmit to your Honorable Body, at an early day, the First avenue and Ninth avenue routes in Manhattan, and also several routes in Brooklyn and Queens, and further routes in The Bronx. Reference may be made to the above communication for the general considerations which have led this Board to the adoption of so large a project; and also as to the intentions of the Board respecting contract requirements.

So far as the present route is concerned, its advantages appear to be too obvious to call for argument. It will reach and serve such important points in Manhattan as the new Pennsylvania Railroad station, Herald square with its neighboring shops and theatres, the Waldorf-Astoria Hotel, and the East Thirty-fourth Street Ferry. In Queens, it will enable passengers by any of the steam or trolley lines now coming to the ferry to get quickly, and with only one change, to Manhattan; and it will carry them without change to points in Manhattan where they can transfer to any of the north and south railroads, and thus reach rapidly and conveniently any part of the City.

The proposed route is therefore submitted to your Honorable Body for approval.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary this 22d day of May, 1905.

A. E. ORR, President;

BION L. BURROWS, Secretary.

[SEAL]

[The maps referred to in the resolutions hereto annexed accompanied the original of this communication.]

RESOLUTIONS ADOPTED MAY 18, 1905.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying wholly within the boroughs of Manhattan and Queens and made up of several sections as hereinafter described. The said sections are as follows:

Section I.—A route the centre line of which shall begin at a point under East Thirty-fourth street east of First avenue and not more than three hundred feet distant therefrom; and shall run thence westerly under East Thirty-fourth street and West Thirty-fourth street to a point at or near the intersection of West Thirty-fourth street with the westerly line of Ninth avenue.

Section II.—A route the centre line of which shall begin at or near the intersection of the centre line of West Thirty-fourth street with the westerly line of Ninth

avenue at the westerly end of Section I. above described; and shall run thence westerly under West Thirty-fourth street to a point at or near the intersection of the centre line of West Thirty-fourth street with the line of the marginal wharf constructed along the North or Hudson river.

Section III.—A route the centre line of which shall begin at a point in the Borough of Manhattan on the centre line of Section I. above described under East Thirty-fourth street, between Second and Third avenues; and shall thence run easterly under and along East Thirty-fourth street, and substantially parallel with but at a lower level from Section I. above described, to a point between First and Second avenues; there curving northeasterly and passing under East Thirty-fourth street and private property to a point in the westerly side of First avenue about fifty feet northerly from the intersection of said westerly side of First avenue with the northerly side of East Thirty-fourth street; thence under and across First avenue to a point in the easterly side thereof about seventy-five feet northerly from the intersection of the said easterly side of First avenue with the northerly side of East Thirty-fourth street; thence under private property and East river to the Borough of Queens and to a point in the said borough near but south of the intersection of Borden avenue produced with the easterly side of East river; thence to a point in Borden avenue near the intersection of the southerly side of Borden avenue with the easterly side of Front street; thence easterly under and along Borden avenue, curving northeasterly into Jackson avenue, and running to a suitable terminal point between the intersection of Jackson avenue with Borden avenue and of Jackson avenue with Fifth street, at which a connection can be made with a subway to be hereafter constructed running from the Borough of Brooklyn and northeasterly under and along Jackson avenue.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows: In Sections I. and II., above described, there shall be four tracks. In Section III. there shall be two tracks.

All of the above mentioned tracks in Sections I. and II. shall be placed in subway substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, any one or more of the tracks may be raised above or depressed below the level of the other track or tracks. These limitations shall not apply to the tracks in Section III.

The tracks shall be placed in general under the central part of Thirty-fourth street, so far as may be practicable and convenient, but wherever required by special or local necessities the tracks or any one or more of them may be diverted as far as necessary to one side or the other of the said street; provided, however, that no wall of the tunnel or part thereof (except at stations, station approaches, and places of access to subsurface structures as hereinafter provided) shall be within the distance of five feet of the exterior line or side of the said street.

The roof of the tunnel in Sections I. and II. above described shall be at least twenty feet below the surface of First avenue, Second avenue, Third avenue, Lexington avenue, Park or Fourth avenue, Fifth avenue, Broadway, Seventh avenue, Eighth avenue and Ninth avenue. The roof of the tunnel joining Section III., above described, shall be at such a depth as shall be necessary to pass at a suitable gradient under the East river. At other points of the route the roof of the tunnels may approach the surface more closely and may be as near the surface as street conditions and the grades necessitated by convenience of operation will permit.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway. There may also be two additional terminal tracks near First avenue and two between Ninth and Tenth avenues and two near Eleventh avenue.

The tracks may at any point of the said route be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge, that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting wall, except that at stations, switches, turnouts and crossovers the width may be increased.

Stations and station approaches shall, in general, be near the intersections of the several avenues, and shall be built under Thirty-fourth street or the intersecting avenues immediately adjoining private abutting property or through or under private property to be acquired for the purpose; provided, that no part of any intersecting avenue shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of Thirty-fourth street, except in Broadway and Sixth avenue, where station approaches may be constructed to connect with subways or subway stations at Thirty-third street and Thirty-fifth street, and except also in Park or Fourth avenue, where a station approach may be constructed to connect with the present subway station at East Thirty-third street.

Wherever along any part of the route above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the subway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to the distance of the tunnel from the exterior line or side of Thirty-fourth street shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional width hereinbefore permitted. At each avenue where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnel, the tunnel, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such avenues, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said route shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where this Board shall give express permission to construct by open excavation.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein, shall include an avenue or public place.

The words "Rapid Transit act" wherever used herein, shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the three maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 5, Borough of Manhattan," and two being marked "Manhattan No. 5," sheets Nos. 12 and 13, are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 18th day of May, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 1st day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

The following resolution was offered:

Resolved, That the communication be received, and in pursuance of law this Board hereby appoints Friday, the sixteenth day of June, at ten-thirty o'clock in the forenoon as the time, and Room 16 in the City Hall, in the Borough of Manhattan, as the place, when and where such plans and conclusions will be considered.

Which was adopted by the following vote:

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

Present and not voting—The Acting President of the Board of Aldermen—3.

The Secretary presented the following communication from the Board of Rapid Transit Railroad Commissioners for The City of New York, transmitting resolutions as to routes and general plans of rapid transit railways under First avenue, West street, Ninth avenue and other streets in the boroughs of Manhattan and The Bronx.

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

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

The Board of Rapid Transit Railroad Commissioners for The City of New York was heretofore duly organized, pursuant to chapter 4 of the Laws of 1891, as amended, and since such organization it has conducted the inquiries and investigations necessary to determine whether it is for the interest of the public and of the City that a rapid transit railway or railways for the conveyance of persons and property should be established therein; and after such inquiries and investigations has duly determined by resolutions adopted on the 1st day of June, 1905, by the concurrent vote of at least six of its members, that certain rapid transit railways hereinafter described, in addition to any already existing, authorized or proposed, are necessary for the interest of the public and the City, and has duly determined and established the routes thereof and the general plans of construction; and herewith transmits to your Honorable Body certified copies of the routes and general plans so determined and established.

The routes described in the resolutions annexed hereto are situated mainly in the Borough of Manhattan, but with extensions or possible extensions in the Borough of The Bronx. They comprise two of the routes contemplated in the general scheme of this Board as set forth in the official report of its Committee on Plans and Contracts submitted May 12, 1905, a copy of which has been transmitted with another communication to your Honorable Body. These routes may be briefly described as the First Avenue Route and the Ninth Avenue Route.

First Avenue Route.

This route begins in The Bronx at the intersection of One Hundred and Thirty-eighth street and Alexander avenue. At or near this point connections can readily be made with various other rapid transit routes in The Bronx. From this point the line runs southerly along Alexander avenue or just west of it, so as to avoid the Willis Avenue Bridge approaches; and then passing under the Harlem river it turns into First avenue near One Hundred and Twenty-fourth street. From this point it runs southerly under First avenue to First street, then curves easterly and runs under Essex, Rutgers and Madison streets to the New Bowery. It then runs southerly under the New Bowery and Pearl street by the side of the proposed Third avenue line, to a point near Dover street. From there it curves easterly under private property to Water street, and runs south under Water street to Pine street. It there passes under private property in the block bounded by Water street, Pine street, Wall street and Pearl street, and then runs under Beaver street, Bowling Green and Battery place to Greenwich street.

From the northerly end of the line at One Hundred and Thirty-eighth street a separate section is added which will run northerly under Alexander avenue, Melrose avenue, Webster avenue and Claremont Park, with a loop under the park.

This line, as will be seen, affords a very direct connection between the more thickly settled parts of the Borough of The Bronx and the lower east side of the Borough of Manhattan.

Ninth Avenue Route.

This route is in effect a continuation of the First avenue line above described. It begins at the southern terminus of that line in Battery place and runs thence under Battery place and under West street to Gansevoort street, where it curves into Ninth avenue and then runs directly north under Ninth avenue to Morningside Park and thence under Manhattan avenue, St. Nicholas avenue, Kingsbridge road, Broadway and Sherman avenue to Amsterdam avenue at about Two Hundred and Eleventh street.

Two routes referred to in this communication are set forth in technical detail in the resolutions of which copies are hereto annexed. Together with the Third avenue, Lexington avenue and Seventh and Eighth avenue routes, which are submitted to your Honorable Body with a separate communication, they form the additional north and south lines in the Borough of Manhattan which this Board now contemplates, and which are all that it believes can wisely be planned for at the present time. In the communication relative to the other Manhattan routes above referred to, and in the report of the Committee on Plans and Contracts of this Board above mentioned, the policy in regard to the new rapid transit routes which this Board recommends to the City authorities is set forth.

It is only necessary to add that the routes herewith submitted are all in subway, and that if they are approved it is proposed to provide in the contracts for construction such modifications and improvements as the valuable experience already gained in such work may suggest.

The approval and consent of your Honorable Body to the two routes and general plans herewith transmitted is requested.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary this fifth day of June, 1905.

A. E. ORR, President.

[SEAL]

BION L. BURROWS, Secretary.

COPIES OF RESOLUTIONS ADOPTED JUNE 1, 1905.

First Avenue.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

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

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves

the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of population or the interests of the City may, in the judgment of this Board, require.

Route.

A route or routes lying in the boroughs of Manhattan and The Bronx, made up of two sections hereinafter described as follows:

Section 1—A route the centre line of which shall begin at or near the intersection of the southerly line of East One Hundred and Thirty-eighth street with the centre line of Alexander avenue in the Borough of The Bronx; running thence southerly under Alexander avenue to a point at or near the intersection of the westerly side of Alexander avenue with the northerly side of East One Hundred and Thirty-fourth street; thence southwesterly under private property, East One Hundred and Thirty-fourth street and private property again, to a point in the northerly side of the Southern Boulevard not more than twenty-five feet westerly from the intersection of the said northerly side of the Southern Boulevard with the westerly side of Alexander avenue; thence in a line parallel or nearly so with Alexander avenue under the Southern Boulevard, private property, East One Hundred and Thirty-second street and private property again to the Harlem river; thence under and across the Harlem river to the Borough of Manhattan and to a point where the southwesterly side of the said river is intersected by a line drawn parallel with the centre line of First avenue and distant about one hundred feet westerly therefrom; thence southerly and parallel or nearly so with First avenue under private property, East One Hundred and Twenty-seventh street, private property, East One Hundred and Twenty-sixth street and private property to a point about half way between East One Hundred and Twenty-sixth street and East One Hundred and Twenty-fifth street; thence southeasterly under private property, East One Hundred and Twenty-fifth street, private property and East One Hundred and Twenty-fourth street to a point near the intersection of the southerly line of East One Hundred and Twenty-fourth street with the westerly side of First avenue; thence under private property near the said point of intersection to First avenue; thence southerly under First avenue to a point at or near the intersection of the centre line of First avenue with the northerly side of Second street; thence southeasterly under First avenue and private property to a point in the northerly side of First street distant about one hundred and twenty-five feet easterly from the intersection of the easterly side of First avenue with the northerly side of First street; thence easterly under First street to a point in the southerly side of First street distant about four hundred and seventy-five feet easterly from the intersection of the said southerly side of First street with the easterly side of First avenue; thence southeasterly under private property to a point in the northerly side of East Houston street distant about one hundred feet from the intersection of the said northerly side of East Houston street with the centre line of Essex street produced; thence still southeasterly under East Houston street to a point near the intersection of the southerly side of East Houston street with the easterly side of Essex street; thence under private property to Essex street; thence southerly under Essex street to a point between Grand street and Hester street (near which point a loop will begin as hereinafter described); thence still southerly under Essex street and crossing under Canal street to Rutgers street; thence under Rutgers street to a point about half way between Henry and Madison streets; thence southwesterly under Rutgers street and private property to a point in the northerly side of Madison street not more than one hundred feet from the intersection of the said northerly side of Madison street with the westerly side of Rutgers street; thence westerly through Madison street to a point near the intersection of the southerly side of Madison street with the southeasterly side of the New Bowery; thence under private property to the New Bowery; thence southwesterly through the New Bowery to Pearl street; thence still southwesterly through Pearl street to a point at or near the intersection of the centre line of Pearl street with the centre line of Dover street; thence in a curve under Pearl street and private property to a point in the westerly side of Water street, between Peck slip and Dover street; thence southerly along Water street to a point in the southerly side of Fulton street about seventy-five feet easterly from the intersection of the said southerly side of Fulton street with the easterly side of Water street; thence under private property to a point near the intersection of the said easterly side of Water street with the northerly side of John street; thence under John street and Water street southwesterly to a point at or near the intersection of the centre line of Water street with the centre line of Pine street; thence southwesterly under Water street and private property to a point in the northerly side of Wall street about fifty feet easterly from the intersection of the said northerly side of Wall street with the easterly side of Pearl street; thence southwesterly under Wall street, private property and Pearl street to Beaver street; thence southwesterly under Beaver street to the Bowling Green; and thence under the Bowling Green and Battery place to a point in Battery place at or near the intersection of Battery place with the centre line of Greenwich street produced, at which a connection can conveniently be made with another subway to be hereafter constructed.

Also a loop, the centre line of which shall begin as aforesaid in Essex street at a suitable point between Hester and Grand streets, and running thence southeasterly under private property to Hester street, and under Hester street and Seward Park and its surrounding or intersecting streets, to wit: Norfolk street, Division street, Jefferson street, East Broadway, Canal street and Essex street, to a junction with the main line above described.

Section 1A—A route, the centre line of which shall begin at the point of beginning of Section 1, above described, at a point in the Borough of The Bronx at or near the intersection of the centre line of Alexander avenue with the southerly line of East One Hundred and Thirty-eighth street; running thence northerly under Alexander avenue, Third avenue, Melrose avenue and Webster avenue to a point in Webster avenue, between St. Paul's place and East One Hundred and Seventy-first street, where a terminal loop will begin.

The said terminal loop shall run from the northerly end of Section 1A, as above described, northerly under and along Webster avenue to a point about two hundred feet northerly from the intersection of the centre line of Webster avenue with the northerly side of Wendover avenue; curving thence northwesterly under Webster avenue and Clay avenue to Claremont Park, and then curving under Claremont Park and Webster avenue so as to rejoin the main line of Section 1A in Webster avenue at or near its northerly end, as above described.

The General Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the portion of Section 1 running southerly under Alexander avenue, the Harlem river, First avenue and Essex street to Hester street, there shall be four tracks. For the portion of Section 1 running under Essex street (south of Hester street), Rutgers street, Madison street, the New Bowery, Pearl street, Water street, Beaver street, Bowling Green and Battery place, there shall be two tracks. For the route of the loop under Seward Park and the adjacent and intersecting streets there shall be two tracks. For Section 1A, running northerly under Alexander avenue, Third avenue, Melrose avenue and Webster avenue to about East One Hundred and Seventy-first street, there shall be four tracks. For the loop under Webster avenue and Claremont Park there shall be two tracks.

All of the above-mentioned tracks shall be placed in subway substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures, or other special or local necessities, and except in Essex street, between East Houston and Hester streets, if Essex street shall not be of sufficient width for four tracks on a level; and except for the purpose of avoiding grade crossings near the intersection of Essex and Hester streets, where the loop above mentioned diverges from the main line of the route, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet. The limitation as to the level of the tracks shall not apply to the portion of the route under the Harlem river.

The tracks shall be placed in general under the central part of the longitudinal

streets of the route, so far as may be practicable and convenient, except in the New Bowery and Pearl street, north of Dover street, and except in Third avenue, near its junction with Alexander avenue, where they shall be placed near the southeasterly side of the said streets; and wherever else required by special or local necessities, or for curves, the tracks, or any one or more of them, may be diverted, as far as necessary, to one side or the other of such streets, or any of them. But no wall of the tunnel or part thereof in Alexander avenue, First avenue, Melrose avenue or Webster avenue (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided), shall be within a distance of five feet of the exterior line or side of any of the said avenues. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels, when under a street, shall be as near the surface of the street as street conditions and grades will conveniently permit, except that in Webster and Melrose avenues the tunnel shall be depressed so as to pass under the tracks of the New York and Harlem railroad, and except that under the Southern Boulevard, Delancey street, Pearl street (near Wall), Broad street and Bowling Green the tunnel shall be depressed to suitable depths, so as to permit the present or any future subway to pass over it.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported, when necessary, by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed, not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall in general be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which the stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plans," one of the said drawings being marked "Key Map No. 1, Borough of Manhattan," and seven of the said drawings being marked "Manhattan No. 1," sheets Nos. 1, 2, 3, 4, 5, 14 and 15, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

WEST STREET AND NINTH AVENUE.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular

it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of population or the interests of the City may, in the judgment of this Board, require.

Route.

A route entirely within the Borough of Manhattan, the centre line of which shall begin at a point at or near the intersection of Battery place with the centre line of Greenwich street; running thence westerly and northwesterly under Battery place to a point near the intersection of the northerly side of Battery place with the easterly side of West street; thence under private property to West street; thence northerly under West street to a point near its intersection with Horatio street; thence curving northeasterly under West street and private property to a point in the southerly side of Gansevoort street about one hundred and fifty feet easterly from the intersection of the said southerly side of Gansevoort street with the easterly side of West street; thence easterly under Gansevoort street and curving into Ninth avenue and running northerly under Ninth avenue and Columbus avenue to West One Hundred and Tenth street, otherwise called Cathedral parkway; thence northerly under and across Cathedral parkway and Morningside Park to a point in the westerly side of Manhattan avenue opposite or nearly so to West One Hundred and Twelfth street; thence northerly under Manhattan avenue, St. Nicholas avenue, Kingsbridge road and Broadway to Sherman avenue; and thence northeasterly under Sherman avenue to a point at or near the intersection of the centre line of Sherman avenue with the westerly line of Tenth or Amsterdam avenue.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the route under Battery place and West street to a point between Albany street and Cedar street, there shall be two tracks; for the remainder of the route north of said point, there shall be four tracks.

All of the above-mentioned tracks shall be placed in subway substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient; but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them; and in Ninth avenue, between Gansevoort street and West Fifteenth street, the tracks shall be placed near the westerly side of the said avenue. But in Battery place, West street, Ninth avenue (north of West Fifteenth street), Columbus avenue, Manhattan avenue, St. Nicholas avenue, Kingsbridge road, Broadway and Sherman avenue, no wall of a tunnel or any part thereof shall be within a distance of five feet from the exterior line or side of said streets or any of them, except at stations, station approaches, points where the route passes from street to private property, curves and places of access to subsurface structures as hereinafter provided. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit; except that under Ninth avenue near Sixty-fifth street the tunnel shall be depressed sufficiently to pass under the subway constructed under resolutions of this Board adopted January 14 and February 4, 1897.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which the stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein, shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An act to provide for Rapid Transit Railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of Manhattan," and eight of the said drawings being marked "Manhattan No. 1," sheets Nos. 6 to 13, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL.]

BION L. BURROWS, Secretary.

The following resolution was offered:

Resolved, That the communication be received, and in pursuance of law this Board hereby appoints Friday, the sixteenth day of June, at ten-thirty o'clock in the forenoon, as the time, and Room 16 in the City Hall, in the Borough of Manhattan, as the place, when and where such plans and conclusions will be considered.

Which was adopted by the following vote:

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

Present and not voting—The Acting President of the Board of Aldermen—3.

The Secretary presented the following communication from the Board of Rapid Transit Railroad Commissioners for The City of New York, transmitting resolutions as to routes and general plans of rapid transit railways along several streets in the Borough of The Bronx:

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

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

The Board of Rapid Transit Railroad Commissioners for The City of New York was heretofore duly organized, pursuant to chapter 4 of the Laws of 1891, as amended, and since such organization it has conducted the inquests and investigations necessary to determine whether it is for the interest of the public and of the City that a rapid transit railway or railways for the conveyance of persons and property should be established therein; and after such inquests and investigations has duly determined, by resolutions adopted on the 1st day of June, 1905, by the concurrent vote of at least six of its members, that certain rapid transit railways, hereinafter described, in addition to any already existing, authorized or proposed, are necessary for the interest of the public and the City, and has duly determined and established the routes thereof and the general plans of construction; and it herewith transmits to your Honorable Body certified copies of the routes and general plans so determined and established.

The routes herein referred to are situated wholly within the Borough of The Bronx and comprise Routes 15, 16, 17, 18 and 19, as contemplated and described in the general scheme of the Board, which is set forth in detail in the final report of its Committee on Plans and Contracts, submitted May 12, 1905, a copy of which has been transmitted with another communication to your Honorable Body.

The routes referred to in the resolutions now transmitted may be briefly described as follows:

Route 15—Jerome Avenue Subway.

This route consists of a four-track subway running through Jerome avenue, from about One Hundred and Sixty-fourth street, near its southerly end, to the junction with Woodlawn road, opposite Woodlawn Cemetery. From the southerly end of this line two connections are provided with railways in Manhattan. The first is a three-track connection leading to the bridge over the Harlem river belonging to the Putnam Division of the New York Central and Hudson River Railroad Company. The other a two-track subway, passing under the East river to a point in Eighth avenue, near One Hundred and Fifty-fourth street, so as to connect with a subway to be hereafter constructed under that avenue. A third spur is planned to connect with One Hundred and Fifty-third street, near Cromwell avenue, so as to afford a means of junction with the proposed Lexington avenue subway, as proposed by this Board.

Route 16—Jerome Avenue Elevated Road.

The line here proposed consists of a three-track elevated structure running northerly from Jerome avenue, near its intersection with Clarke place, to the junction of Jerome avenue with Woodlawn road. It is provided that connections may be made with Route 15, above referred to, and also Route 17, being the Gerard avenue subway described below.

Route 17—Gerard Avenue.

The proposed line is a subway beginning at One Hundred and Thirty-eighth street and Third avenue, at which point connections can be made with several other lines planned by this Board, and running thence west through One Hundred and Thirty-eighth street and Gerard avenue to Jerome avenue, near its intersection with Clarke place. At this point a connection can be made either with the Jerome avenue subway of Route 15, mentioned above, or the Jerome avenue elevated road of Route 16.

Route 18—White Plains Road.

This route is practically an extension of the present rapid transit elevated viaduct. It is to begin at One Hundred and Seventy-seventh street and West Farms road, near the Bronx Park, and thence a three-track elevated structure is planned to run along West Farms road, Morris Park avenue and White Plains road to the former village of Wakefield.

Route 19—Westchester Avenue.

This route begins at Third avenue and One Hundred and Thirty-eighth street, at which point connections may be made either with subways coming from Manhattan or with the Gerard avenue subway of Route 17 above described. From this point a subway is to run east under One Hundred and Thirty-eighth street to the Southern Boulevard. At that point the road is planned to emerge from the ground and continue as a three-track elevated structure on the Southern Boulevard and Westchester avenue to the former village of Westchester.

General Considerations.

The five routes briefly described above are set out in full technical detail in the resolutions annexed hereto. As already stated, they form a part of the comprehensive scheme contained in the final report of the Committee on Plans and Contracts of this Board, dated May 12, 1905, and they are submitted for approval at this time, in accordance with the general policy which has been heretofore explained and urged upon the City authorities in the communication to the Board of Aldermen, dated May 15, 1905, relative to certain Manhattan and The Bronx routes, a copy of which has been sent to your Honorable Body. It is unnecessary to repeat here what is fully set forth in the two documents above referred to.

The three main lines which these routes cover are Jerome avenue, White Plains road and Westchester avenue. These three divergent lines would not alone be practicable from an operating or financial point of view. They are of value chiefly as extensions of routes now or hereafter to be built in the Borough of Manhattan. With the exception of the White Plains road, these lines may form an extension of two or more systems, and it is believed that competition between bidders would exist as to these several lines.

The Board recommends that elevated structures be authorized along a part of Jerome avenue and along the White Plains road and Westchester avenue. It has done so with hesitation, but it is satisfied that its action in this regard is approved

by a large majority of the residents of the Borough of The Bronx. The construction of subways in The Bronx, owing to the irregular and rocky character of the soil, would be extremely expensive, much more so, for example, than in the Borough of Brooklyn, where subway construction is comparatively cheap. It is thought, therefore, that while bids for elevated structures might be obtained, it would probably prove very difficult at the present time and probably for several years to come, to obtain bids for rapid transit subways. So far as the White Plains road is concerned, that would be merely an extension of an elevated structure already existing. And so far as the Westchester avenue road is concerned, it may be said that this road will be in appearance and effect simply an extension of the rapid transit viaduct already existing in other adjacent parts of both the Southern Boulevard and Westchester avenue.

The routes described in the resolutions hereto annexed, taken together with the other routes now existing or proposed by this Board, will form a rapid transit system which it is believed will be adequate to the needs of the Borough of The Bronx for many years to come, and which can readily be extended in that borough by means of spurs or connecting links.

The approval and consent of your Honorable Body to the several routes and general plans now transmitted is therefore requested.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary this fifth day of June, 1905.

A. E. ORR, President.

[SEAL]

BION L. BURROWS, Secretary.

COPIES OF RESOLUTIONS ADOPTED JUNE 1, 1905.

Route 15—Jerome Avenue Subway.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now, therefore,

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road, as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route or routes lying within the boroughs of Manhattan and The Bronx, and made up of several sections as hereinafter described. The said sections are as follows:

Section 15O—A route the centre line of which shall begin at a point in the Borough of The Bronx, at or near the easterly end of the railroad bridge of the Putnam Division of the New York Central and Hudson River Railroad, at which a connection can conveniently be made with the tracks upon the said railroad bridge; running thence easterly and entering into a tunnel at a point between the tracks of the Port Morris and Spuyten Duyvil Railroad and Sedgwick avenue; running thence easterly in a straight line under private property, Sedgwick avenue, private property, Summit avenue and private property again to a point near the intersection of the westerly side of Ogden avenue with the southerly side of East One Hundred and Sixty-second street; running thence in a curve under Ogden avenue to a point at or near the intersection of the easterly side of Ogden avenue with the southerly side of East One Hundred and Sixty-second street; thence still easterly under and along East One Hundred and Sixty-second street and under and across Anderson avenue; then curving northeasterly under private property and emerging to the surface at a point about half way between Anderson avenue and Jerome avenue; and thence proceeding northerly over and along private property and over and along Jerome avenue to a point in Jerome avenue at or near its intersection with Clarke place, near the point where Gerard avenue joins Jerome avenue.

Section 15A—A route the centre line of which shall begin at a point in the Borough of Manhattan under Eighth avenue about half way between West One Hundred and Fifty-fourth street and West One Hundred and Fifty-fifth street, at which a connection can conveniently be made with a subway to be hereafter constructed under Eighth avenue; and running thence northerly under Eighth avenue to a point at or near the intersection of the easterly side of Eighth avenue with the northerly side of West One Hundred and Fifty-sixth street; thence running northeasterly under private property, the Exterior street and the Harlem river to the Borough of The Bronx, and to a point in the easterly side of the Harlem river about two hundred feet southerly from the centre line of the railroad bridge of the Putnam Division of the New York Central and Hudson River Railroad; thence still northeasterly under private property and under and across Sedgwick avenue; thence curving easterly under private property, Summit avenue and private property again to a point in the southerly side of East One Hundred and Sixty-second street distant about sixty feet westerly from the intersection of the said southerly side of East One Hundred and Sixty-second street with the westerly side of Ogden avenue; thence still easterly under East One Hundred and Sixty-second street and parallel or nearly so with, but at a lower level from, the route hereinbefore described as Section 15O to a point in the northerly side of East One Hundred and Sixty-second street distant about twenty-five feet westerly from the intersection of the said northerly side of East One Hundred and Sixty-second street with the westerly side of Anderson avenue; thence easterly under private property and under and across Anderson avenue and curving northerly under private property to a point in the westerly side of Jerome avenue about opposite its intersection with the centre line of East One Hundred and Sixty-fourth street produced; and thence under and along Jerome avenue to a point about half way between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street.

Section 15A1—A route the centre line of which shall begin at a point in Jerome avenue about half way between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street at the northeasterly end of Section 15A above described; and running thence northerly under and along Jerome avenue to the point of junction of Jerome avenue with Woodlawn road, opposite the Woodlawn Cemetery.

Section 15B—A route the centre line of which shall begin at a point in the Borough of The Bronx in East One Hundred and Fifty-third street at or near its intersection with Cromwell avenue, where a connection can conveniently be made with a subway to be hereafter constructed running under East One Hundred and Fifty-third street; running thence northerly under East One Hundred and Fifty-third street and for a part of the distance in the same tunnel with, but at a different level from, the tracks of the said proposed subway; and then curving northeasterly to a point near, but southerly from, the intersection of the easterly side of East One Hundred and Fifty-third street with the southerly side of East One Hundred and Fifty-seventh street; thence passing under private property near the point last mentioned and under and across East One Hundred and Fifty-seventh street; thence under private property, Cromwell's creek and private property to a point in the southerly line of East One Hundred and Sixty-first street distant about three hundred and eighty feet northwesterly from the intersection of the said southerly side of East One Hundred and Sixty-first

street with the westerly side of Cromwell avenue; thence under and across East One Hundred and Sixty-first street and private property to a point in the southerly side of East One Hundred and Sixty-second street near, but easterly from, the northerly end of the Jerome avenue viaduct; thence running northerly and curving into Jerome avenue and for a part of the way in the same tunnel with, but at a different level from, Section 15A, above described, to a point under Jerome avenue about half way between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street, at the northeasterly end of Section 15A and the southerly end of Section 15A1, above described, at which a convenient connection can be made with the said Section 15A1.

Plan of Construction.

The general plan of construction hereby adopted is as follows:

For the portion of Section 15O above described between the Putnam Division Railroad Bridge and Jerome avenue, there shall be two tracks; and for the portion of the said section along Jerome avenue to Clarke place, there shall be three tracks. For the whole of Section 15A from West One Hundred and Fifty-fourth street and Eighth avenue, in Manhattan, to a point in Jerome avenue, between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street, there shall be two tracks. For the whole Section of 15A1 under Jerome avenue, from the said point between East One Hundred and Sixty-fourth street and East One Hundred and Sixty-fifth street to Woodlawn avenue, there shall be four tracks. For the whole of Section 15B from One Hundred and Fifty-third street to Jerome avenue, there shall be two tracks.

All of the above-mentioned tracks shall be substantially parallel to each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and for the purpose of avoiding grade crossings in Jerome avenue, near East One Hundred and Sixty-fourth street, and in One Hundred and Fifty-third street, near Cromwell avenue, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall in all cases be placed in tunnels or subways, except that in Section 15O, between the easterly end of the Putnam Division Bridge and the tunnel above mentioned west of Sedgwick avenue, and also for the portion of said Section 15O from the point where it emerges to the surface between Anderson avenue and Jerome avenue, and runs thence over private property and Jerome avenue to Clarke place, the tracks shall be carried upon a viaduct over private property and over and along Jerome avenue.

The tracks shall be placed in general under the central part of the longitudinal streets forming portions of the route above described, so far as may be practicable and convenient; but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. But in Jerome avenue no wall of the tunnel or viaduct or any part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided) shall be within a distance of five feet of the exterior line or side of said Jerome avenue. In all other longitudinal streets of the route, any part of such streets may be occupied so far as the purposes of this general plan require.

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

Wherever necessary for the proper support of the surface of a street, the roof of the tunnel shall be iron or steel with brick or concrete arches, supported when necessary, by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

The roof of the tunnels, when under a street, shall be as near the surface as street conditions and grades will conveniently permit, except that in the portion of Section 15A above described, lying westerly from Jerome avenue, the grades shall be depressed to such a depth as to pass under Section 15O and to allow of suitable grades for passing under the Harlem river.

The tunnels shall in no case be less than thirteen feet in height in the clear.

There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turn-outs, curves and crossovers the width may be increased.

Viaducts shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside foot ways. Viaducts may be built of metal or of masonry or of both.

The tracks shall be of standard gauge, that is to say, of the width of four feet and eight and a half inches between the rails.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks, wherever constructed below the surface, may at any point of the route be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

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

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to Jerome avenue shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed upon, over or under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction of subways shall be by tunneling or open excavation. In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced, under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street," wherever used herein, shall include an avenue or public place.

The words "Rapid Transit Act," wherever used herein, shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of The Bronx," and five of the said drawings being marked "Bronx No. 1," sheets 3 to 7, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL.]

BION L. BURROWS, Secretary.

*ROUTE No. 16.**Jerome Avenue Elevated Road.*

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

Whereas, This Board has duly made the inquest and investigation necessary or proper for such determination; now therefore,

This Board by the concurrent votes of at least six members does hereby adopt the following route for an additional rapid transit railway in The City of New York and does hereby determine and establish the said additional route thereof as follows, and does hereby adopt a general plan of construction of the said railway, the route of which is herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route and general plans, expressly reserves all the powers in relation to the construction of the said route which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or for the construction at first of two or more tracks over a part or parts of such road and afterwards of one or more additional tracks over a part or parts of such road, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Route.

A route lying wholly within the Borough of The Bronx, the centre line of which shall begin at a point on Jerome avenue at or near the intersection of Jerome avenue with Clarke place, near the point where Gerard avenue joins Jerome avenue, at which point a connection can be made with a rapid transit elevated railway to be hereafter constructed, running southerly from the same point along Jerome avenue, and at which point a connection can also be conveniently made with a rapid transit subway to be hereafter constructed along Gerard avenue; and shall run thence northerly along and over Jerome avenue from the point of beginning to the point of junction of Jerome avenue with Woodlawn road opposite the Woodlawn Cemetery.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

There shall be three tracks, all placed on an elevated structure or viaduct, all substantially parallel with each other and on substantially the same level.

The tracks shall be of standard gauge, that is to say, of a width of four feet eight and one-half inches between the rails. The tracks shall be placed in general over the central part of the said Jerome avenue so far as may be practicable and convenient, except that where required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of said street; but no part of the viaduct structure (except at stations, station approaches and curves) shall be within a distance of five feet from the exterior line or side of said Jerome avenue.

The viaduct shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside footways. The said viaduct may be built of metal or masonry or both.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed one-quarter of a mile for each mile of roadway.

Stations and station approaches shall in general be at the intersection of streets, and shall be built over the streets and immediately adjoining private abutting property, or over private property to be acquired for the purpose, or both over streets and private property as aforesaid. The streets over which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of Jerome avenue.

Pipes, wires, sewers, street railway tracks, poles for electric wires, and other surface and subsurface structures at any part of the route shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed upon, over or under the several streets in such manner and in such location that the use and service thereof shall not be impaired.

Mode of Operation.

The general mode of operation of the route above described shall be by electricity or some other power not requiring combustion upon the viaduct, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of more than one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of The Bronx," and four of the said drawings being marked "Bronx No. 1," sheets Nos. 7, 8, 9 and 10, be and they are hereby adopted as showing the foregoing routes and general plans for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL.]

BION L. BURROWS, Secretary.

*ROUTE No. 17.**Gerard Avenue Subway.*

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the convey-

ance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Route.

A route lying wholly within the Borough of The Bronx, the centre line of which shall begin at a suitable point in East One Hundred and Thirty-eighth street, between the westerly side of Third avenue and the easterly side of Park avenue, at which a connection or connections can be made with spurs curving thence northerly and southerly to unite with subways to be hereafter constructed under and along Third avenue and under and along Park avenue. From the said point of beginning the centre line of the said route shall run westerly under and along East One Hundred and Thirty-eighth street to a point near the intersection of the centre line of East One Hundred and Thirty-eighth street with the centre line of Walton avenue; thence curving northwesterly to a point near the intersection of the northerly line of East One Hundred and Thirty-eighth street with the easterly side of Gerard avenue; thence under private property to Gerard avenue and under and along Gerard avenue to a point near the southerly side of East One Hundred and Sixty-eighth street, where the said route shall separate into two routes along the same avenue, but at different levels. One of the said routes shall continue northerly on a descending grade under the surface of Gerard avenue, curving into Jerome avenue and uniting at a suitable point between Clarke place and East One Hundred and Seventieth street with a subway to be hereafter constructed under Jerome avenue. The other of the said routes running from the said point in Gerard avenue near the southerly side of East One Hundred and Sixty-eighth street shall begin to ascend and shall emerge to the surface and continue northerly over and along Gerard avenue, curving into Jerome avenue and uniting near the intersection of Clarke place with an elevated structure to be constructed over and along Jerome avenue.

General Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the whole of the route above described there shall be two tracks; except that northerly from the point in Gerard avenue near the southerly side of East One Hundred and sixty-eighth street, where the route separates into two routes, there shall be two ascending tracks and two descending tracks.

All of the above-mentioned tracks shall be substantially parallel with each other and on substantially the same level; except that northerly from the said point in Gerard avenue near the southerly side of East One Hundred and Sixty-eighth street, where the route separates into two routes, the tracks shall be at such levels and on such alignments as to permit of proper connection by two of such tracks with a subway, and by two of such tracks with an elevated railway, in Jerome avenue; and except also that wherever else required by special necessities of surface or subsurface structures or other special or local necessities, or for the purpose of avoiding grade crossings, any one or more of the tracks may be elevated above or depressed below the other track or tracks so far as may be necessary.

The tracks shall be placed in tunnels or subways, except that northerly from the point where one of the routes or branches above described emerges to the surface in Gerard avenue two of the tracks shall be carried upon a viaduct over and along Gerard avenue and over and along Jerome avenue.

The tracks shall be placed in general under the central part of the longitudinal streets forming a portion of the route above described so far as may be practicable and convenient; but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. But in East One Hundred and Thirty-eighth street and Jerome avenue no wall of the tunnel or viaduct or any part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures, as hereinafter provided), shall be within a distance of five feet of the exterior line or side of the said street. In all other longitudinal streets of the route, any part of such streets may be occupied so far as the purposes of this general plan require.

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

Wherever necessary for the proper support of the surface of a street the roof of the tunnels shall be of iron or steel, with brick or concrete arches, supported, when necessary, by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure, or the whole of the lining may be of metal.

The roof of the tunnels when under a street shall be as near the surface as street conditions and grades will conveniently permit.

The tunnels shall in no case be less than thirteen feet in height in the clear.

There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Viaducts shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal or of masonry, or of both.

The tracks shall be of standard gauge, that is to say, of the width of four feet and eight and a half inches between the rails.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks, wherever constructed below the surface, may at any point of the route be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

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

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route,

not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed upon, over or under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction of subways shall be by tunneling or open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plans," one of the said drawings being marked "Key Map No. 1, Borough of The Bronx," and two of the said drawings being marked "The Bronx No. 1," sheets Nos. 11 and 12, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

ROUTE No. 18.

West Farms Road and White Plains Road.

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

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway in The City of New York, and does hereby determine and establish the said additional route thereof as follows, and does hereby adopt a general plan of construction of the said railway, the route of which is herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board in adopting the said route and general plans expressly reserves all the powers in relation to the construction of the said route which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or for the construction at first of two or more tracks over a part or parts of such road, and afterwards of one or more additional tracks over a part or parts of such road, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may in the judgment of this Board require.

Route.

A route lying wholly within the Borough of The Bronx, the centre line of which shall begin at a point in the Boston road near the intersection of the Boston road, West Farms road and One Hundred and Seventy-seventh street, at which a connection can conveniently be made with the rapid transit railway structure heretofore built over and along the Boston road, pursuant to resolutions adopted by this Board on January 14 and February 4, 1897; running thence easterly over and along the West Farms road and across the Bronx river to a point at or near the intersection of the northerly side of West Farms road with the westerly side of Morris Park avenue; thence curving northeasterly into Morris Park avenue, Bronx Park, East, and White Plains road, and over and across the Bronx and Pelham parkway and continuing northerly over and along the White Plains road to its intersection with East Two Hundred and Forty-first street.

Plan of Construction.

The general plan of construction of the route hereinbefore described is as follows: For the route from the point of beginning in the Boston road to and across the Bronx river, there shall be two tracks; and from a point in West Farms road at or near the easterly bank of the Bronx river to the northern end of the said route there shall be three tracks.

All of the said tracks shall be placed upon an elevated structure or viaduct, all substantially parallel with each other and on substantially the same level, except that wherever required to avoid grade crossings any track may be raised to a different level from any other track or tracks to such height as may be necessary. The said tracks shall be of standard gauge, that is to say, of a width of four feet eight and one-half inches between the rails. The tracks shall be placed in general over the central part of the longitudinal streets of the route so far as may be practicable and convenient, except that where required by special or local necessities or for curves the tracks may be diverted as far as necessary to one side or the other of said streets.

The viaduct shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside footways. The said viaduct may be built of metal or masonry or both.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodation may be constructed, not to exceed one-quarter of a mile for each mile of roadway.

Stations and station approaches shall in general be at the intersection of streets, and shall be built over the streets and immediately adjoining private abutting property, or over private property to be acquired for the purpose, or both over streets and private

property as aforesaid; the streets over which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed over, upon, or under the several streets in such manner and in such location that the use and service thereof shall not be impaired.

Mode of Operation.

The general mode of operation of the route above described shall be by electricity or some other power not requiring combustion upon the viaduct, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of more than one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of Bronx," and three of the said drawings being marked "Bronx No. 1," sheets Nos. 13, 14 and 15, be and they are hereby adopted as showing the foregoing routes and general plans for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof, I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

ROUTE No. 19.

Southern Boulevard and Westchester Avenue.

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

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route for an additional rapid transit railway in The City of New York and does hereby determine and establish the said additional route thereof as follows, and does hereby adopt a general plan of construction of the said railway, the route of which is herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route and general plans, expressly reserves all the powers in relation to the construction of the said route which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or for the construction at first of two or more tracks over a part or parts of such road, and afterwards of one or more additional tracks over a part or parts of such road, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Route.

A route lying wholly within the Borough of The Bronx and beginning at a point in East One Hundred and Thirty-eighth street about three hundred feet easterly from the easterly side of Lincoln avenue, at which point a connection can conveniently be made with a spur from a subway to be hereafter constructed under Lincoln avenue and Morris avenue; and running thence westerly under and along East One Hundred and Thirty-eighth street to a point near the intersection of the easterly side of Cypress avenue with the centre line of East One Hundred and Thirty-eighth street, at which point the route herein described shall begin to emerge from the ground and shall thence continue in an open cut or upon a viaduct to and across Robbins avenue; and there curving into the Southern Boulevard shall continue upon a viaduct or elevated structure over and along the Southern Boulevard northeasterly to the intersection of the Southern Boulevard with the southerly side of Westchester avenue; and curving easterly and running thence over and along Westchester avenue and Westchester turnpike upon a viaduct or elevated structure to Williamsbridge road in the former Village of Westchester.

Plan of Construction.

The general plan of construction adopted for the route hereinabove described is as follows:

For the whole of the said route there shall be three tracks.

All of the tracks shall be substantially parallel to each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and for the purpose of avoiding grade crossings, any one or more of the tracks may be elevated above or depressed below the level of the other track or tracks to the extent of not more than twenty feet.

The tracks from the point of beginning along East One Hundred and Thirty-eighth street to the point near Cypress avenue where the route begins to emerge from the ground, shall be in subway or tunnel; and from the said last mentioned point to the easterly end of the said road in the former Village of Westchester, the tracks shall be carried upon a viaduct over and along the Southern Boulevard and Westchester avenue.

The tracks shall be placed in general under the central part of the longitudinal streets forming a portion of the route above described so far as may be practicable and convenient, but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. But no wall of the tunnel or viaduct or any part thereof (except at stations, station approaches, curves and places of access to subsurface structures as hereinafter provided) shall be within a distance of five feet of the exterior line or side of the longitudinal streets of the route.

Where the tracks change from tunnel to viaduct, the change shall be so made as to involve the use of the surface to the least possible extent consistent with the proper gradient of the tracks.

Wherever necessary for the proper support of the surface of a street, the roof of the tunnels shall be of iron or steel, with brick or concrete arches supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure or the whole of the lining may be of metal.

The roof of the tunnel when under a street shall be as near the surface as street conditions and grades will conveniently permit.

The tunnel shall in no case be less than thirteen feet in height in the clear.

There shall be a width in the tunnel not exceeding fifteen feet for each track, in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Viaducts shall be built with a width of twelve and one-half feet for each track, except on curves or where greater width is required for special construction, and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal or of masonry or of both.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks, wherever constructed below the surface, may at any point of the route be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

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

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to the longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers, street railway tracks, poles for electric wires and other surface and subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed, shall be placed over, upon or under the several streets in such manner and in such location that the use and service thereof shall not be impaired. All pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or open excavation. In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of The Bronx," and three of the said drawings being marked "The Bronx No. 1," sheets Nos. 16, 17 and 18, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof, I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

The following resolution was offered:

Resolved, That the communication be received, and in pursuance of law this Board hereby appoints Friday, the 16th day of June, at 10.30 o'clock in the forenoon, as the time, and Room No. 16, in the City Hall, in the Borough of Manhattan, as the place, when and where such plans and conclusions will be considered.

Which was adopted by the following vote:

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

Present and not voting—The Acting President of the Board of Aldermen—3.

The Secretary presented the following communication from the Board of Rapid Transit Railroad Commissioners for The City of New York, transmitting resolutions as to route and general plans of rapid transit railways along several streets in the Borough of Brooklyn and the boroughs of Manhattan and Queens:

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

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

The Board of Rapid Transit Railroad Commissioners for The City of New York was heretofore duly organized, pursuant to chapter 4 of the Laws of 1891, as amended, and since such organization it has conducted the inquests and investigations necessary to determine whether it is for the interest of the public and of the City that a rapid transit railway or railways for the conveyance of persons and property should be established therein; and after such inquests and investigations has duly determined, by resolutions adopted the 25th day of May, 1905, and the 1st day of June, 1905, in each case, by the concurrent vote of at least six of its members, that certain rapid transit railways, hereinafter described, in addition to any already existing, authorized or proposed, are necessary for the interest of the public and the City, and has duly determined and established the routes thereof, and the general plans of construction; and it herewith transmits to your Honorable Body certified copies of the routes and general plans so determined and established.

The routes transmitted with this communication are situated mainly in Brooklyn, but they extend to and embrace important lines in the boroughs of Manhattan and Queens. They comprise all of the Brooklyn routes contemplated in the general scheme of the Board and set forth in detail in the final report of its Committee on Plans and Contracts, submitted May 12, 1905, a copy of which is this day transmitted with another communication to your Honorable Body—and they may be generally described as follows:

Brooklyn and Manhattan Loop Lines.

The system embraced under this title essentially consists of a railroad beginning in East New York, at the eastern extremity of Broadway, and running straight through Broadway across the Williamsburg Bridge to Manhattan; and then running south in Manhattan to a series of tunnels between the Brooklyn Bridge and the Battery, which lead the line back to the Brooklyn Borough Hall Park; and from there easterly along Lafayette avenue and Gates avenue back to Broadway. In addition, a

line running north and south through Bedford avenue, from the Williamsburg Bridge plaza to the Eastern parkway, serves the purpose of an interior loop.

The route in Manhattan from the Williamsburg Bridge passes underground in Delancey street, near Norfolk, and then runs west under Delancey street to the Bowery, and under the proposed extension of Delancey street to the corner of Centre and Grand streets. The line then continues southerly through Centre street and William street.

Provision is made for three tunnels, which may be described as the Old Slip tunnel, the Maiden lane tunnel and the Beekman street tunnel.

The route of the Old Slip tunnel is under William street, Exchange place and Beaver street, in Manhattan, and under Montague street, in Brooklyn.

The Maiden lane tunnel begins at the corner of William street and Liberty street and then passes under Maiden lane, in Manhattan, and Pineapple street, in Brooklyn.

The Beekman street tunnel passes under Beekman street, in Manhattan, and Cranberry street, in Brooklyn.

All three tunnels, as above stated, come together at the northerly end of the Brooklyn Borough Hall Park. From this point a route runs under Willoughby street, the Flatbush avenue extension, Fulton street and Lafayette avenue to its intersection with Bedford avenue. From this point one line continues out Lafayette avenue to Stuyvesant avenue. Another line runs out through Bedford avenue and Gates avenue to Broadway.

There are several spurs forming a part of this route. The longest begins at Grand and Centre streets, in Manhattan, and runs west under Grand street and Desbrosses street to the Desbrosses street ferry and intersects all the north and south lines of travel in Manhattan. Another spur forms a connection by means of a line under Canal street, with the Manhattan end of the Manhattan Bridge. A third connects with the City Hall loop of the present subway by means of a line under Beekman street. In Brooklyn, connections may be made with the subway now building in the neighborhood of Borough Hall Park and at the corner of Lafayette and Flatbush avenues.

The construction of such a system will undoubtedly serve to relieve the pressure upon the Brooklyn Bridge, as well as to utilize the possibilities of the Williamsburg Bridge. It will bring almost all parts of the Borough of Manhattan south of Houston street within easy reach of those parts of Brooklyn which may be described as East New York, Williamsburg, the Lafayette avenue district and the Bedford avenue district, besides affording numerous opportunities for transfers to the north and south lines in Manhattan.

Fourth Avenue.

This line extends from Fort Hamilton straight through Fourth avenue to Flatbush avenue, where connections can be made with the subway now constructing and with the Prospect Park extension heretofore authorized. Connections are also provided for with the Brooklyn and Manhattan loop lines above described, either directly by a line under Ashland place, or by a line curving from Fourth avenue and running under Atlantic avenue and Court street to the Borough Hall Park.

Manhattan Bridge Route.

This route is designed to occupy chiefly the Brooklyn and Manhattan Bridge and its approaches. Provision is made for a direct connection under the Flatbush avenue extension with the subway now constructing, at the junction of Flatbush avenue and Fulton street. Provision is also made for a connection with the loop line running easterly under Fulton street and Lafayette avenue. As stated above, a spur in Manhattan will run from the proposed loop line under Centre street to the Manhattan Bridge terminus in that borough.

By making the Manhattan Bridge an independent rapid transit route, this Board in making a contract for its construction and operation will be enabled to utilize it in connection either with the subway now constructing or with the Fourth avenue line, or with the Lafayette avenue line, or other lines, as may prove to be most desirable hereafter.

Eastern Parkway.

This line is planned to extend from the Prospect Park Plaza under the Eastern parkway to East New York avenue. Near that point a loop begins, running out by Howard avenue, Hunterfly road, Blake avenue and Georgia avenue, and returning by Pitkin avenue. A spur is planned to run along Georgia avenue to the intersection of East New York avenue and Broadway, where the line running to the Williamsburg Bridge will begin. An extension is also provided to run from the Prospect Park plaza along Flatbush avenue to Atlantic avenue, there connecting with the route to Court street and the Borough Hall Park.

The Eastern parkway route, in connection with the Broadway line, would form still another or exterior loop in Brooklyn, reaching a rapidly growing section of the City.

Brooklyn, Manhattan and Long Island City.

This system consists essentially of two lines—one running from the Williamsburg Bridge plaza to the Blackwell's Island Bridge through the Boroughs of Brooklyn and Queens; and the other running from Williamsburg under the East river to Fourteenth street in the Borough of Manhattan.

The first of these two lines beginning at the Williamsburg Bridge plaza, runs through Driggs avenue and Manhattan avenue and under Newtown creek; and then under Jackson avenue in Long Island City.

The other line begins at the corner of Lafayette avenue and Stuyvesant avenue, which is a point on the Lafayette avenue line above described. From there it runs through Stuyvesant avenue, Bushwick avenue, Metropolitan avenue and North Seventh street in Greenpoint and by a tunnel under the East river to the foot of Fourteenth street in Manhattan. Physical connections will be provided at the corner of Driggs avenue and North Seventh street, so that cars may be run from either Long Island City or the Williamsburg Bridge plaza direct to Manhattan by this route.

The route also includes two spurs—one running from the corner of Stuyvesant and Lafayette avenues under Lafayette avenue, Stanhope street and Cypress avenue to Palmetto street. Another from the junction of Metropolitan avenue and North Seventh street along Union avenue to Broadway.

Fourteenth Street, University Place, Greenwich Street, etc. (Manhattan).

This route is intended to be operated in connection with the route last above described, crossing from Greenpoint to the foot of East Fourteenth street. The line now proposed runs along Fourteenth street as far as Ninth avenue. Two branches run southerly. One runs under Ninth avenue, Greenwich street and Liberty street to connect with what has been called above the Maiden lane tunnel. The other branch from Fourteenth street runs through University place, Wooster street and Canal street to a connection at Canal and Centre streets with the Brooklyn and Manhattan loop lines above described.

It will be seen that these two routes last described form still another loop (taken in connection with the Lafayette avenue line), by which cars could be run in either direction between the Boroughs of Brooklyn and Manhattan—not only reaching all points in Manhattan at least as far north as Fourteenth street, but also intersecting every north and south line of travel in that borough.

Jamaica Route.

This line is planned to start at the intersection of East New York avenue and Broadway—which is the beginning of the loop lines first mentioned above—and is to run out under Jamaica avenue to Grand street in the former Village of Jamaica. When built, it will, in connection with the Broadway and Delancey street line, afford a very direct means of communication between Jamaica and the lower part of the Borough of Manhattan, by means either of the Broadway or the Eastern parkway lines in Brooklyn, and will also enable passengers to reach almost any part of Brooklyn.

General Considerations.

The seven routes briefly described above are set out in full technical detail in the resolutions annexed hereto. As already stated, they form a part of the comprehensive scheme contained in the final report of the Committee on Plans and Contracts of this Board, dated May 12, 1905, and they are submitted for approval at this time in accordance with the general policy which has been heretofore explained and urged upon the City authorities in the communication to the Board of Aldermen, dated

May 15, 1905, relative to certain Manhattan and Bronx routes, a copy of which is also submitted this day to your Honorable Body. It is unnecessary to repeat what is fully set forth in the two documents above referred to.

The geographical conditions of Brooklyn necessitate a different solution of the rapid transit problem from that which has been attempted in Manhattan. Instead of a series of independent straight lines running north and south, Brooklyn rapid transit railways must have as their most important feature a series of large loops. In several cases, like the Fourth avenue line to Fort Hamilton, the Flatbush and Ocean avenue line, the East New York and Jamaica line, and the line connecting the Williamsburg and Blackwell's Island bridges, railways radiating out into the more suburban neighborhoods are desirable; but the controlling and essential feature of any Brooklyn system must inevitably consist of loop lines, embracing large areas in Brooklyn and comparatively small areas in Manhattan. In Manhattan these loops should be so far extended as to connect with as many as possible of the main north and south lines of travel.

The bridges across the East river should be utilized for rapid transit purposes. For this purpose the consent of the Department of Bridges is essential. The general plans now transmitted provide that all work of construction upon either the Williamsburg Bridge or the Manhattan Bridge, or their approaches, must be done in accordance with the requirements of the Commissioner of Bridges.

In addition, the plans hereto annexed provide for four tunnels under the East river, with a total capacity of ten tracks. There are, besides these, the proposed Thirty-fourth street two-track tunnel, and the two-track tunnels already contracted for and in course of construction. If all these plans are carried out there will be fourteen rapid transit railway tracks in tunnel under the East river, and at least four such tracks over it on the bridges.

It is believed that the plans now submitted for consideration will, when fully constructed, afford a complete and adequate solution of the difficult rapid transit problem in Brooklyn.

The time has not yet come for dealing fully with rapid transit in the Borough of Queens. All that can be done at the present moment is to provide, as has been done in some of the routes transmitted this day to your Honorable Body, for lines connecting Queens with Manhattan and Brooklyn. Such connecting lines are three in number, namely: First, a tunnel under the East river, running from East Thirty-fourth street to Long Island City; second, a subway, running from the Williamsburg Bridge plaza, in Brooklyn, to the end of the Blackwell's Island Bridge, in Queens, and third, a subway running from East New York to Jamaica.

The extensive scheme of railroad construction contemplated by the various plans adopted by this Board and now submitted to the City authorities for approval could not all be constructed at once, even if it were desirable to do so. But a general and comprehensive scheme is almost essential in dealing with a situation such as exists in Brooklyn, so that every route, or part of a route, that may hereafter be built shall fit into a symmetrical system to be ultimately developed.

If the seven routes submitted herewith shall be approved by the City authorities and by the property-owners or the courts, this Board intends to make contracts for routes or parts of routes as rapidly as the means at the disposal of the City will permit and as satisfactory contractors can be found; and all such contracts, in accordance with the law as it now stands, must be submitted to your Honorable Body for its approval and consent.

The policy which this Board recommends is, in its essential features, the policy very successfully pursued by the City of Paris, where a series of loop-line subways have been planned, and are being built by the city in sections.

Many details as to the mode of construction of the lines now proposed, the location of stations and station entrances, the character of rolling stock, the method of operation and other important matters, must be left to be settled hereafter in the contracts to be submitted for approval. It need only be said at present that it is the intention of this Board to avail itself fully of the valuable experience gained in the subways now constructed or constructing and of the better knowledge which prospective bidders possess as to the possibilities of subsurface passenger railways.

In witness whereof this Board has caused its seal to be hereto affixed and these presents to be signed by its President and Secretary this 5th day of June, 1905.

A. E. ORR, President.

[SEAL]

BION L. BURROWS, Secretary.

COPIES OF RESOLUTIONS ADOPTED MAY 25 AND JUNE 1, 1905.

Brooklyn and Manhattan Loop Lines.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property, in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board in adopting the said route or routes and general plans expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may in the judgment of this Board require.

Routes.

A route or routes lying within the boroughs of Brooklyn and Manhattan and made up of several sections as hereinafter described. The said sections are as follows:

Section 90—A route the centre line of which shall begin at a point in the Borough of Brooklyn at the easterly end of the Williamsburg Bridge approach, where a connection can conveniently be made with a rapid transit railway or rapid transit railways to be hereafter constructed under Broadway and Bedford avenue or other streets; and thence continuing over and along the Williamsburg Bridge and over and across the East river to the Borough of Manhattan, and over and across the Williamsburg Bridge Plaza in Manhattan and over and along Delancey street to a suitable point east of Norfolk street, where the said line shall descend below the surface; running thence westerly under and along Delancey street to the Bowery, and under and across the Bowery; thence continuing still westerly and parallel or nearly so with Broome street under private property, Elizabeth street, private property, Mott street and private property to a point in Mulberry street about halfway between Broome street and Spring street; thence curving southwesterly under Mulberry street and private property to a point near the intersection of the easterly line of Marion street with the northerly line of Broome street; thence under and across Broome street to Centre street, and under and along Centre street to Grand street, where spurs will begin to run westerly under Grand street as hereinafter stated; thence still southerly and along Centre street to Walker street, where spurs will begin to run easterly under Walker street as hereinafter stated; thence still southerly under and along Centre street to its intersection with Duane street; and thence curving southeasterly and terminating at a suitable point under the proposed new terminal of the Brooklyn Bridge.

Also spurs beginning as above mentioned near the intersection of Centre street and Grand street. The said spurs may be two in number, subsequently uniting in a single spur as hereinafter stated. The centre line of the northerly one of said spurs shall begin at a suitable point in Centre street near Broome street; running thence southerly under Centre street and curving westerly under Centre street and private property to a point in Grand street between Centre street and Elm or Lafayette street, where it will unite with the centre line of the southerly spur hereinafter next described. The said southerly spur shall begin at a suitable point in Centre street near its intersection with Howard street; running thence northerly and northwesterly under Centre street and private property to a point in Grand street, between Centre street and Elm or Lafayette street, to a point where it will unite with the centre line of the northerly spur above mentioned. From the said point of junction the centre line of the said spur shall run westerly under Grand street to a point between Thompson street and Sullivan street; thence curving under Grand street and private property and continuing westerly under and across Varick street; thence under private property to Canal street at a point between Canal street and Hudson street; thence diagonally under and across Canal street and under private property to a point in Hudson street about seventy-five feet southerly from the intersection of the easterly side of Hudson street with the southwesterly side of Canal street, and opposite to Desbrosses street; thence under and across Hudson street, and under and along Desbrosses street to its intersection with the marginal wharf built along the Hudson or North river.

Also spurs beginning as above mentioned near the intersection of Centre street and Walker street. Said spurs may be two in number, subsequently uniting in a single spur as hereinafter stated. The northerly one of said spurs shall begin at a suitable point in Centre street, between Canal street and Grand street; running thence southerly under and along Centre street and under and across Canal street to a point near the intersection of the southerly line of Canal street with the easterly line of Centre street; thence curving southeasterly under private property to a point in Walker street, between Centre street and Baxter street, where it will unite with the centre line of the southerly spur hereinafter next described. The said southerly spur shall begin at a suitable point in Centre street near its intersection with Franklin street; running thence northerly and northeasterly under Centre street and private property near the intersection of the easterly line of Centre street with the southerly line of Walker street, and there curving into Walker street and uniting at a point between Centre street and Baxter street with the said northerly spur. From the said point of junction the centre line of the said spur shall run easterly under and along Walker street and under and across Baxter street and under Harry Howard square and Canal street to a point near the intersection of Canal street with Chrystie street, at which a connection can conveniently be made with a rapid transit railway to be hereafter constructed running from Brooklyn over and across the Manhattan Bridge.

Also a spur the centre line of which shall begin at the end of Route 90 above described under the proposed new terminal of the Brooklyn Bridge, and running thence southerly under the said Brooklyn Bridge Terminal and under and across Park row to William street and under and along William street to its intersection with Beekman street.

Section 9A—A route the centre line of which shall begin at a point in the Borough of Brooklyn, at or near the intersection of the centre line of Bedford avenue with the centre line of Lafayette avenue; running thence northerly under and along Bedford avenue to its intersection with Heyward street; thence under and across Heyward street to a point at or near the intersection of the northerly side of Heyward street with the easterly side of Bedford avenue; thence in a straight line under private property, Rutledge street, private property, Penn street, private property, Hewes street and private property to a point in the westerly side of Lee avenue, about half way between Hewes street and Hooper street; thence diagonally under and across Lee avenue to a point at or near the intersection of the northerly side of Hooper street with the easterly side of Lee avenue; thence in a straight line under private property, Keap street, private property, Rodney street, private property, Ross street and private property to a point in the southerly side of Division avenue about one hundred and twenty-five feet easterly from the intersection of the said southerly side of Division avenue with the southeasterly side of Wilson street; thence under and across Division avenue, private property, South Ninth street and private property again to a point at or near the intersection of the easterly side of Havemeyer street with the southerly side of Broadway; thence northerly and westerly under and over the Williamsburg Bridge plaza to the Williamsburg Bridge approach, at which a connection can be made with Section 90 above described.

The said section shall also include suitable means of connection near the intersection of Lafayette avenue with Bedford avenue so as to unite with Section 9F hereinafter described, which is to run under and along Lafayette avenue. Also suitable means of connection to unite with a subway to be hereafter constructed and which is to run northerly from the Williamsburg Bridge plaza under Driggs avenue and other streets to the Borough of Queens.

Section 9A1—A route the centre line of which shall begin at a point in the Borough of Manhattan at or near the intersection of the centre line of William street with the centre line of Beekman street at the southern end of the spur running from Section 90 as above described; running thence southerly under and along William street, and under and across Exchange place and Beaver street, and curving easterly to Old Slip; thence easterly under Old Slip and private property and under and across the East river and private property to the Borough of Brooklyn at a point in said borough near the intersection of Furman street with Montague street; and thence easterly under and along Montague street to a point near its intersection with Court street. Said section shall include suitable connections with other subways to be hereafter constructed near the intersection of William street and Maiden lane, in the Borough of Manhattan.

Section 9A3—A route the centre line of which shall begin at a point in the Borough of Brooklyn, near the intersection of the centre line of Broadway with the centre line of Lafayette avenue produced at which a connection can conveniently be made with a subway to be hereafter constructed under and along Lafayette avenue; running thence northwesterly under and along Broadway to a point near the junction of Throop avenue and Broadway, at which a spur to connect with a subway to be hereafter constructed under Union avenue may begin; thence still northwesterly under and along Broadway to a point about half way between Marcy avenue and the Williamsburg Bridge Plaza; thence curving under Broadway, private property and the Williamsburg Bridge Plaza to a point opposite the centre line of the Williamsburg Bridge and emerging from the ground at a suitable point in the Williamsburg Bridge Plaza; and running thence westerly under and over the Williamsburg Bridge Plaza to the Williamsburg Bridge approach, at which a connection can be made with Section 90, above described.

Section 9B—A route the centre line of which shall begin at a point in the Borough of Brooklyn in Fulton street opposite the Borough Hall Park, at which a connection can conveniently be made with Section 9C, hereinafter described; and running thence northwesterly under and along Fulton street to a point about two hundred feet southerly from the intersection of the centre line of Fulton street with the southerly line of Myrtle avenue produced, at which point the section here described shall diverge into two separate branches. One of the said branches shall curve westerly under and across Court street to a point in Montague street, west of Court street, at which a convenient connection can be made with Section 9A1 in Montague street aforesaid. The other one of said branches shall continue northwesterly under Fulton street to a point near Myrtle avenue, at which a convenient connection can be made with Section 9E2 hereinafter described.

Also a suitable spur or connection from a point on the said Section 9B, opposite the Borough Hall Park, running southeasterly under Fulton street to a possible connection with the subway to be constructed under Fulton street by resolutions of this Board, adopted January 24, 1901, as modified by resolutions of this Board adopted April 13, 1905.

Section 9C—A route the centre line of which shall begin at a point in the Borough of Brooklyn, under Lafayette avenue, at or near its intersection with Fulton street at the point of beginning of Sections 9D1 and 9F, hereinafter described; running thence northwesterly under Fulton street to a point near the beginning of the proposed extension of Flatbush avenue; thence curving and running northwesterly under the proposed extension of Flatbush avenue to a point about half way between DeKalb avenue and Willoughby street; thence curving westerly under private property near the intersection of the southerly line of Willoughby street with the westerly line of Prince street, to a point in Willoughby street about half way between Prince street and Gold street; thence westerly under and along Willoughby street to a point at or near the intersection of the centre line of Willoughby street with the easterly line of Adams street produced; and thence curving northwesterly and passing under private property in the angle

between Adams street and Fulton street, and turning into Fulton street opposite the Borough Hall Park, to the point of beginning of Section 9B, above described.

A part of the said Section 9C may be constructed in the same tunnel as a subway to be hereafter constructed, running from the Manhattan Bridge to the junction of Fulton street and Flatbush avenue, and may include suitable tracks to afford a means of connection with the said proposed subway.

Section 9D1—A route the centre line of which shall begin at a point in the Borough of Brooklyn, under Lafayette avenue, at or near its intersection with Fulton street, at the point of beginning of Section 9C, above described, and of Section 9F hereinafter described, and running thence westerly under and along Lafayette avenue to Flatbush avenue, by resolutions of this Board, adopted January 24, 1901, as modified by resolutions of this Board, adopted April 13, 1905.

Section 9E—A route the centre line of which shall begin at a point in the Borough of Manhattan at or near the intersection of the centre line of William street with the centre line of Beekman street; running thence southeasterly under Beekman street and under and across the East river and private property to the Borough of Brooklyn and to a point in said Borough of Brooklyn at or near the intersection of Furman street and Cranberry street; thence easterly under and along Cranberry street to a point in Cranberry street near Fulton street; thence curving southeasterly under private property into Fulton street and running southerly under and along Fulton street to a point about half way between Pineapple street and Clark street.

Also a spur beginning at or near the intersection of the centre line of William street with the centre line of Beekman street, in the Borough of Manhattan, the point of beginning of said Section 9E above described, and running thence westerly under and along William street and under and across Park row and the City Hall Park to a point in said park at which a connection can conveniently be made with the City Hall loop of the subway heretofore constructed under resolutions of this Board adopted January 14 and February 4, 1897.

Section 9E1—A route the centre line of which shall begin at a point in the Borough of Manhattan near the intersection of William street with Liberty street at which a connection can conveniently be made with a subway to be hereafter constructed under Liberty street; and running from the said point of beginning southeasterly under and along Liberty street and under and along Maiden lane and under and across the East river and private property to the Borough of Brooklyn, to a point in said Borough near the intersection of Furman street and Pineapple street; thence running easterly under and along Pineapple street to a point in Pineapple street, between Henry street and Fulton street; and thence curving southerly under Pineapple street and private property to a point in Fulton street about half way between Pineapple street and Clark street, where the said centre line will unite with the centre line of route 9E above described.

Section 9E2—A route the centre line of which shall begin at a point in the Borough of Brooklyn under Fulton street about half way between Pineapple street and Clark street at the end or point of junction of Sections 9E and 9E1 above described; and shall run thence southeasterly under and along Fulton street to a point at or near the intersection of Fulton street, Myrtle avenue and Court street, at which a connection or connections can conveniently be made with Section 9B above described.

Section 9F—A route the centre line of which shall begin at a point in the Borough of Brooklyn under Lafayette avenue at or near its intersection with Fulton street at the point of beginning of Sections 9C and 9D1 above described; running thence easterly under and along Lafayette avenue to a point at or near its intersection with Bedford avenue at which a connection can conveniently be made with Section 9A above described.

The said section shall also include suitable spurs or connections near the intersection of Lafayette avenue and Bedford avenue. The said spurs or connections shall be two in number, one curving northerly into Bedford avenue and the other curving southerly into Bedford avenue. The northerly one of the said spurs shall begin at a suitable point in Lafayette avenue near its intersection with Franklin avenue; running thence easterly under Lafayette avenue and curving northerly under Lafayette avenue and private property into Bedford avenue to a point at which a connection can conveniently be made with Section 9A above described. The southerly one of said spurs shall begin at a suitable point in Lafayette avenue near its intersection with Franklin avenue; running thence easterly under Lafayette avenue and curving southerly under Lafayette avenue and private property to a point at or near the intersection of the westerly side of Bedford avenue with the northerly side of Clifton place, and thence under and along Bedford avenue to a point near Clifton place at which a connection can conveniently be made with Section 9K hereinafter described.

Section 9G—A route the centre line of which shall begin at a point in the Borough of Brooklyn under Lafayette avenue near the intersection of Lafayette avenue and Bedford avenue at which a connection can conveniently be made with Section 9F above described; running thence easterly under Lafayette avenue to a point between Lewis avenue and Stuyvesant avenue at which connections can conveniently be made with subways to be hereafter constructed running easterly under Lafayette avenue and northerly under Stuyvesant avenue.

Section 9H—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of Lafayette avenue and Broadway at the point of beginning of Section 9A3 above described; running thence southeasterly under and along Broadway to a point at or near the intersection of Broadway, Fulton street and Jamaica avenue at which a connection or connections can conveniently be made with a subway running southerly under Georgia avenue and a subway running northeasterly under Jamaica avenue.

Section 9I—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of Bedford avenue and Quincy street at the southerly end of Section 9K hereinafter described; running thence southeasterly in a curve under Bedford avenue and private property to Gates avenue at a point between Bedford avenue and Nostrand avenue; thence easterly under and along Gates avenue to Broadway; and thence curving into Broadway at a point southeasterly from the intersection of Broadway and Gates avenue, at which a connection can conveniently be made with Section 9H above described.

Section 9K—A route the centre line of which shall begin at point in the Borough of Brooklyn at the point of beginning of Section 9G above described, at or near the intersection of Bedford avenue and Lafayette avenue; running thence southerly under and along Bedford avenue to a point at or near the intersection of Bedford avenue and Quincy street at the northerly end of Section 9I above described.

This section shall also include a suitable spur or connection to unite with Section 9F above described.

Section 9K1—A route the centre line of which shall begin at a point in the Borough of Brooklyn near the intersection of Bedford avenue and Quincy street, at the southerly end of Section 9K above described; running thence southerly under and along Bedford avenue to a point near the intersection of Bedford avenue and Eastern parkway, at which a connection can conveniently be made by means of spurs with a subway to be hereafter constructed under and along said Eastern parkway.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the part of Section 9O above described across the Williamsburg Bridge and its approaches there shall be two or more tracks as shall be hereafter determined by the Commissioner of Bridges. For the part of Section 9O under Delancey street and Centre street to the new Brooklyn Bridge terminal, there shall be four tracks. For the spur under Walker and Canal streets to the Manhattan Bridge, there shall be two tracks. For the spur under Grand street and Desbrosses street there shall be two tracks. For the spur from the Brooklyn Bridge terminal under William street to Beekman street there shall be two tracks. For the whole of Section 9A under Bedford avenue and Bedford avenue extended to the Williamsburg Bridge Plaza there shall be four tracks, except that between Division avenue and Broadway there may be two additional tracks in order to afford suitable connections near that point with other subways. For Section 9A1, under William street and Old Slip in Manhattan, the East river and Montague street in Brooklyn, there shall be two tracks. For Section 9A3 under Broadway, there shall be four tracks. For Sections 9B and 9C under Fulton street, Willoughby street and other streets, there shall be four tracks. For Section 9D1 under Lafayette avenue, between Fulton street and Flatbush avenue, there

shall be two tracks. For Section 9E under Beekman street in Manhattan, the East river, and Cranberry street and Fulton street in Brooklyn there shall be two tracks. For the spur running through Beekman street to the City Hall loop of the present subway there shall be two tracks. For Section 9E1 under Liberty street and Maiden lane in Manhattan, the East river, and Pineapple street and Fulton street in Brooklyn, there shall be two tracks. For Section 9E2 under Fulton street, between Pineapple street and Court street, there shall be two tracks. For Section 9F under Lafayette avenue, from Fulton street to Bedford avenue, there shall be four tracks. For Section 9G under Lafayette avenue, from Bedford avenue to Stuyvesant avenue, there shall be four tracks. For Section 9H under Broadway, from Lafayette avenue to Fulton street, there shall be four tracks. For Section 9I under Gates avenue, from Bedford avenue to Broadway, there shall be two tracks. For Section 9K under Bedford avenue, between Lafayette avenue and Gates avenue, there shall be two tracks. For Section 9K1 under Bedford avenue, between Gates avenue and the Eastern parkway, there shall be two tracks. The several spurs or connections uniting the above sections with each other or with other subways to be hereafter constructed shall have no more than two tracks.

All of the above-mentioned tracks shall be placed in subway or tunnel; except that upon the Williamsburg Bridge and the approaches thereto the tracks shall be two or more of those constructed by the City as a part of the bridge structure; and except that between the ends of the bridge tracks and the tunnel or tunnels, the tracks of the railway hereby established shall be placed in open cuts and on viaducts or otherwise, as may be necessary for efficient operation.

All of the tracks of the routes hereby established shall be substantially parallel with each other, and on substantially the same levels, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and except for the purpose of avoiding grade crossings at the intersections of the several sections with each other or with spurs, branches or connections, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to such depth as may be necessary; but this limitation as to the level of the tracks shall not apply to the portions of the route passing in tunnel under the East river.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient, but wherever required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such longitudinal streets or any of them.

The roof of the tunnels when under a street shall be as near the surface as street conditions and grades will conveniently permit, except that in the approaches to the East river tunnels the depth shall be such as will conform to the grades of such river tunnels, and except that in passing under Water street, Pearl street, Nassau street, Broadway, Church street, Elm or Lafayette street, Wooster street, West Broadway, Hudson street and Washington street in the Borough of Manhattan, and at intersections with other proposed rapid transit railway routes in the Borough of Brooklyn, such tunnels or subways may be depressed to such a depth under subways constructed or to be hereafter constructed as may be necessary for proper construction and operation.

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

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Viaducts shall be built with a width of twelve and one-half feet for each track and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal, or of masonry, or of both.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed, not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said routes or of the spurs therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under, or, if the position of the tracks so require, over the streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under or over streets and through private property, as aforesaid.

The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries, to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides of exterior lines of such cross streets or such lines produced, an additional width on each side of the routes, not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall in general be by tunneling, except in places where the Board shall give express permission to construct by open excavation; but upon or along the Williamsburg Bridge and the approaches thereto, all work of construction shall be subject to the requirements of the Commissioner of Bridges.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced, under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street," wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act," wherever used herein, shall be taken and meant to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for rapid transit railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 5, Borough of Manhattan"; four drawings being marked "Manhattan No. 5," sheets Nos. 1, 2, 3 and 4; one drawing being marked

"Key Map No. 6, Borough of Manhattan"; one drawing being marked "Manhattan No. 6," sheet No. 1; one drawing being marked "Key Map No. 1, Borough of Brooklyn," and eight drawings being marked "Brooklyn No. 1," sheets Nos. 1 to 8, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL.]

BION L. BURROWS, Secretary.

Fourth Avenue (Brooklyn).

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying wholly within the Borough of Brooklyn, and divided into several sections as hereinafter described. Said sections are as follows:

Section 11A—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of the centre line of Fourth avenue with the southerly line of Dean street; running thence southerly under Fourth avenue to a point at or near the intersection of the centre line of Fourth avenue with the centre line of Thirty-seventh street, where a spur will begin as hereinafter stated; thence still southerly under Fourth avenue to a point about half way between Sixty-third and Sixty-fourth street, where another spur will begin as hereinafter stated; and thence still southerly under Fourth avenue to a point at or near the intersection of the centre line of Fourth avenue with the centre line of Sixty-fifth street.

The said Section 11A shall include three spurs or connections as follows:

A spur or connection from the point of beginning of Section 11A above described at or near the intersection of the centre line of Fourth avenue with the southerly line of Dean street, and running thence northerly under Fourth avenue and under and across Atlantic avenue to a possible connection with the subway to be constructed under Flatbush avenue by resolutions of this Board adopted January 24, 1901, as modified by resolutions of this Board adopted April 13, 1905.

Also a spur or connection beginning at a point near the intersection of the centre line of Fourth avenue with the centre line of Thirty-seventh street; thence curving southeasterly under Fourth avenue to a point in the easterly side thereof near the intersection of the said easterly side of Fourth avenue with the northerly side of Thirty-eighth street; thence still southeasterly under private property and Thirty-eighth street to a point in the southerly side of Thirty-eighth street not more than two hundred feet easterly from the easterly side of Fourth avenue; and thence under private property to a point about three hundred feet easterly from the easterly side of Fourth avenue, where a connection can conveniently be made with the South Brooklyn Railway.

And also a spur beginning at a point under Fourth avenue about half way between Sixty-third and Sixty-fourth streets; thence curving southeasterly under Fourth avenue to a point near the intersection of the easterly side thereof with the northerly side of Sixty-fourth street; thence still southeasterly under private property and Sixty-fourth street to a point in the southerly side of Sixty-fourth street not more than two hundred feet easterly from the easterly side of Fourth avenue; and thence under private property to a point in the block between Sixty-fourth street and Sixty-fifth street about four hundred feet easterly from the easterly side of Fourth avenue, where a connection can conveniently be made with the Sea Beach Railway.

Section 11B—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of the centre line of Fourth avenue with the centre line of Sixty-fifth street at the southerly end of Section 11A above described; running thence southerly under Fourth avenue to a point about two hundred and fifty feet southerly from the intersection of the centre line of Fourth avenue with the southerly side of One Hundredth street produced.

Section 11D—A route the centre line of which shall begin at a point in the Borough of Brooklyn at or near the intersection of the centre line of Fourth avenue with the southerly line of Dean street at the northerly end of Section 11A above described; running thence in a curve under Fourth avenue to a point in the westerly side thereof between Pacific street and Atlantic avenue, and thence under private property to a point in the southerly side of Atlantic avenue distant about one hundred feet westerly from the intersection of the said southerly side of Atlantic avenue with the westerly side of Fourth avenue; running thence westerly under Atlantic avenue to a point about one hundred feet westerly from the intersection of the centre line of Atlantic avenue with the westerly side of Boerum place; curving thence northwesterly under Atlantic avenue and private property to a point at or near the intersection of the southerly side of State street with the easterly side of Court street; thence northerly under Court street to a point at or near the intersection of the centre line of Court street with the northerly side of Remsen street produced; and thence curving northerly and westerly under Court street and private property to a point in Montague street west of Court street, at which a convenient connection can be made with a subway to be hereafter constructed in Montague street aforesaid.

And also a spur or connection to unite Section 11D, above described, with a subway to be hereafter constructed under Fulton street northwesterly from Myrtle avenue. The centre line of the said spur shall begin at or near the intersection of the centre line of Court street with the northerly side of Remsen street produced; and shall run thence northerly under Court street and Fulton street to a point northwest of Myrtle avenue, at which a suitable connection can be made with said subway to be hereafter constructed.

And also a spur or connection to unite Section 11D, above described, with the subway to be hereafter constructed under Flatbush avenue, in accordance with the resolutions of this Board adopted March 24, 1904. The centre line of the said spur shall begin at a point in Atlantic avenue about halfway between Third avenue and Fourth avenue; running thence easterly under Atlantic avenue to a point in the southerly side thereof, about half way between Fourth avenue and Flatbush avenue; curving thence southeasterly under private property and Flatbush avenue and running to a suitable point in Flatbush avenue between Atlantic avenue and the Prospect Park Plaza, at which a connection can conveniently be made with the said subway to be constructed under the said resolutions of March 24, 1904.

Section 11E1—A route the centre line of which shall begin at a point in the Borough of Brooklyn at the northerly end of Section 11A, above described, at or near the intersection of the centre line of Fourth avenue with the southerly line of Dean

street; running thence northerly under Fourth avenue and for a part of the way in the same tunnel with, but at a different level from, Section 11D and the spur connecting with the Flatbush avenue subway, as above described; and under and across Atlantic avenue and Flatbush avenue and curving under and across Hanson place into Ashland place; thence under and along Ashland place to a point near Lafayette avenue, at which point a spur will begin, as hereinafter stated, to afford a connection with a subway to be hereafter constructed in Lafayette avenue; thence under and across Lafayette avenue and under and along Ashland place to a point between Lafayette avenue and Fulton street, where a connection can conveniently be made by a suitable spur with a subway to be hereafter constructed under Fulton street.

And also suitable spurs or connections curving from Fourth avenue easterly under Dean street and Pacific street to connect with subways to be constructed in said last mentioned streets between Flatbush and Atlantic avenues.

And also the said spur or connection to unite Section 11E1 above described with a subway to be hereafter constructed under Lafayette avenue. The centre line of the said spur shall begin at a point at or near the intersection of Lafayette avenue and South Elliott place, and shall run thence southwesterly under and along Lafayette avenue to a point at or near the intersection of the centre line of Lafayette avenue with the centre line of St. Felix street; thence curving southerly under Lafayette avenue and private property to Ashland place; and thence along Ashland place to a convenient point of connection with Section 11E1 above described.

The railway to be constructed in Section 11E1, including the spur or connection with Lafayette avenue, may, if necessary, occupy private property to be acquired for the purpose on either or both sides of Ashland place.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the route running under Fourth avenue, from Dean street to a point south of One Hundredth street, known as Sections 11A and 11B, there shall be four tracks. For the route running under Atlantic avenue and Court street, known as Section 11D, there shall be four tracks. For Section 11E1 there shall be four tracks. For the branches or spurs from Fourth avenue through Dean street and Pacific street there shall be one track each; and for the several branches or spurs above described, running, respectively, from Lafayette avenue to Fourth avenue, from Court street to Fulton street, from Atlantic avenue to Flatbush avenue, and from Fourth avenue to the South Brooklyn Railway and the Sea Beach Railway there shall be two tracks each.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other. If there are two or more tracks in a tunnel, such tracks shall be on substantially the same levels, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and except for the purpose of avoiding grade crossings at various points between the intersection of Fourth avenue with Dean street and Ashland place near Fulton street, and near the intersection of Flatbush avenue with Atlantic avenue, and of Court street with Montague street, and at points where spurs or connections begin, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to such a depth as may be required for proper construction and operation, of not more than twenty feet.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient, except that wherever required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of the longitudinal streets or any of them. But in Fourth avenue no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures, as hereinafter provided) shall be within the distance of five feet of the exterior line or side of the said Fourth avenue. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface as street conditions and grades will conveniently permit; except in Ashland place, where the tracks shall be so far depressed as to pass under the subway heretofore authorized in Flatbush avenue and the spurs connecting with the subway to be hereafter constructed in Lafayette avenue.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spurs therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used therein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 3, Borough of Brooklyn," and five of the said drawings being marked "Brooklyn No. 3," sheets Nos. 1 to 5, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever. I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof, I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

ROUTE OVER MANHATTAN BRIDGE.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property, in addition to those already existing, authorized or proposed are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises, and all such requests and investigations as are necessary or proper for such determination; now, therefore,

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of said road or roads, or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying within the boroughs of Brooklyn and Manhattan, the centre line of which shall begin at or near the intersection of the centre line of Willoughby street with the centre line of Flatbush avenue, as the same is proposed to be extended; running thence northwesterly under said Flatbush avenue extension and the easterly Manhattan Bridge approach to a point near the intersection of Johnson street; and there emerging to the surface and continuing northwesterly upon a viaduct and along the easterly Manhattan Bridge approach, and along and across the Manhattan Bridge and the westerly Manhattan Bridge approach, over and across the East river to the Borough of Manhattan to a point at or near the intersection of the southerly side of Canal street with the easterly side of Christie street, at which a connection can conveniently be made with a subway to be hereafter constructed.

The said route shall also include a suitable spur or connection, the centre line of which shall begin at or near the point of beginning above mentioned near the intersection of the centre line of Willoughby street with the centre line of Flatbush avenue extension; and running thence southeasterly under the said Flatbush avenue extension, and under and across Fulton street, to a possible connection with the subway to be constructed under Flatbush avenue by resolutions of this Board, adopted January 24, 1901, and April 13, 1905. The said spur may be partly constructed in the same tunnels as a subway to be hereafter constructed under Willoughby street, the Flatbush avenue extension and Fulton street, and may include suitable tracks to afford a means of connection with the said proposed subway.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

There shall be two tracks throughout the whole of the said route, and also such additional tracks, not more than three in number, near the southeasterly end of said route, as may be requisite to make proper connections with other subways.

All of the above-mentioned tracks shall be placed in subway or tunnel; except that upon the Manhattan Bridge and the approaches thereto the tracks shall be two of those to be constructed by the City as a part of the bridge structure; and except that between the ends of the bridge tracks and the tunnel or tunnels, the tracks of the railway hereby established may be placed in open cuts or on viaducts or otherwise, as may be necessary for efficient operation.

All of the tracks of the said route shall be substantially parallel with each other and on substantially the same levels, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and except for the purpose of avoiding grade crossings near the intersection of the Flatbush avenue extension with Willoughby street or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general along the central part of the Manhattan Bridge and the longitudinal streets of the route so far as may be practicable and convenient, except that wherever required by special or local necessities the tracks or any one or more of them may be diverted as far as necessary to one side or the other of the said bridge and the said longitudinal streets or any of them.

The roof of the tunnels shall be as near the surface as street conditions and grades will conveniently permit, except that under the Flatbush avenue extension the tracks may be depressed so as to permit a subway to be hereafter constructed under Willoughby street, the Flatbush avenue extension and Fulton street to pass over them.

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

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Viaducts shall be built with a width of twelve and one-half feet for each track and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal, or of masonry, or both.

The tracks may at any point of the said route or of the spur therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one quarter of a mile for each mile of roadway.

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

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction under the Flatbush avenue extension shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation. Upon or along the Manhattan Bridge and the approaches thereto all work of construction shall be subject to the requirements of the Commissioner of Bridges.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced, under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street," wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act," wherever used herein, shall be taken and held to mean chapter 4 of the Laws of 1891, as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 5, Borough of Manhattan"; one drawing being marked "Manhattan No. 5," sheet No. 5; one drawing being marked "Key Map No. 1, Borough of Brooklyn," and one drawing being marked "Brooklyn No. 1," sheet No. 1, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

Eastern Parkway.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property, in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein, as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises, and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does, in such general plan hereby adopted, show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract, or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may, in the judgment of this Board, require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder, or any part of the remainder, of said road, as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying wholly within the Borough of Brooklyn and consisting of several sections, as hereinafter described. The said sections are as follows:

Section 120—A route the centre line of which shall begin at or near the intersection of the centre line of the Eastern parkway with the easterly side of Underhill avenue produced, and running thence easterly under and along the Eastern parkway to points between Classon avenue and Franklin avenue, where two spurs turning southerly to a connection with the Brooklyn and Brighton Beach Railroad shall begin, as hereinafter provided; thence still easterly under and along the Eastern parkway to points near its intersection with Bedford avenue, where two spurs turning northerly into Bedford avenue shall begin as hereinafter provided; thence still easterly under and along the Eastern parkway to a point at or near its intersection with Ralph avenue; and thence still easterly to a point at or near the intersection of Howard avenue, East New York avenue and Pitkin avenue.

The spurs or connection above mentioned between Classon and Franklin avenues shall be two in number—an easterly and a westerly spur. The easterly of said spurs shall begin at a convenient point under the Eastern parkway near its intersection with Franklin avenue, and shall run thence southwesterly and southerly under the Eastern

parkway and private property to a point about three hundred feet southerly from the southerly line of the Eastern parkway, where a convenient connection may be made with the said Brooklyn and Brighton Beach Railroad. The westerly one of said spurs shall begin at a point in the Eastern parkway about three hundred feet easterly from the easterly line produced of Classon avenue, and shall run thence southeasterly and southerly under the Eastern parkway and private property to a point about three hundred feet southerly from the southerly line of the Eastern parkway, where a convenient connection may be made with the said Brooklyn and Brighton Beach Railroad.

The spurs or connections above mentioned near Bedford avenue shall be two in number—an easterly and a westerly spur. The westerly one of said spurs shall begin at a convenient point under the Eastern parkway near its intersection with Franklin avenue; and shall run thence easterly and northeasterly under the Eastern parkway and private property near the intersection of the northerly line of the Eastern parkway with the westerly line of Bedford avenue and curving into Bedford avenue to a point distant about one hundred and fifty feet northerly from the Eastern parkway. The easterly one of the said spurs or connections shall begin at a convenient point under the Eastern parkway, between Rogers avenue and Nostrand avenue, and shall run thence westerly and northwesterly under the Eastern parkway and private property near the intersection of the northerly side of the Eastern parkway with the easterly side of Bedford avenue, and curving into Bedford avenue and uniting with the westerly spur above described in Bedford avenue at a point about one hundred and fifty feet northerly from the Eastern parkway.

The said section shall also include a spur, the centre line of which shall begin at or near the intersection of the centre line of the Eastern parkway with the easterly side of Underhill avenue produced, the point of beginning of Section 12O above described; running thence westerly under the Eastern parkway to a point under the Prospect Park plaza or circle at which a convenient connection can be made with a subway to be hereafter constructed, extending along Flatbush avenue and past Prospect Park, as authorized by resolutions of this Board, adopted May 24, 1904.

Section 12A—A route the centre line of which shall begin at or near the intersection of Howard avenue, East New York avenue and Pitkin avenue, at the easterly end of Section 12O above described; running thence easterly under and along Pitkin avenue to a point at or near the intersection of the centre line of Pitkin avenue with the westerly side of Alabama avenue.

Section 12B—A route the centre line of which shall begin at a point at or near the intersection of the centre line of Pitkin avenue with the westerly side of Alabama avenue at the easterly end of Section 12A above described; running thence in a curve northeasterly under Pitkin avenue and Alabama avenue to a point near the intersection of the northerly side of Pitkin avenue with the easterly side of Alabama avenue; thence curving under private property to Georgia avenue at a point about half way between Pitkin avenue and Glenmore avenue; thence running northerly under and along Georgia avenue to a point about half way between Atlantic avenue and Fulton street; thence curving northwesterly under Georgia avenue, private property and Fulton street and private property again to a point near the intersection of Fulton street, Broadway and Jamaica avenue, at which a connection can conveniently be made with a subway or subways to be hereafter constructed under Broadway and Jamaica avenue.

Section 12C—A route the centre line of which shall begin at a point at or near the intersection of Howard avenue, East New York avenue and Pitkin avenue, at the easterly end of Section 12O above described; and curving thence easterly and southerly under Pitkin avenue and private property to a point in Grafton street about two hundred feet southerly from the intersection of the centre line of Grafton street with the southerly line of Pitkin avenue; running thence southerly under Grafton street to a point about three hundred feet northerly from the intersection of the centre line of Grafton street with the northerly line of Sutter avenue; thence curving southeasterly under Grafton street and private property to a point near the intersection of the northerly side of Sutter avenue with the westerly side of Barrett avenue; thence running southeasterly under and across Sutter avenue and under and along Hunterly road to a point near the intersection of the northeasterly side of Hunterly road with the easterly side of Amboy street; and thence curving under private property into Blake avenue, and running easterly under and along Blake avenue to a point near the intersection of the centre line of Blake avenue with the easterly side of Alabama avenue; thence curving northeasterly under Alabama avenue and private property to a point in Georgia avenue about one hundred and fifty feet northerly from the intersection of the centre line of Georgia avenue with the northerly side of Blake avenue; and running thence northerly under Georgia avenue to a point at or near the intersection of Georgia avenue and Glenmore avenue, at which a connection can conveniently be made with Section 12B above described.

Section 12D—A route the centre line of which shall begin at or near the intersection of the centre line of the Eastern parkway with the easterly side of Underhill avenue produced at the point of beginning of Section 12O above described; running thence westerly under the Eastern parkway and then curving and running northwesterly under the Prospect Park Plaza or circle and Flatbush avenue to a point about half way between Bergen street and Dean street at which point the said route shall diverge and form two branches. One of the said branches shall curve under Flatbush avenue into Dean street, and thence proceed westerly under Dean street to a point near the intersection of Dean street and Fourth avenue at which a connection can conveniently be made with a subway to be hereafter constructed under and along Fourth avenue. The second of the said branches shall proceed under and along Flatbush avenue from the said point between Bergen street and Dean street and curve under Flatbush avenue into Pacific street; and thence westerly under and along Pacific street to a point at which a connection can conveniently be made with a subway to be hereafter constructed under Fourth avenue.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the whole route hereinbefore described and in all the sections thereof there shall be two tracks. There shall be additional tracks where necessary in making connections with other lines at the western end of the Eastern parkway, in Eastern parkway between Classon and Franklin avenues, near the intersection of the Eastern parkway and Bedford avenue, near the intersection of Howard avenue, East New York avenue and Pitkin avenue, and near the intersection of Fulton street, Broadway and Jamaica avenue. The spurs or connections from Flatbush avenue into Dean street and Pacific street shall have one track each.

All of the above-mentioned tracks shall be placed in subway or tunnel. Where there are two or more tracks, they shall be placed substantially parallel with each other and substantially on the same level; except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and except for the purpose of avoiding grade crossings at junctions under Prospect circle, at the western extremity of the Eastern parkway, in the Eastern parkway between Classon and Franklin avenues, near the intersection of the Eastern parkway and Bedford avenue, near the intersection of Howard avenue, East New York avenue and Pitkin avenue, near the intersection of Georgia avenue and Glenmore avenue, and near the intersection of Fulton street, Broadway and Jamaica avenue, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall in general be placed under the central part of the longitudinal streets of the route so far as may be practicable and convenient; except that in Flatbush avenue, between the Prospect Park Plaza or circle and Pacific street, as described in Section 12D above, they shall be placed as near as practicable to the northeasterly side of Flatbush avenue; and wherever else required by special or local necessities, or for curves, the tracks or any one or more of them may be diverted so far as necessary to one side or the other of the longitudinal streets of the routes or any of them; but in the Eastern parkway no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided) shall be within a distance of five feet of the exterior line or side of the said Eastern parkway. In all other longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit; except that in the Eastern parkway, between Classon avenue and Franklin avenue, the tunnel shall

be depressed to a depth sufficient to pass under the line of the Brooklyn and Brighton Beach Railroad. And except also that in Flatbush avenue the spurs turning into Dean street and Pacific street shall be depressed sufficiently to pass under the subway authorized by resolutions of this Board of March 24, 1904.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns, and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall in general be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route not to exceed fifteen feet on either side, provided always that the limits hereinbefore provided as to the Eastern parkway shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed shall be replaced under the direction and to the satisfaction of the said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein, shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, as amended by chapter 752 of the Laws of 1894, and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 1, Borough of Brooklyn," and four of the said drawings being marked "Brooklyn No. 1," sheets Nos. 9 to 12, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present, and all voting in favor thereof.

In witness whereof, I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

BROOKLYN, MANHATTAN AND LONG ISLAND CITY.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property, in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board, by the concurrent votes of at least six members, does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board in adopting the said route or routes and general plans expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may in the judgment of this Board require.

Routes.

A route lying within the boroughs of Brooklyn, Manhattan and Queens and made up of several sections as hereinafter described. The said sections are as follows:

Section 10O—A route the centre line of which shall begin at a point in the Borough of Brooklyn under North Seventh street, distant about two hundred feet northwesterly from the intersection of the centre line of Union avenue with the centre line of Metropolitan avenue at the northwesterly end of Section 10D hereinafter described; thence running northwesterly under and along North Seventh street to a point about

half way between Driggs avenue and Bedford avenue, at which point spurs running northerly and southerly to a connection with the subway to be constructed under Driggs avenue, known as Section 10C hereinafter described, will begin; thence still northwesterly under North Seventh street and private property to the East river, and under the East river to the Borough of Manhattan and to a point on the westerly side of the East river between Thirteenth and Fourteenth streets; thence passing under private property to a point at or near the intersection of East Fourteenth street and Avenue D; and thence westerly under East Fourteenth street to a point about half way between Avenue B and Avenue C, where a connection can conveniently be made with a subway to be hereafter constructed under East Fourteenth street.

Section 10A—A route the centre line of which shall begin at a point in the Borough of Brooklyn in Stuyvesant avenue at or near the intersection of the centre line of said avenue with the southerly line of Kosciuszko street; running thence northerly under Stuyvesant avenue to its intersection with Broadway; thence continuing northerly under Broadway and private property to Myrtle avenue; thence still northerly under Myrtle avenue and private property, Jefferson street and private property, Melrose street and private property to a point at or near the intersection of the southeasterly side of Marion place and the southwesterly side of Bushwick avenue; thence northwesterly and northerly under and along Bushwick avenue to a point about half way between Devoe street and Metropolitan avenue; thence curving northwesterly and westerly under Bushwick avenue and private property into Metropolitan avenue; thence westerly under and along Metropolitan avenue to a point near its intersection with Union avenue, and thence curving westerly under Metropolitan avenue and Union avenue into North Seventh street and under North seventh street to the easterly end of Section 10O above described.

And also a spur beginning at or near the intersection of the centre line of Stuyvesant avenue and Kosciuszko street, the place of beginning of Section 10A above described, and curving thence southwesterly under Stuyvesant avenue and private property to Lafayette avenue, and thence under Lafayette avenue to a point about one hundred and fifty feet westerly from the westerly line of Stuyvesant avenue at the point of beginning of Section 10B, hereinafter described.

Section 10B—A route the centre line of which shall begin in the Borough of Brooklyn at a point in the centre line of Lafayette avenue distant about one hundred and fifty feet westerly from the intersection of the centre line of said Lafayette avenue with the westerly side of Stuyvesant avenue, being at the terminus of the spur running from Section 10A above described; running thence easterly under Lafayette avenue to Patchen avenue, at which point a spur shall begin curving southeasterly under and along Broadway to a point about seventy-five feet southerly from the intersection of Lafayette avenue and Broadway where a connection can conveniently be made with another subway to be built under Broadway. The main line of Section 10B, from the above-mentioned point near the intersection of Broadway, Lafayette avenue and Patchen avenue, shall curve northeasterly under and across Broadway to Kossuth street; running thence northeasterly along Kossuth street to a point about one hundred feet southwesterly from the intersection of Kossuth street and Bushwick avenue; thence curving northerly under Kossuth street and private property to Bushwick avenue; thence under and across Bushwick avenue to Stanhope street; thence northeasterly under and along Stanhope street to a point about one hundred and fifty feet northerly from the intersection of the centre line of Stanhope street with the northerly line of St. Nicholas avenue thence curving easterly and southeasterly under Stanhope street and private property to Cypress avenue at a point near the intersection of the southwesterly side of Cypress avenue with the northwesterly line of Himrod street, and thence southeasterly under and along Cypress avenue to a point at or near the intersection of the centre line of Cypress avenue with the centre line of Palmetto street.

Section 10C—A route the centre line of which shall begin at a point in the Borough of Brooklyn near the intersection of the southerly side of Broadway with the easterly side of Havemeyer street, at which a connection can conveniently be made with a railway to be hereafter constructed under Bedford avenue and Bedford avenue extended or under and over private property and the Williamsburg Bridge; running thence northeasterly under Broadway and the Williamsburg Bridge plaza to a point at or near the intersection of the centre line of Driggs avenue with the northerly line of South Fourth street; thence running northerly under Driggs avenue and crossing under Section 10O at the intersection of North Seventh street and Driggs avenue, and with spurs or connections near that point to unite with the said Section 10O on North Seventh street; and still northerly under Driggs avenue and Williamsburg Park to a point in the southwesterly side of Lorimer street distant about four hundred and ninety feet from the intersection of the said southwesterly side of Lorimer street with the southeasterly side of Nassau street; thence running under and across Lorimer street and curving under private property to a point in Manhattan avenue about half way between Nassau street and Driggs avenue; thence curving and running westerly and northwesterly under Manhattan avenue to a point about half way between Dupont street and Clay street; thence curving and running under private property, Clay street, private property, Box street, and private property to Ash street at a point about one hundred and fifty feet easterly from the intersection of the southerly side of Ash street with the easterly side of Manhattan avenue; thence still northerly and under Ash street and private property to Newtown creek; thence under Newtown creek to the Borough of Queens and to a point on the northerly side of said Newtown creek distant about one hundred and eighty feet easterly from the intersection of the said northerly side of Newtown creek with the northerly side of Manhattan avenue; thence still northerly and parallel, or nearly so, with Manhattan avenue, under private property, Borden avenue and private property again to a point in the southerly side of Third street about twenty-five feet easterly from the intersection of the southerly side of Third street with the southeasterly side of Jackson avenue; thence curving northeasterly under Third street and Jackson avenue and running northeasterly under and along Jackson avenue to a point in Jackson avenue about half way between Rogers street and Skillman avenue, where a connection can conveniently be made with a railway to be hereafter constructed over the Blackwell's Island Bridge.

Connecting Spurs—The spurs connecting Sections 10O and 10C, above described, shall be two in number, diverging from a point in the centre line of North Seventh street, about half way between Driggs avenue and Bedford avenue. The centre line of the southerly one of such spurs shall curve from said point easterly and southerly under North Seventh street and private property to a point on the westerly side of Driggs avenue, about seventy-five feet southerly from the intersection of the said westerly side of Driggs avenue with the southerly side of North Seventh street, and thence still southerly under Driggs avenue to a convenient point of connection with Section 10C, above described, between North Seventh street and North Second street.

The centre line of the northerly one of such spurs shall curve from the point of beginning above described under North Seventh street and private property to a point in the westerly side of Driggs avenue, about half way between North Seventh street and North Eighth street, and thence under and along Driggs avenue to a convenient point of connection with Section 10C, above described, between North Seventh street and North Twelfth street.

Section 10D—A route the centre line of which shall begin at a point in the Borough of Brooklyn, near the intersection of Union avenue and Broadway, at which a connection can conveniently be made with a subway to be hereafter constructed under Broadway; running thence northerly through Union avenue to a point about half way between Devoe street and Metropolitan avenue; thence curving northwesterly under Metropolitan avenue into North Seventh street, and thence running northwesterly under and along North Seventh street to the easterly end of Section 10O, hereinbefore described.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing routes is as follows:

For the whole of Section 10O there shall be four tracks. For the whole of Section 10A, including the spur or connection from Stuyvesant avenue into Lafayette avenue, there shall be four tracks. For the whole of Section 10B, under Stuyvesant avenue, Kossuth street, Stanhope street and Cypress avenue, there shall be two tracks, with a third track between Reid avenue and Broadway, to permit of convenient connection with the spur near that point. For Section 10C, under Williamsburg Bridge plaza and Driggs avenue to a point between North Seventh and North Twelfth streets, where the northerly spur above described, connecting with Section 10O, unites with

the main portion of Section 10C, there shall be four tracks, and from the said point northerly to the terminus of Section 10C, in the Borough of Queens, there shall be two tracks. For the whole of Section 10D, under Union avenue and other streets, there shall be four tracks. There may also be in Section 10O, between Driggs avenue and the East river, two additional tracks, if required, for making convenient connections between Sections 10O and 10C, above described. There may also be in Section 10O, between Union avenue and Driggs avenue, two additional tracks, if required, for making convenient connections between said Section 10O and Sections 10A and 10D, above described.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and substantially on the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and except for the purposes of avoiding grade crossings near the intersection of Stuyvesant avenue and Lafayette avenue, Lafayette avenue and Broadway, and Driggs avenue and North Seventh street, all in the Borough of Brooklyn, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet, but the limitation as to the level of the tracks shall not apply to the portion of the route under the East river.

The tracks shall be placed in general under the central part of the longitudinal streets of the route, so far as may be practicable and convenient; but wherever required by special or local necessities or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such longitudinal streets or any of them.

The roof of the tunnels, when under a street, shall be as near the surface as street conditions and grades will conveniently permit, except that Section 10C, along Driggs avenue, shall be depressed so as to pass under the line of Section 10O, running under North Seventh street; and said Section 10C may be depressed under the Williamsburg Bridge plaza, in the Borough of Brooklyn, so as to permit another rapid transit railway or other rapid transit railways to be constructed over it.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spur or loops therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose.

The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein, shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An act to provide for Rapid Transit Railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plans," one of the said drawings being marked "Key Map No. 5, Borough of Manhattan," one drawing being marked "Manhattan No. 5, sheet No. 7," one drawing being marked "Key Map No. 2, Borough of Brooklyn," and six drawings being marked "Brooklyn No. 2" sheets Nos. 1 to 6, inclusive, be and they are hereby adopted as showing the foregoing routes and general plans, for conveniences merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans, for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL.]

BION L. BURROWS, Secretary.

FOURTEENTH STREET, UNIVERSITY PLACE, GREENWICH STREET, ETC., MANHATTAN.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The

City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads, or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Routes.

A route lying wholly within the Borough of Manhattan and made up of several sections as hereinafter described. The said sections are as follows:

Section 80—A route the centre line of which shall begin at or near the intersection of the centre line of West Fourteenth street with the marginal wharf on the North or Hudson river; running thence easterly under and along West Fourteenth street to a point at or near the intersection of the centre line of West Fourteenth street with the westerly side of Ninth avenue.

Section 8A—A route the centre line of which shall begin at a point at or near the intersection of the centre line of West Fourteenth street with the westerly line of Ninth avenue at the easterly end of Section 80, above described; running thence easterly under and along West Fourteenth street and East Fourteenth street to a point at or near the intersection of the centre line of East Fourteenth street with the westerly side or line of University place.

Section 8B—A route the centre line of which shall begin at a point at or near the intersection of the centre line of East Fourteenth street with the westerly side or line of University place, at the easterly end of Section 8A, above described; running thence easterly under and along East Fourteenth street to a point about half way between Avenue B and Avenue C, at which a connection can conveniently be made with a subway hereafter to be constructed under the East river, connecting the boroughs of Brooklyn and Manhattan.

Section 8D—A route the centre line of which shall begin at a point in the centre line of West Fourteenth street, between Eighth and Ninth avenues, at which a connection can conveniently be made with Route 8A, above described; running thence westerly and southwesterly and curving under West Fourteenth street and under Hudson street and private property to a point in Ninth avenue, between West Thirteenth street and West Fourteenth street; and running thence southerly under and along Ninth avenue and turning into Greenwich street and running southerly under and along Greenwich street to a point at or near the intersection of Greenwich street with the southerly line of Charlton street; thence curving southwesterly under Greenwich street and private property to a point in Washington street near the intersection of the centre line of Washington street with the northerly line of Spring street; thence running southerly under and along Washington street to a point about half way between Cortlandt street and Liberty street; thence curving easterly under Washington street and private property to a point in Liberty street about half way between Washington street and Greenwich street; and thence running easterly under and along Liberty street to a point at or near the intersection of Liberty street and William street, at which a connection can conveniently be made with a subway running under Liberty street, Maiden lane and the East river, to be hereafter constructed to connect the boroughs of Brooklyn and Manhattan.

And also a spur or connection to unite the said last mentioned route, known as Section 8D, with a subway to be hereafter constructed under William street. The centre line of the said spur shall begin at a point in Liberty street, between Nassau street and William street, at which a connection can conveniently be made with Section 8D, above described; and shall run thence easterly and southeasterly under Liberty street and private property to William street, near Cedar street, at a point where a connection can conveniently be made with a subway to be constructed as aforesaid under and along William street.

Section 8E—A route the centre line of which shall begin at a point on the centre line of Section 8B, above described, in East Fourteenth street, between University place and Fourth avenue, at which a connection can conveniently be made with said Section 8B; running thence westerly and southwesterly and curving under East Fourteenth street and private property into University place, at a point between East Thirteenth street and East Fourteenth street; and running thence southerly under University place, Washington square, East, and Wooster street to a point about one hundred and fifty feet northerly from the intersection of the centre line of Wooster street with the northerly line of Canal street; thence curving under Wooster street and private property into Canal street at a point between Wooster street and Greene street; running thence easterly under Canal street to a point at or near the intersection of the centre line of Canal street with the westerly side or line of Elm street; and thence curving southeasterly under Canal street and private property to a point in Centre street south of Canal street, at which a connection can conveniently be made with a subway hereafter to be constructed running through and under Centre street.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For all of Sections 80 and 8A above described there shall be two tracks; for all of Section 8B above described there shall be four tracks; for all of Section 8D above described there shall be two tracks; and for the spur or connection near the intersection of Liberty street and William street there shall be one track. For all of Section 8E above described there shall be two tracks.

All of the above-mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures, or other special or local necessities, and except for the purpose of avoiding grade crossings at or near the intersection of East Fourteenth street and University place, West Fourteenth street and Ninth avenue, and Liberty street and William street, or elsewhere, any one or more of the tracks may be depressed below the street level of the other track or tracks of the route by a depth of not more than twenty feet.

The tracks shall be placed, in general, under the central part of the longitudinal streets of the route so far as may be practicable and convenient, except that in Ninth avenue they shall be placed as near as practicable to the easterly side or line of the said avenue; and wherever else required by special or local necessities, or for curves, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such longitudinal streets or any of them; but in West Fourteenth street and East Fourteenth street, University place and Canal street, no wall of the tunnel or part thereof (except at stations, station approaches, points where the route passes from streets to private property, curves and places of access to subsurface structures as hereinafter provided) shall be within a distance of five feet from the exterior line or side of the said longitudinal streets of the route. In all other longitudinal streets of the routes any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels when under streets shall be as near the surface as street conditions and grades will conveniently permit; except that under East Fourteenth street, between Avenue B and Avenue C, the tunnel shall be depressed to such point as will permit easy connection with another tunnel to be hereafter constructed under the East river; and except that near the intersections of Fourteenth street with First avenue, Second avenue, Third avenue, Fourth avenue, Broadway, Fifth avenue, Sixth avenue, Seventh avenue and Ninth avenue the roof of the tunnel shall be depressed to such a depth, not less than twenty feet, as may be sufficient to allow other tunnels or subways constructed or to be constructed to pass over and across it; and except that near the intersection of Canal street and Elm or Lafayette streets, the roof of the

tunnel shall be depressed to such a depth as may be sufficient to pass under the subway constructed under resolutions of this Board, adopted January 14 and February 4, 1897, and to avoid grade crossings in Centre street; and except that at the intersection of West Fourteenth street and Eighth avenue the roof of the tunnel may be depressed to a depth of not less than thirty-five feet; and except that near the intersection of Liberty street and William street the tunnel shall be depressed to a depth sufficient to permit of an easy connection with a subway or tunnel to be hereafter constructed from the Borough of Brooklyn.

The tunnels above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnels shall be of iron or steel, with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed, not to exceed in length one quarter of a mile for each mile of roadway.

The tracks may at any point of the said route or of the spurs therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route not to exceed fifteen feet on either side, provided always that the limits herebefore provided as to certain longitudinal streets of the route shall be observed. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries, to be constructed within the additional widths herebefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where the Board shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein shall include an avenue or public place. The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for Rapid Transit Railroads in cities of over one million inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one of the said drawings being marked "Key Map No. 6, Borough of Manhattan," and also five of the said drawings being marked "Manhattan No. 6," sheets Nos. 1, 2, 3, 4 and 5, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

Brooklyn and Jamaica.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway or railways for the conveyance and transportation of persons and property in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York, and should be established therein as hereinafter provided; and

Whereas, This Board has duly made the inquest and investigation necessary or proper in the premises and all such inquests and investigations as are necessary or proper for such determination; now therefore

This Board by the concurrent votes of at least six members does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Board, in adopting the said route or routes and general plans, expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by Section 34 of the Rapid Transit Act. In particular it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts, executed from time to time, to provide for the construction of parts of the said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads, and afterwards of one or more additional tracks over a part or parts of such road or roads, as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that, at a future time, upon the requirement of this Board, the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Board, require.

Route.

A route the centre line of which shall begin in the Borough of Brooklyn at a point at or near the intersection of Broadway, Fulton street and Jamaica avenue, at which connections can conveniently be made with another subway or other subways to be hereafter constructed running southerly under Georgia avenue and northwesterly under Broadway; and shall run thence northeasterly under and along Jamaica avenue, partly in the Borough of Brooklyn and partly in the Borough of Queens, to a point at or near the intersection of Jamaica avenue and Grand street in the former Village of Jamaica.

Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the whole of the route above described there shall be four tracks.

All of the above mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and except for the purpose of avoiding grade crossings in making connections with other subways to be hereafter constructed near the point of beginning above described, or elsewhere, any one or more of the tracks may be depressed below the level of the other track or tracks to a depth of not more than twenty feet.

The tracks shall be placed in general under the central part of Jamaica avenue so far as may be practicable and convenient, but wherever required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of said street.

The roof of the tunnel or subway shall be as near the surface as street conditions and grades will conveniently permit.

The tunnel above described shall in no case be less than thirteen feet in height in the clear.

The roof of the said tunnel shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure; or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed, not to exceed in length one-quarter of a mile for each mile of roadway.

The tracks may at any point of the said route be placed in the same tunnel, or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks shall be of standard gauge; that is to say, of the width of four feet and eight and a half inches between the rails. There shall be a width in the tunnels not exceeding fifteen feet for each track in addition to the thickness of the supporting walls, except that at stations, switches, turnouts, curves and crossovers the width may be increased.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, the width of any tunnel or subway may be enlarged on either or both sides by an additional width on each side of the route, not to exceed fifteen feet on either side. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional widths hereinbefore permitted. At each cross street where accommodations for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnels or subway, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the routes not to exceed fifteen feet.

Pipes, wires, sewers and other subsurface structures at any part of the said routes shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by open excavation.

In parks, parkways and public places, under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction shall be replaced under the direction and to the satisfaction of said Department.

Mode of Operation.

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

Definitions.

The word "street" wherever used herein shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891, entitled "An Act to provide for Rapid Transit Railroads in Cities of over one million Inhabitants," as amended by chapter 752 of the Laws of 1894 and other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Board of Rapid Transit Railroad Commissioners of The City of New York—Routes and General Plan," one drawing being marked "Key Map No. 1, Borough of Brooklyn," and four drawings being marked "Brooklyn No. 1," sheets Nos. 13, 14, 15 and 16, be and they are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the routes or a part of the general plans for any purpose whatever.

I certify that the above are true copies of resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 1st day of June, 1905, seven Commissioners being present and all voting in favor thereof.

In witness whereof I have hereunto set my hand and the seal of the Board this 5th day of June, 1905.

[SEAL]

BION L. BURROWS, Secretary.

The following resolution was offered:

Resolved, That the communication be received, and in pursuance of law this Board hereby appoints Friday, the 16th day of June, at 10:30 o'clock in the forenoon, as the time, and Room No. 16 in the City Hall, in the Borough of Manhattan, as the place, when and where such plans and conclusions will be considered.

Which was adopted by the following vote:

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

Present and not voting—The Acting President of the Board of Aldermen—3.

The Comptroller called attention to a communication which had just been received by the Secretary, and which reads as follows:

No. 206 BROADWAY,
NEW YORK, June 9, 1905.

J. W. STEVENSON, Esq., Secretary, Board of Estimate and Apportionment, City Hall, New York:

DEAR SIR—On behalf of the United District Messenger Company I hereby make application to the Honorable the Board of Estimate and Apportionment for a permit or privilege to lay tubes, wires, conductors and insulators in accordance with the resolution herewith inclosed.

Yours respectfully,

M. W. RAYENS,
General Manager, United District Messenger Company.

To the Board of Estimate and Apportionment:

Resolved, That the United District Messenger Company is hereby authorized and empowered to lay tubes, wires, conductors and insulators, and to use the streets, avenues, walls, piers, public places and parks therein or adjacent thereto for the purposes of conveying, using and supplying electricity or electrical currents for the purpose of transmitting, communicating and carrying messages, news and information according to such plans as may be directed, approved or allowed by and subject to the powers of the Commissioner of Water Supply, Gas and Electricity, and to and under the supervision of the Commissioner of Public Works, and of the Department of Public Parks within their respective territorial jurisdictions, and subject also to all existing ordinances and statutes applicable thereto and to all reasonable regulations of the privilege hereby conferred, and for any permit or permits to open streets, pavements or sidewalks for the purpose of laying tubes, wires, conductors and insulators for the purpose aforesaid the said company shall pay to the City a sum equal to 1 per cent. per linear foot occupied under such permit or permits.

The Comptroller then presented the following report:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
June 8, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—In view of the requirements of the law in regard to the publication of applications made to the Board of Estimate and Apportionment for franchises, I would suggest that the Board adopt a resolution requiring that all such applications be made in the form of a petition and be presented to the Board in duplicate.

This will materially reduce the clerical work of this office and expedite the consideration of franchise matters.

Respectfully,

HARRY P. NICHOLS, Principal Assistant Engineer.

The Comptroller offered the following resolutions:

Resolved, That all applications for franchise rights presented to the Board of Estimate and Apportionment should be in the form of a petition, duly verified and setting forth full the facts in regard to and reasons for such application; and be it further

Resolved, That the Board require such petitions to be presented in duplicate.

Which was adopted by the following vote:

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

Present and not voting—The Acting President of the Board of Aldermen—3.

The Comptroller moved that the application of the United District Messenger Company, as printed above, be placed on file, and that the sender thereof be notified of the resolution just adopted in regard to the filing of petitions for franchises, and requested to file his petition in the proper form.

Which motion was adopted by the following vote:

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

Present and not voting—The Acting President of the Board of Aldermen—3.

The Secretary presented the following report relative to the acquisition at private sale of certain property owned by the Montauk Theatre Company, in the Borough of Brooklyn, as an approach to Manhattan Bridge:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
June 6, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—The City of New York by a resolution of the Board of Estimate and Apportionment is acquiring property for a street as an approach to Manhattan Bridge, said street extending from Nassau street to the intersection of Flatbush avenue and Fulton street, in the Fourth, Fifth and Eleventh Wards of the Borough of Brooklyn.

The total area to be taken for the purpose of said street is 435,331.80 square feet, or 174 133-1,000 city lots. Among the parcels so to be taken is part of the land now occupied by the Montauk Theatre, which fronts on Fulton street, running through to DeKalb avenue, in said borough.

William H. Reynolds, in a communication dated May 11, has offered to sell to the City the land which is needed for this street, also all of the buildings owned by the Montauk Theatre Company, covering the entire plot of land which it now owns and all of the fixtures and furnishings pertaining thereto, with the exception of the chairs, draperies, carpets, curtains and scenery, or any personal property owned by the tenants, for the sum of five hundred thousand dollars (\$500,000). Should the City accept this offer, the property is to be taken subject to a lease for the cafe and bowling alley fronting on Fulton street, which lease terminates on or before October 1, 1905.

The diagram hereto annexed, forming part of this report, will show in detail that which is taken and that which is left to the Montauk Theatre Company.

I have made an examination of the property in question and have been in consultation with the Corporation Counsel's office, who now has the proceedings in charge, and while in my opinion the price asked is full market value, I believe the interest of the City will be served by the acceptance of the offer, and I so recommend.

Respectfully submitted for approval,

MORTIMER J. BROWN,
Appraiser of Real Estate in Charge of Bureau.

WILLIAM H. REYNOLDS, BUILDER,
No. 22 COURT STREET,
BROOKLYN, NEW YORK, May 11, 1905.

EDWARD M. GROUT, Esq., Comptroller, City of New York:

DEAR SIR—I desire to offer for sale to The City of New York, the Montauk Theatre Company property, which will be taken for the extension of Flatbush avenue, under the following conditions:

The City of New York is to pay five hundred thousand dollars for the same on or before sixty days. The property to be taken to consist of all the land owned by the

Montauk Theatre Company as laid down on the damage map for the extension of Flatbush avenue; also all of the buildings owned by the Montauk Theatre Company covering the entire plot of land which it now owns, and all of the fixtures and furnishings pertaining thereto, with the exception of the chairs, draperies, carpets, curtains and scenery, or any personal property owned by the tenants.

The City to take the property subject to a lease for the cafe and bowling alley fronting on Fulton street, which lease terminates on or before October 1, 1905.

Very truly yours,

WILLIAM H. REYNOLDS.

Approved:

JAS. F. QUIGLEY,

Assistant Corporation Counsel in Charge of Proceedings.

The following was offered:

Whereas, The Board of Estimate and Apportionment at a meeting held on the 11th day of December, 1903, in pursuance of section 970 of the Greater New York Charter, deeming it for the public interest that the title to the lands and premises required for the opening and extending of the approach to Manhattan Bridge (Bridge No. 3), as laid out by the Board of Estimate and Apportionment on the 29th day of May, 1903, in the Borough of Brooklyn, City of New York, should be acquired by The City of New York, and did determine that the entire cost and expense of said proceedings should be borne and paid by The City of New York, and did authorize the Corporation Counsel to make application to a Special Term of the Supreme Court for the appointment of Commissioners of Estimate and Assessment, and to take the necessary proceedings in the name of The City of New York, to acquire title for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending the approach; and

Whereas, Commissioners have been appointed in said proceedings and have filed their oaths of office; and

Whereas, The Comptroller of The City of New York has reported to this Board that one of the parcels of land included within the area of the property to be acquired for this approach can be acquired at private sale; therefore be it

Resolved, That the Comptroller of The City of New York is hereby authorized to enter into contracts for the acquisition of the following-described property at a price not exceeding five hundred thousand dollars (\$500,000):

All that certain lot, piece or parcel of land, situate, lying and being in the Borough of Brooklyn, County of Kings, City and State of New York, bounded and described as follows:

Beginning at a point on the southerly side of DeKalb avenue distant 400 feet easterly from the point where the southeasterly side of Bond street if extended northerly would intersect the southerly side of DeKalb avenue; running thence easterly along the southerly line of DeKalb avenue 22.37 feet to the easterly line of the new street as laid out; running thence southeasterly 124.79 feet; running thence southwesterly 21.91 feet; running thence southerly 25 feet; running thence westerly 35 feet; running thence again southerly 77.77 feet to the westerly line of the new street as laid out; running thence northwesterly along the westerly line of said street 58.81 feet; running thence northerly 63.75 feet; thence northeasterly 14.30 feet; running thence northwesterly 100 feet to the southerly side of DeKalb avenue, the point or place of beginning, together with all the right, title and interest of the owners of said premises of, in and to DeKalb avenue, in front thereof to the centre thereof, and also together with all of the building known as the Montauk Theatre, located upon the property herein described, and the property of the Montauk Theatre Company, adjoining on DeKalb avenue on the east and on Fulton street on the west. Also all of the fixtures and furnishings appertaining thereto in said building, with the exception of the chairs, draperies, carpets, curtains and scenery, or any personal property owned by the tenants.

—said contracts to be approved by the Corporation Counsel as to form.

Which was adopted by the following vote:

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

The Secretary presented a communication from the Commissioner of Correction requesting appropriations for various alterations in the Workhouse and Penitentiary on Blackwell's Island.

Hon. Francis J. Lantry appeared and stated that the request was made necessary by orders from the Fire Department, requesting such alterations to be made.

Laid over.

The Secretary presented the following communication from the Corporation Counsel relative to a resolution to provide for the payment of fees of expert witnesses employed to testify in proceedings before the Change of Grade Damage Commission:

LAW DEPARTMENT, OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, June 3, 1905.

To the Board of Estimate and Apportionment:

SIR—I am in receipt of a communication from the Change of Grade Damage Commission which reads as follows:

"In reference to the bill of Mr. James F. Slevin I wish to suggest that the Corporation Counsel should apply to the Board of Estimate and Apportionment for the sale of some of the Bonds authorized to be issued under chapter 537 of the Laws of 1893 as amended by chapter 567 of the Laws of 1894 for the purpose of paying the Experts employed by you in the protection of the City's interests before the above Commission. This was the way matters were done prior to the reappointment of the present Commissioners in March, 1904. To keep certifying your Experts' bills without doing that would result in eating up the moneys appropriated by the Board of Estimate and Apportionment for the payment of the salaries of the Commissioners and employees of the Commission. I will hold the present bill of Mr. Slevin until I am advised that a special appropriation has been made to cover your Experts following the custom which prevailed prior to March, 1904.

"Yours very truly,

"LAMONT McLOUGHLIN, Clerk to Commission."

In protecting the City's interests it has been necessary for me to employ Mr. Slevin, referred to in the above communication, and also Mr. Charles A. Berrian, as Experts to testify before this Commission. I have already certified a bill for Mr. Slevin amounting to \$160, and I am about to certify a bill of Mr. Berrian of upwards of \$500, and during the ensuing six months it will be necessary for me to certify further bills of theirs amounting probably with the ones above referred to in the aggregate to about the sum of \$2,000, which expense by the acts creating the said Commission are chargeable out of funds to be provided by the sale of Bonds or Corporate Stock as therein provided.

I would therefore request that you take such steps as may be necessary to provide for the payment of the bills already contracted and those about to be contracted by me in the furtherance and protection of the interests of the City in cases already tried and about to be tried before the above named Commission.

Respectfully yours,

JOHN J. DELANY, Corporation Counsel.

The following resolution was offered:

Resolved, That, pursuant to the provisions of chapter 537 of the Laws of 1893, as amended by chapter 567 of the Laws of 1894, and chapter 747 of the Laws of 1905, and the provisions of sections 169 and 170 of the Greater New York Charter, the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of two thousand dollars (\$2,000), to provide for the payment of the fees of expert witnesses employed by the Corporation Counsel to testify in the proceedings before the Change of Grade Damage Commission authorized by said acts.

Which was adopted by the following vote:

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

The Secretary presented the following communication from the Comptroller, relative to an appropriation of \$59,939.85 to replenish the Fund for Street and Park Openings in the matter of acquiring title to Edgewater road, from Westchester avenue to Garrison avenue, Borough of The Bronx:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
June 7, 1905.

To the Board of Estimate and Apportionment:

GENTLEMEN—I am advised by the Corporation Counsel that the report of the Commissioners of Estimate and Assessment, in the matter of acquiring title to Edgewater road, from Westchester avenue to Garrison avenue (Mohawk avenue), in the Twenty-third Ward, Borough of The Bronx, was confirmed by an order of the Supreme Court, dated May 12, 1905, and entered in the office of the Clerk of the County of New York May 12, 1905.

The title to the lands, etc., taken in this proceeding became vested in The City of New York on May 31, 1899, pursuant to the provisions of a resolution of the Board of Street Opening and Improvements, adopted December 24, 1897.

The total amount of the award is..... \$55,205 14

Amount of taxed costs..... 4,734 71

\$59,939 85

Pursuant to the provisions of a resolution of the Board of Public Improvements adopted December 26, 1901, the entire cost and expense of this proceeding is to be borne and paid by The City of New York, for which Corporate Stock to the amount of fifty-nine thousand nine hundred and thirty-nine dollars and eighty-five cents (\$59,939.85) should be issued.

A resolution for that purpose is herewith submitted.

Respectfully,

EDWARD M. GROUT, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 174 of the Revised Greater New York Charter, the Comptroller be and is hereby authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Revised Greater New York Charter, to the amount of fifty-nine thousand nine hundred and thirty-nine dollars and eighty-five cents (\$59,939.85), the proceeds whereof to be applied to replenish the "Fund for Street and Park Openings" for the expense to be borne by The City of New York in the matter of acquiring title to Edgewater road, from Westchester avenue to Garrison avenue (Mohawk avenue), in the Twenty-third Ward, Borough of The Bronx, pursuant to the provisions of a resolution of the Board of Public Improvements adopted December 26, 1901.

Which was adopted by the following vote:

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

The Secretary presented a communication from the Commissioner of Water Supply, Gas and Electricity relative to awarding the bids for hydrants for the high-pressure fire service in the Borough of Brooklyn to other than the lowest bidder, together with a communication from the Merchants' Association recommending that the request of the Commissioner be granted.

The Comptroller moved that notice be sent to all the bidders for this contract that at the next meeting of the Board, Friday, June 16, the Board will hear and determine the matter.

Which motion was adopted by the following vote:

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

The Secretary presented the following report from the Appraiser of Real Estate, Department of Finance, relative to the purchase of four sites for apparatus-houses in the boroughs of Manhattan and The Bronx for the use of the Fire Department:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
June 1, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—Honorable Thomas W. Churchill, Deputy Commissioner of the Fire Department, in a communication under date of April 28, 1905, recommends the purchase of four sites for apparatus-houses in the boroughs of Manhattan and The Bronx, and states that the funds to acquire the same are available, and further states that "In order that this Department may be enabled to offer an adequate measure of protection to life and property, it is of the utmost importance that the sites in question be acquired and apparatus-houses be erected thereon at the earliest practical date."

First—In regard to the selection of site, Nos. 108 and 110 West Sixty-third street, size 50 by 100 feet, in the Borough of Manhattan, it was found that on a portion of the property a substantial building was erected and that the price asked for the property was in the neighborhood of \$45,000. On examination of the neighborhood a plot of ground was found on the same block, nearer Amsterdam avenue, size 50 by 100 feet, which could be acquired by the City for the sum of \$30,000. The Deputy Commissioner of the Fire Department having approved of the selection of this latter plot, I would respectfully recommend that the Board of Estimate and Apportionment authorize the acquisition of the parcel of land on the southerly side of Sixty-third street, 175 feet east of Amsterdam avenue, Borough of Manhattan, size 50 by 100 feet, at a price not exceeding \$30,000, which price is reasonable and just.

Second—In regard to the site on the west side of Belmont avenue, 200 feet south of One Hundred and Eighty-third street, size 50 by 100 feet, in the Borough of The Bronx, this plot is vacant and is known on the tax assessment books as Lots Nos. 38 and 39 in Block 3086. The price asked by the owner of \$5,000, while full value, cannot be considered excessive, in view of the increased price of property in that

neighborhood during the past few months. I would therefore respectfully recommend that the Board of Estimate and Apportionment authorize the acquisition at private sale of the property on the west side of Belmont avenue, 200 feet south of One Hundred and Eighty-third street, size 50 by 100 feet, Borough of The Bronx, at a price not exceeding \$5,000.

Third—In regard to the site on the southwest corner of Boston post road and East Chester Landing road, Borough of The Bronx, size 50 by 100 feet, I would state that the same is a portion of a plot of 6.947 acres, which is known on the tax books of the Borough of The Bronx as Lot No. 103 in Plot No. 28, Ward 24, Volume 12. The plot is used as a strawberry farm and is assessed at \$11,000.

All or nearly all of the property in this neighborhood is used for farming purposes and is assessed as acre property.

The price asked by the owner of \$1,500, while full value, cannot be considered excessive, and I would therefore respectfully recommend that the Board of Estimate and Apportionment authorize the acquisition at private sale of the property at the southwest corner of Boston post road and East Chester Landing road, Borough of The Bronx, size 50 by 100 feet, at a price not exceeding \$1,500.

Fourth—In regard to the site No. 6 Hancock place, Borough of Manhattan, size 28 feet 2 inches by 81 feet by 94 feet, this property is known as Lot No. 6 in Block 1950, and is vacant, and faces the plaza formed by the junction of Hancock place, Manhattan avenue and West One Hundred and Twenty-fourth street. The price asked by the owner of \$16,000, while full value, cannot be considered excessive, in view of its excellent location and the rise in values of property in that location during the past few months. I would therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition at private sale of the property known as No. 6 Hancock place, Borough of Manhattan, size 28 feet 2 inches by 81 feet by 94 feet, at a price not exceeding \$16,000.

Respectfully submitted for approval,

MORTIMER J. BROWN,

Appraiser of Real Estate in Charge of Bureau.

Approved:

EDWARD M. GROUT, Comptroller.

HEADQUARTERS FIRE DEPARTMENT, CITY OF NEW YORK,
Nos. 157 AND 159 EAST SIXTY-SEVENTH STREET,
BOROUGH OF MANHATTAN, April 28, 1905.

Hon. EDWARD M. GROUT, Comptroller, City of New York:

SIR—The Chief of Department has recommended the purchase of sites for apparatus-houses, boroughs of Manhattan and The Bronx (the funds to acquire the same being available), as follows:

Nos. 108 and 110 West Sixty-third street; size, 50 by 100. Agent, John J. Clancey, No. 1783 Broadway, Manhattan.

West side Belmont avenue, 200 feet south of One Hundred and Eighty-third street; size, 50 by 100. Agent, William Stonebridge, No. 951 East One Hundred and Eighty-fourth street, The Bronx. (Diagram inclosed.)

Southwest corner Boston Post road and Eastchester Landing road; size, 50 by 100. Owner, W. F. Johnson, Eastchester, N. Y.

No. 6 Hancock place, Manhattan; 28 feet 2 inches by 81 by 94. (Diagram inclosed.)

In order that this Department may be enabled to afford an adequate measure of protection to life and property it is of the utmost importance that the sites in question be acquired and apparatus-houses erected thereon at the earliest practicable day, for which reason an early report from you on the subject will be greatly appreciated.

Respectfully,

THOMAS W. CHURCHILL, Deputy Commissioner.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of a site for the purpose of erecting thereon buildings for departmental purposes, said site being bounded and described as follows:

Beginning at a point formed by the intersection of the southerly side of Boston Post road and the westerly side of Eastchester Landing road; running thence westerly along the southerly side of Boston Post road fifty (50) feet; running thence southerly at right angles to Boston Post road one hundred (100) feet; running thence easterly at right angles with the last-mentioned line fifty (50) feet, more or less, to the westerly side of Eastchester Landing road; thence northerly along the westerly side of Eastchester Landing road to the point or place of beginning, together with all the right, title and interest of the owner 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 fifteen hundred dollars (\$1,500), 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 Acting President of the Board of Aldermen, the President of the Borough of Manhattan, the President of the Borough of Brooklyn, the President of the Borough of The Bronx, the President of the Borough of Queens and the President of the Borough of Richmond—16.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of a site for the purpose of erecting thereon buildings for departmental purposes, said site being bounded and described as follows:

Beginning at a point on the westerly side of Belmont avenue, distant 200 feet southerly from the corner formed by the intersection of the westerly side of Belmont avenue with the southerly side of One Hundred and Eighty-third street; running thence westerly and parallel with One Hundred and Eighty-third street 100 feet; thence running southerly parallel with Belmont avenue 50 feet; running thence easterly parallel with One Hundred and Eighty-third street 100 feet to the westerly side of Belmont avenue; thence running northerly along the westerly side of Belmont avenue 50 feet to the point or place of beginning, together with all the right, title and interest of the owner of said premises of, in and to the streets in front 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 five thousand dollars (\$5,000), 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 Acting President of the Board of Aldermen, the President of the Borough of Manhattan, the President of the Borough of Brooklyn, the President of the Borough of The Bronx, the President of the Borough of Queens and the President of the Borough of Richmond—16.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of a site for the purpose of erecting thereon buildings for departmental purposes, said site being bounded and described as follows:

Beginning at a point on the southerly side of Hancock place distant 14 feet 10 $\frac{1}{4}$ inches westerly from the southwest corner of Hancock place and Manhattan avenue; thence southerly and parallel with Manhattan avenue 80 feet 11 $\frac{1}{2}$ inches to the centre line of the block between West One Hundred and Twenty-third and West One Hundred and Twenty-fourth streets; thence westerly along the centre line of the block 25 feet to the easterly line of Lot No. 57; thence northerly and again parallel with Manhattan avenue 93 feet 11 $\frac{1}{4}$ inches to the southerly side of Hancock place, and thence southeasterly along the southerly side of Hancock place 28 feet 2 inches to the point or place of beginning, be the said several dimensions more or less, the premises being known as Lot No. 56 in Block 1950 on the tax maps of the Borough of Manhattan for the purposes of taxation, together with all the right, title and interest of the owner of said premises of, in and to the street 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 sixteen thousand dollars (\$16,000), 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 Acting President of the Board of Aldermen, the President of the Borough of Manhattan, the President of the Borough of Brooklyn, the President of the Borough of The Bronx, the President of the Borough of Queens and the President of the Borough of Richmond—16.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of a site for the purpose of erecting thereon buildings for departmental purposes, said site being bounded and described as follows:

Beginning at a point on the southerly side of West Sixty-third street distant 175 feet easterly from the southeast corner of Sixty-third street and Amsterdam avenue; thence southerly and parallel with Amsterdam avenue 100 feet 5 inches to the centre line of the block between West Sixty-second and West Sixty-third streets; thence easterly and parallel with West Sixty-third street 50 feet; thence northerly and parallel with Amsterdam avenue 100 feet 5 inches to the southerly line of West Sixty-third street; thence westerly along the southerly side of West Sixty-third street 50 feet to the point or place of beginning, be the said several distances and dimensions more or less, such deficiency, if any, not to exceed 2 inches, together with all the right, title and interest of the owner of said premises of, in and to the streets in front thereof to the centre thereof, said premises being known on the tax maps of the Borough of Manhattan, City of New York, as Block 1134, Lots Nos. 56 and 57.

—and the Comptroller be and hereby is authorized to enter into contracts for the acquisition of the above-described property at private sale at a price not exceeding thirty thousand dollars (\$30,000), 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 Acting President of the Board of Aldermen, the President of the Borough of Manhattan, the President of the Borough of Brooklyn, the President of the Borough of The Bronx, the President of the Borough of Queens and the President of the Borough of Richmond—16.

The Secretary presented the following communication from the President of the Borough of Manhattan, requesting that the resolution adopted at the meeting of March 31, 1905, fixing the salary of Rodman in his office at the rate of \$900 per annum, be amended by adding thereto the words "as of date March 10, 1905":

CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN,
CITY HALL, June 6, 1905.

JAMES W. STEVENSON, Esq., Secretary, Board of Estimate and Apportionment:

DEAR SIR—Under date of March 27 application was made to the Board of Estimate and Apportionment to fix the salary of the position of Rodman in this office at the rate of \$900 per annum, to take effect March 10, 1905. The resolution of the Board of March 31, fixing the salary of this position, omitted to state that it was to be effective from March 10, 1905. As this is a new position and the present incumbent has been performing duties since the above-mentioned date, it is requested that the resolution, a copy of which is herewith inclosed, be amended so as to read "effective March 10, 1905."

Yours respectfully,

JOHN F. AHEARN, President.

P. S. Please place on calendar for next meeting (May 9).

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment March 31, 1905, and which reads as follows:

"Resolved, That the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen, in accordance with the provisions of section 56 of the Greater New York Charter, that the salary of the position of Rodman in the office of the President of the Borough of Manhattan be fixed at the rate of nine hundred dollars (\$900) per annum,"

—be amended by adding thereto the words "as of date March 10, 1905."

Which was adopted by the following vote:

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

The Secretary presented the following report of the Principal Assistant Engineer, Department of Finance, relative to the request of the President of the Borough of Manhattan for an appropriation of \$15,000 Special Revenue Bonds for making repairs to the free floating baths, Borough of Manhattan:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE,
June 5, 1905.

Hon. EDWARD M. GROUT, Comptroller:

SIR—By resolution adopted by the Board of Aldermen on May 2, 1905, received from the Mayor May 16, 1905, 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.

That, pursuant to subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment is hereby requested to authorize the Comptroller of The City of New York to issue Special Revenue Bonds to the amount of \$15,000, for the purpose of making repairs to the free floating baths for the Borough of Manhattan.

In a report of William H. Walker, Superintendent of Public Buildings and Offices, and from an interview with Mr. Walker, I am led to believe that the repairs noted

are urgent and necessary, and I think the Board of Estimate and Apportionment may properly authorize the Comptroller, pursuant to subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds to the amount of \$15,000, for the purpose of making repairs to the free floating baths for the Borough of Manhattan.

Respectfully,

CHANDLER WITHINGTON,
Principal Assistant Engineer.

CITY OF NEW YORK—PRESIDENT OF THE BOROUGH OF MANHATTAN,
OFFICES OF THE COMMISSIONER OF PUBLIC WORKS,
BUREAU OF PUBLIC BUILDINGS AND OFFICES,
SUPERINTENDENT'S OFFICE, NOS. 13 TO 21 PARK ROW,
NEW YORK, April 12, 1905.

Hon. JOHN F. AHEARN, President of the Borough:

DEAR SIR—I beg leave to call your attention to the necessity of procuring additional appropriation for the purpose of making the necessary repairs, painting and refitting of free floating baths so that they may be in proper condition for the coming bathing season.

Three of the baths were built about thirty years ago, 4 twenty-five years ago, 3 twenty years, and 4 at least fifteen years ago. The largest item of expense is keeping the pontoons sound and water-tight. It will require several additional pontoons this year to replace the old ones, and I would therefore request that at least fifteen thousand dollars (\$15,000) be procured for the use of the baths for pontoons, eleven new ones and repairing forty-five old ones; ship carpenter work, new roofing and repairs to old; carpenter work; painting and incidentals.

It is very important that this amount be procured at once in order that the public may have the full benefit of the baths for the coming summer.

Respectfully submitted,

(Signed) WILLIAM H. WALKER,
Superintendent of Public Buildings and Offices.

In the Board of Aldermen.

Resolved, That, pursuant to subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment is hereby requested to authorize the Comptroller of The City of New York to issue Special Revenue Bonds in the amount of fifteen thousand dollars, for the purpose of making repairs to the free floating baths for the Borough of Manhattan.

Adopted by the Board of Aldermen, May 2, 1905, three-fourths of all the members elected voting in favor thereof.

Received from His Honor the Mayor, May 16, 1905, 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.

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, May 2, 1905, in relation to the expenditure of fifteen thousand dollars (\$15,000) for the purpose of making repairs to the free floating baths for 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 fifteen thousand dollars (\$15,000), 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 Acting President of the Board of Aldermen, the President of the Borough of Manhattan, the President of the Borough of Brooklyn, the President of the Borough of The Bronx, the President of the Borough of Queens and the President of the Borough of Richmond—16.

The Secretary presented the following resolution providing for the appointment of a Clerk in the office of the Board of Estimate and Apportionment, with salary at the rate of \$1,500 per annum, and Stenographer, with salary at the rate of \$900 per annum:

Resolved, That the Secretary is hereby directed to employ a Clerk with salary not to exceed \$1,500 per annum, and Stenographer and Typewriter, with salary not to exceed \$900 per annum.

Which was adopted by the following vote:

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

The Secretary presented a resolution from the Board of Aldermen requesting an issue of Special Revenue Bonds to the amount of \$7,500, for the expenses of moving and storing the various records in the office of the Register of Kings County, Hall of Records, Borough of Brooklyn, which was referred to the Comptroller.

The Secretary presented resolutions of the Board of Aldermen requesting authorizations of Special Revenue Bonds, as follows:

\$10,000 to meet all the necessary expenses incurred by the Committee appointed in the celebration of the opening of the new ferry established by The City of New York, between the boroughs of Manhattan and Richmond.

\$1,200 for the purpose of furnishing and properly equipping the Eighth District Court-house, Westchester, New York City.

\$36,000 for defraying the expenses of repairing, rebinding and relabeling the books of record in the offices of the Surrogate, Register, County Clerk and Commissioner of Records, County of Kings.

\$25,000 to provide for the estimated deficiency in the appropriation for the office of the Register of the County of New York for the present year, for "Salaries of Deputy, Assistant Deputy, Chief Clerk, Clerks, employees and Folio Writers."

\$10,000 for the purpose of installing machinery in the laundry building at the Work-house, Blackwell's Island, under the jurisdiction of the Commissioner of Correction.

\$3,000 for the necessary expenses incurred on the occasion of the reception by The City of New York of the remains of the last survivor of the War of 1812, Hiram Cronk.

—all of which were referred to the Comptroller.

The President of the Borough of Manhattan presented the following petition from the Inspectors of Regulating, Paving and Grading of The City of New York, relative to an increase in their salaries, which was laid over for one week and copies ordered sent to each member of the Board:

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

We, the undersigned Inspectors of Regulating, Grading and Paving of The City of New York, representing the Inspectors of Regulating, Grading and Paving of the

boroughs of Manhattan, Brooklyn, The Bronx and Queens, respectfully petition your Honorable Board as follows:

We were duly appointed as such from an eligible list prepared by the Civil Service Commission, after successfully passing a rigid examination to determine our qualifications for the fulfillment of the duties required of us as Inspectors of Regulating, Grading and Paving.

For a number of years prior hereto we have been employed as such Inspectors at a per diem salary or pay of four dollars, and not at an annual salary or pay.

That Inspectors in all of the City Departments, viz., Building, Tenement House and Health, are also appointed from an eligible list after passing a Civil Service examination in the same manner as prescribed for us, but they receive an annual salary or compensation, whereas we only receive four dollars per diem, as aforesaid, although some Inspectors in our Department receive an annual compensation.

The duties of your petitioners are equally as responsible and as arduous as the duties of the Inspectors in the other City Departments. During certain seasons of the year we are required to remain at our respective assignments on an average of ten hours per day, but receive no extra compensation for overtime.

We are advised that the reason we do not receive extra compensation for overtime is because we do not belong to the labor class and are classed in the same category as Inspectors in the other departments. And yet we are not accorded the same rights as to compensation as the said Inspectors in the said other City departments.

We are not asking for an increase in salary, because the annual pay or salary of \$1,250 is less than the salary or pay we now receive at the rate of four dollars per diem, but we desire our status to be established and to be recognized in the same manner and to the same extent as the said Inspectors in the other departments.

The only possible objection which can be advanced to the fixing of yearly salaries of Inspectors of Regulating, Grading and Paving, etc., is that your petitioners might not be employed during the entire year, but there are two answers to any such possible objection.

First—Your petitioners are employed on an average of ten months a year without receiving a vacation, which is accorded to all of the Inspectors in the other City departments, and is in fact accorded to all the employees of the Municipality.

Second—During the said ten months your petitioners remain at their work on an average of ten hours per day, whereas the Inspectors in other City departments only average eight hours per day. Your petitioners do not receive extra compensation for overtime because they are not classed as day Laborers.

Furthermore, your petitioners could be assigned to the inspection of sidewalks and police complaints and also require property owners to keep and maintain said sidewalks during the winter months in a proper and safe condition for pedestrians and thereby saving a great number of accidents and avert law suits against The City of New York.

And, again, during the winter months the streets are torn up and not properly repaired because of lack of sufficient inspection, which properly belongs to our Department and to which we can be assigned.

In conclusion, we pray your Honorable Board to grant us the same rights as are enjoyed by the Inspectors in other City departments, viz.: An annual salary or pay of \$1,250, which is not an increase in salary, but only places us on an equal footing with other Inspectors.

Respectfully submitted,

THOMAS HAYDEN, General Inspector;
F. N. BRUNER,
HARRY J. WEIL,
HENRY A. YOUNG,
EDWARD KIERSKI,

Committee.

Dated New York, June 8, 1905.

The Comptroller moved that when the Board adjourn after the meeting held on the 14th of July, 1905, it adjourn until Friday, September 15, 1905, unless other meetings are called by the Chair.

Which was adopted by the following vote:

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

The Board adjourned, to meet Friday, June 16, 1905.

J. W. STEVENSON, Secretary.

DEPARTMENT OF PARKS.

THURSDAY, JUNE 1, 1905—STATED MEETING 3 P. M.

Present—Commissioners Schrader and Kennedy.

In the absence of the Chairman Commissioner Kennedy was called to the chair.

A representative of the Comptroller being present, and the meeting open to the public, the estimate-box was opened and all the bids or proposals which had been received, pursuant to duly published advertisements, were opened and read, as follows:

For Furnishing and Setting and Resetting Curbstones, Paving with Asphalt Blocks the Carriageway, Making the Necessary Alterations to the Drainage and Otherwise Improving Cathedral Parkway, from Seventh to Fifth Avenue, and the Plaza at One Hundred and Tenth Street and Fifth Avenue, Borough of Manhattan.

Items.	Quantities.	The Asphalt Construction Company.		The Barber Asphalt Paving Company.		Harlem Contracting Company.	
		Price.	Amount.	Price.	Amount.	Price.	Amount.
1. New bluestone curbstone, 8 inches in thickness	3,415 linear feet....	\$1 25	\$4,268 75	\$1 82	\$6,215 30	\$2 25	\$7,683 75
2. Old curbstone, 6 inches in thickness, to take up, redress, rejoin and reset.....	750 linear feet....	50	375 00	70	525 00	80	600 00
3. Receiving-basins, to build complete with drain pipe outlets to sewer.....	2.....	125 00	250 00	250 00	500 00	200 00	400 00
4. Catch-basin, to build complete with outlet to sewer.....	1.....	75 00	75 00	100 00	100 00	100 00	100 00
5. Excavation of earth, rock or any other material from the roadbed, and from the north sidewalk of the parkway..	3,720 cubic yards....	1 00	3,720 00	60	2,232 00	1 35	5,022 00
6. Concrete to furnish and lay as a foundation for the roadway pavement	1,920 cubic yards....	5 00	9,600 00	4 57	8,774 40	80	13,056 00
7. Roadway pavement of asphalt blocks, to furnish and lay..	15,350 square yards....	1 39 1/2	21,413 25	1 32	20,262 00	1 09	16,731 50
			\$39,702 00		\$38,608 70		\$43,593 25

For Constructing Entrances to Bronx Park, from Moshulu Parkway and from Woodlawn Road, Including Masonry, Fill, Railing, Steps, etc., in the Borough of The Bronx.

Items.	Quantities.	D. Cuozzo.		Bart Dunn.		Gallo & Pittelli.		M. J. Leahy.		John B. Malatesta.		Ashbel G. Vermilye.	
		Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
1. Earth excavation	500 cubic yards....	\$0 50	\$250 00	\$0 01	\$5 00	\$0 75	\$375 00	\$0 35	\$175 00	\$0 50	\$250 00	\$0 25	\$125 00
2. Borrowed embankment	8,000 cubic yards....	50	4,000 00	70	5,600 00	25	2,000 00	52	4,160 00	80	6,400 00	60	4,800 00
3. Concrete in foundations.....	100 cubic yards....	7 00	700 00	5 00	500 00	10 00	1,000 00	4 00	400 00	5 00	500 00	4 50	450 00
4. Rubble masonry in foundations.	1,050 cubic yards....	5 00	5,250 00	6 20	6,510 00	7 00	7,350 00	4 75	4,987 50	4 50	4,725 00	3 75	3,937 50
5. Broken range ashlar masonry..	1,100 cubic yards....	9 00	9,900 00	8 32	9,152 00	9 00	9,900 00	7 00	7,700 00	6 00	6,600 00	8 00	8,800 00
6. Granite coping, bridge seats and steps	2,000 cubic feet.....	3 25	6,500 00	3 09	6,180 00	2 00	4,000 00	3 40	6,800 00	2 00	4,000 00	5 25	10,500 00
7. Iron railing	160 linear feet.....	75	120 00	....	320 00	....	320 00	....	5 00	....	....	....	1 50
			\$26,720 00		\$28,267 00		\$24,945 00		\$24,227 50		\$22,475 00		\$28,614 00

For Furnishing All the Materials and Labor Necessary to Lay Cement Sidewalk on Highland Boulevard, North Side, between Highland Park and Vermont Street, Eastern Parkway Extension and Stuyvesant Park, Borough of Brooklyn.

Items.	Quantities.	Charles Cranford.		Daniel Douglass.		Josiah T. Rutan & Co.		Unique Construction Company.		The Wilson & Baillie Manufacturing Company.	
		Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
1. Cement walk on Highland Boulevard, to furnish and lay.....	11,488 square feet.....	\$0 16	\$1,838 08	\$0 17	\$1,952 96	\$0 18	\$2,067 84	\$0 16½	\$1,895 52	\$0 20	\$2,297 60
2. Top soil on Highland Boulevard, to furnish and spread	320 cubic yards.....	60	192 00	70	224 00	1 00	320 00	95	304 00	1 50	480 00
3. Earth excavation on Highland Boulevard, where soil is to be spread.....	320 cubic yards.....	10	32 00	40	128 00	50	160 00	25	80 00	60	192 00
4. Cement walk on Eastern parkway, to furnish and lay	51,075 square feet.....	14	7,150 50	17	8,682 75	17	8,682 75	16	8,172 00	20	10,215 00
5. Soil on Eastern parkway, to furnish and spread	2,000 cubic yards.....	60	1,200 00	70	1,400 00	1 00	2,000 00	95	1,900 00	1 50	3,000 00
6. Earth excavation, Eastern parkway, where soil is to be spread.....	2,000 cubic yards.....	10	200 00	40	800 00	50	1,000 00	25	500 00	60	1,200 00
7. Cement walk on Stuyvesant Park, to furnish and lay	2,600 square feet.....	16	416 00	17	442 00	21	546 00	16	416 00	19	494 00
8. Bluestone curb at Stuyvesant Park, to furnish and set	240 linear feet.....	80	192 00	1 10	264 00	1 25	300 00	85	204 00	1 00	240 00
			\$11,220 58		\$13,893 71		\$15,076 59		\$13,471 52		\$18,118 60

For Furnishing All the Materials and Labor Necessary to Lay Cement Sidewalk on Red Hook Park, City Park, Cuyler Park and Linton Park, Borough of Brooklyn.

Items.	Quantities.	Charles Cranford.		Daniel Douglass.		Josiah T. Rutan & Co.		Unique Construction Company.		The Wilson & Baillie Manufacturing Company.	
		Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
1. Cement walk at Red Hook Park.....	13,860 square feet.....	\$0 16	\$2,217 60	\$0 20	\$2,772 00	\$0 19	\$2,633 40	\$0 16½	\$2,286 90	\$0 17	\$2,356 20
2. Top soil at Red Hook Park.....	300 cubic yards.....	1 00	300 00	1 00	300 00	1 50	450 00	95	285 00	1 50	450 00
3. Bluestone curb at Red Hook Park.....	1,050 linear feet.....	1 00	1,050 00	1 20	1,260 00	1 25	1,312 50	85	892 50	80	840 00
4. Cement walk at City Park.....	19,760 square feet.....	14	2,766 40	20	3,952 00	21	4,149 60	16½	3,260 40	18	3,556 80
5. Top soil at City Park.....	570 cubic yards.....	90	513 00	1 00	570 00	1 50	855 00	95	541 50	1 60	912 00
6. Cement walk at Cuyler Park.....	5,114 square feet.....	15	767 10	20	1,022 80	18	920 52	16½	843 81	18	920 52
7. Bluestone curb at Cuyler Park.....	430 linear feet.....	80	344 00	1 20	516 00	1 25	537 50	85	365 50	80	344 00
8. Cement walk at Linton Park.....	9,000 square feet.....	16	1,440 00	20	1,800 00	17	1,530 00	16½	1,485 00	19	1,710 00
9. Top soil at Linton Park.....	450 cubic yards.....	60	270 00	1 00	450 00	1 00	450 00	95	427 50	1 50	675 00
10. Earth excavation	1,320 cubic yards.....	10	132 00	90	1,188 00	50	660 00	25	330 00	50	660 00
			\$9,800 10		\$13,830 80		\$13,498 52		\$10,718 11		\$12,424 52

For Furnishing All the Materials and Labor Necessary to Lay Cement Sidewalk on Prospect Park West, Ninth Avenue and Fifteenth Street and Underhill Park, Borough of Brooklyn.

Items.	Quantities.	Bedford Construction Company.		Walter L. Castle.		Charles Cranford.		Daniel Douglass.		Josiah T. Rutan & Co.	
		Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
1. Furnishing and laying cement walk on Prospect Park, West.....	23,970 square feet.....	\$0 16½	\$3,865 16	\$0 13½	\$3,325 84	\$0 15	\$3,595 50	\$0 18	\$4,314 60	\$0 18	\$4,314 60
2. Furnishing and laying cement walk on Underhill Park	2,032 square feet.....	16½	327 66	13½	281 94	16	325 12	18	365 76	20	460 40
3. Furnishing and laying cement walk on Ninth avenue and Fifteenth street.....	2,250 square feet.....	16½	362 81	13½	312 19	16	360 00	18	405 00	18	405 00
			\$4,555 63		\$3,919 97		\$4,280 62		\$5,085 36		\$5,180 00

Items.	Quantities.	Schneider's Sons.		Unique Construction Company.		Frank M. Walsh.		The Wilson & Baillie Manufacturing Company.	
		Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
1. Furnishing and laying cement walk on Prospect Park, West.....	23,970 square feet.....	\$0 16	\$3,835 20	\$0 15	\$3,595 50	\$0 16½	\$3,955 05	\$0 18	\$4,314 60
2. Furnishing and laying cement walk on Underhill Park.....	2,032 square feet.....	16	325 12	15	304 80	17	345 44	18	365 76
3. Furnishing and laying cement walk on Ninth avenue and Fifteenth street	2,250 square feet.....	15	337 50	15	337 50	17	382 50	18	405 00
			\$4,597 82		\$4,237 80		\$4,682 99		\$5,085 36

The minutes of the previous meeting were read and approved.
 Commissioner Kennedy offered the following:
 Resolved, That the resolution adopted by this Board April 27, 1905, extending time for completion of work under contract for constructing a pipe sewer in Central Park, be and the same hereby is corrected and amended so as to read as follows:
 Resolved, That the time stipulated for the completion of work under contract dated January 21, 1904, as modified under agreement dated August 11, 1904, for constructing a pipe sewer from the mineral spring to the sewer near the dairy in Central Park, be and the same hereby is extended to May 2, 1905, on account of delays in completing the work not due to fault on the part of the contractor, as recommended by the Chief Engineer.
 Which was adopted by the following vote:
 Ayes—Commissioners Schrader, Kennedy—2.
 Commissioner Kennedy offered the following:
 Resolved, That the Commissioner of Parks for the Boroughs of Brooklyn and

Queens be and he hereby is authorized to cause form of contract and specifications to be prepared for three buggies for use in the Department, and when the same shall have been approved by the Corporation Counsel, to advertise for proposals for the same.
 Which was adopted by the following vote:
 Ayes—Commissioners Schrader, Kennedy—2.
 Commissioner Kennedy offered the following:
 Resolved, That the proposals of the lowest formal bidders, respectively, for the several works on parks in the Borough of Brooklyn for which bids have been this day received, be forwarded to the Comptroller for his approval of sureties, and when so approved that contracts for the same be entered into and executed by the President for and on behalf of this Board.
 Which was adopted by the following vote:
 Ayes—Commissioners Schrader, Kennedy—2.
 On motion, at 3:35 P. M., the Board adjourned.

WILLIS HOLLY, Secretary.

BOROUGH OF RICHMOND.

COMMISSIONER OF PUBLIC WORKS.

New York, June 5, 1905.

In accordance with the provisions of section 1546, chapter 466, Laws of 1901, I herewith transmit for publication in the City Record the following report of the transactions of this office for the week ending May 6, 1905.

Public Moneys Received during Week.

	Bureau of Highways.	Bureau of Sewers.	Total.
For restoring and repaving pavement (water connections, openings)	\$43 27	.....	.....
For restoring and repaving pavement (sewer connections, openings)	110 90	.....	.....
For restoring and repaving pavement (general account)	152 90	.....	.....
For sewer permits .....	.....	\$51 00	.....
Total	\$307 07	\$51 00	\$358 00

Permits Issued.

	Bureau of Highways.	Bureau of Sewers.	Total.
Permits to open streets to tap water pipes	9	.....	.....
Permits to open streets to repair water pipes	9	.....	.....
Permits to open streets to make sewer connections	26	.....	.....
Permit to open streets to repair sewer connections	1	.....	.....
Permits to construct street vaults	8	.....	.....
Permits to place building materials on streets	3	.....	.....
Permits—special	3	.....	.....
Permits for new sewer connections .....	.....	17	.....
Total	59	17	76

Requisitions Drawn on Comptroller.

General Administration	\$152 20
Bureau of Highways	11,496 21
Bureau of Sewers	302 50
Bureau of Street Cleaning	3,018 85
Bureau of Public Buildings and Offices	546 64
Bureau of Engineering	641 14
Total	\$16,157 54

Work Done.

	Bureau of Sewers.	Bureau of Street Cleaning.
Linear feet of sewer cleaned	2,550	.....
Number of basins cleaned	19	.....
Number of basins repaired	1	.....
Number of manholes examined	35	.....
Number of manholes cleaned	61	.....
Number of manholes repaired	3	.....
Linear feet of culverts repaired	40	.....
Linear feet of culverts and drains cleaned	220	.....
Number of flush tanks examined	13	.....
Number of flush tanks repaired	6	.....
Number of loads of ashes collected	549½	.....
Number of loads of street sweepings collected	518½	.....
Number of loads of light refuse collected	53½	.....
Number of loads of garbage collected	230¾	.....

Statement of Laboring Force Employed.

	Eight Hours Constitute One Working Day.	Bureau of Highways.	Bureau of Sewers.	Bureau of Street Cleaning.	Bureau of Public Buildings and Offices.	Engineer Corps.	Total.
	No. Days.	No. Days.	No. Days.	No. Days.	No. Days.	No. Days.	No. Days.
Foremen	27 177	1 6½	8 56	.. ..	4 24	40 263½	
Assistant Foremen .....	.. ..	.. ..	.. ..	.. ..	2 12	2 12	
Assistant Section Foremen .....	.. ..	.. ..	1 7	.. ..	13 77½	14 84½	
Laborers	130 765¾	18 110½	29 166½	2 13	.. ..	179 1,055¾	
Laborers (crematory) .....	.. ..	.. ..	4 27	.. ..	.. ..	4 27	
Carts	16 86¾	1 5¾	.. ..	.. ..	.. ..	17 92½	
Carts (garbage, etc.) .....	.. ..	.. ..	7 37	.. ..	.. ..	7 37	
Sprinkling carts	26 120¾	.. ..	.. ..	.. ..	.. ..	26 120¾	
Teams	25 83¾	.. ..	.. ..	.. ..	.. ..	25 83¾	
Drivers	1 7	2 12	42 290	.. ..	6 36	51 345	
Sweepers .....	.. ..	.. ..	53 371	.. ..	.. ..	53 371	
Janitors .....	.. ..	.. ..	.. ..	2 14	.. ..	2 14	
Janitress .....	.. ..	.. ..	.. ..	1 7	.. ..	1 7	
Female Cleaners .....	.. ..	.. ..	.. ..	2 14	.. ..	2 14	
Mechanics	5 31½	1 6½	.. ..	2 14	.. ..	8 51¾	
Mechanics' Helper	2 12	.. ..	.. ..	.. ..	.. ..	2 12	
Mason's Helper .....	.. ..	.. ..	.. ..	1 6	.. ..	1 6	
Hostlers .....	.. ..	.. ..	11 77	.. ..	.. ..	11 77	
Total	232 1,283¾	23 141	155 1,031¾	10 68	25 149½	445 2,673¾	

Appointments, Removals, etc.

1 Laborer, Street Cleaning, \$2.50; increase May 1, 1905.
1 Laborer, Street Cleaning, \$2; reinstated May 1, 1905.
1 Laborer, Highways, \$2; reinstated May 1, 1905.
1 Foreman, Street Cleaning, \$900, transferred to Highways May 8; take effect May 15, 1905.
Elwood Avery, Brooklyn, N. Y., Topographical Draughtsman, \$1,500; resigned May 3, 1905.
1 Laborer, Street Cleaning, \$2; declines appointment May 2, 1905.
William H. Clayton, Yonkers, N. Y., Chainman and Rodman, \$1,050; transferred to Aqueduct Commission May 2, 1905.
R. J. Allen, New York, N. Y., Chainman and Rodman, \$1,050; transferred to Aqueduct Commission May 2, 1905.

GEORGE CROMWELL, President of the Borough.

Louis L. Tribus, Commissioner of Public Works.

METEOROLOGICAL OBSERVATORY OF THE DEPARTMENT OF PARKS.

Abstract of Registers from Self-recording Instruments for the Week ending June 3, 1905.

Central Park, The City of New York—Latitude, 40° 45' 58" N. Longitude, 73° 57' 58" W.
Height of Instruments Above the Ground, 53 feet; Above the Sea, 97 feet.

BAROMETER.

DATE.	7 A. M.	2 P. M.	9 P. M.	MEAN FOR THE DAY.	MAXIMUM.	MINIMUM.
	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.
MAY AND JUNE.					Time.	Time.
Sunday, 28	29.964	29.930	29.974	29.956	29.974	29.906
Monday, 29	30.012	29.920	29.911	29.911	30.012	29.740
Tuesday, 30	29.800	29.862	29.916	29.859	29.924	29.684
Wednesday, 31	29.980	29.986	29.976	29.987	30.000	29.908
Thursday, 1	29.990	29.970	29.944	29.968	29.998	29.930
Friday, 2	29.912	29.800	29.850	29.854	29.930	29.800
Saturday, 3	29.990	30.000	30.050	30.013	30.050	29.900

Mean for the week

Maximum " at 9 P. M., June 3

Minimum " at 3 A. M., May 30

Range "

THERMOMETERS.

DATE.	7 A. M.	2 P. M.	9 P. M.	MEAN.	MAXIMUM.	MINIMUM.	MAXIMUM.
	Dry Bulb.	Dry Bulb.	Dry Bulb.	Dry Bulb.	Time.	Time.	In Sun.
MAY AND JUNE.							
Sunday, 28	66 64	72 69	69 71.0	68.3	79 3 P. M.	66 6 A. M.	116 12 M.
Monday, 29	69 62	77 69	70 68	72.0	78 4 P. M.	63 5 A. M.	114 11 A. M.
Tuesday, 30	66 64	69 62	61 65.3	62.3	73 4 P. M.	66 4 P. M.	115 1 P. M.
Wednesday, 31	62 58	65 58	61 57	62.6	66 1 P. M.	59 12 P. M.	112 1 P. M.
Thursday, 1	55 52	63 57	60 55	59.3	68 3 P. M.	53 4 A. M.	104 4 P. M.
Friday, 2	61 56	75 66	64 61	66.6	75 2 P. M.	56 4 A. M.	112 2 P. M.
Saturday, 3	56 50	69 58	62 55	62.3	71 5 P. M.	61 6 P. M.	115 1 P. M.

Mean for the week

Maximum " at 3 P. M., May 28

Minimum " at 5 A. M., June 3

Range "

WIND.

DATE.	DIRECTION.			VELOCITY IN MILES.				FORCE IN POUNDS PER SQUARE FOOT.				
	7 A. M.	2 P. M.	9 P. M.	9 P. M. to 7 A. M.	7 A. M. to 2 P. M.	2 P. M. to 9 P. M.	Distance for the Day.	7 A. M.	2 P. M.	9 P. M.	Max.	Time.
MAY AND JUNE.												
Sunday, 28	NNW	S	W	5	7	31	43	0	0	0	1 1/2	5.00 P. M.
Monday, 29	NNE	S	SSE	5	31	39	75	0	3/4	0	1 1/2	2.30 P. M.
Tuesday, 30	NNE	E	SSW	40	63	36	139	1/4	1/4	0	1 1/2	10.30 A. M.
Wednesday, 31	E	ENE	ESE	14	53	25	93	0	1/4	0	1/2	10.50 A. M.
Thursday, 1	N	NE	SW	13	7	13	33	0	0	0	0	
Friday, 2	WSW	W	WSW	38	73	34	145	0	1	0	3 3/4	9.30 A. M.
Saturday, 3	NW	N	NW	73	79	47	199	1 1/4	1 1/2	0	2	9.20 A. M.

Distance traveled during the week

Maximum force

DATE.	Hygrometer.								Clouds.			Rain and Snow.					Ozone.
	FORCE OF VAPOR.				RELATIVE HUMIDITY.				CLEAR, O. OVERCAST, 10.			DEPTH OF RAIN AND SNOW IN INCHES.					
	7 A.M.	2 P.M.	9 P.M.	Mean.	7 A.M.	2 P.M.	9 P.M.	Mean.	7 A.M.	2 P.M.	9 P.M.	Time of Beginning.	Time of Ending.	Duration.	Amount of Water.	Depth of Snow.	
MAY AND JUNE.														H. M.	IN.	IN.	
Sunday, 28	.569	.704	.708	.660	89	73	100	87	10	1 Cir.	10						
Monday, 29	.462	.601	.658	.573	65	95	90	73	2 Cir.	0	10						
Tuesday, 30	.569	.462	.497	.509	81	65	83	79	2	6 Cir.	10						
Wednesday, 31	.429	.389	.412	.410	77	63	77	72	10	8 Cir. Cu.	10	11 P.M.	12 P.M.	1	.04		
Thursday, 1	.349	.386	.396	.377	80	67	76	74	10	8 Cir. Cu.	0	0 A.M.	4 30 A.M.	4.30	.15		
Friday, 2	.383	.519	.497	.466	71	60	83	71	3 Cir.	8 Cir. Cu.	5 Cu.	3 P.M.	5 P.M.	2	.21		
Saturday, 3	.282	.336	.429	.347	62	47	77	62	0	0	0						

Total amount of water for the week

Duration for the week

DATE.	7 A. M.	2 P. M.
Sunday, May 28	Close, hazy	Warm, pleasant.
Monday, " 29	Calm, pleasant	Warm, pleasant.
Tuesday, " 30	Warm, pleasant	Warm, pleasant.
Wednesday, " 31	Mild, pleasant	Mild, pleasant.
Thursday, June 1	Mild, overcast	Calm, pleasant.
Friday, " 2	Mild, pleasant	Warm, pleasant.
Saturday, " 3	Clear, cool	Mild, pleasant.

DANIEL DRAPER, Ph. D., Director.

POLICE DEPARTMENT.

New York, June 1, 1905.

The following proceedings were this day directed by Police Commissioner William McAdoo:

Approved.

Application of Patrolman Henry A. Kennedy, Central Office Squad, to be reimbursed to the amount of \$25 for suit of clothes destroyed.

Recommendation of First Deputy Commissioner Thomas F. McAvoy, relative to transfer of Sergeant Martin O'Connell and Patrolman Daniel R. Collins from Fourth District Court.

Recommendation of First Deputy Commissioner Thomas F. McAvoy, relative to transfer of Patrolman Thomas C. Flynn from the Eighteenth Precinct.

Application of Borough Inspector Adam A. Cross for assignment of Patrolman John E. Stevens, Forty-sixth Precinct, as Acting Hostler.

Application of Captain Ernest Lindemann, Sixty-eighth Precinct, for assignment of Patrolmen Joseph Haines and James Shea, Sixty-eighth Precinct, to duty in plain clothes.

Recommendation of First Deputy Commissioner Thomas F. McAvoy, relative to transfer of Patrolmen to the Seventy-sixth Precinct.

Referred to the Chief Inspector.

Applications for appointment of Special Officers as follows:

Albert P. Beckith for John Elterich.

North Beach Amusement Company for William G. Herbert.

Automatic Vaudeville Company for John Stokes.

Erie Railroad Company for W. J. Costello.

E. J. Anderson for John Flaherty.

Report of Doorman John J. Quinn, detailed in charge of blasting at Pennsylvania terminal, relative to explosion of dynamite. Returned through the Chief Inspector. (Enjoin upon the company, in view of the explosion, that greater care must be used. Investigate more particularly who left the box in the position it was when the explosion occurred, and who had charge of the dynamite. Make a more detailed report. All reports must be made on Department paper, which may be procured at Headquarters. Report every morning at the Twentieth Precinct Station, and also before leaving at night.)

Referred to F. L. V. Hoppin, Architect.

Report of M. R. Brennan, Superintendent of Telegraph, relative to omission in specifications for new Headquarters, the provision for installing necessary iron pipe to carry telephone wires from Telegraph Bureau to the various offices in building. For report.

Referred to the Auditor.

Communication from Empire State Surety Company, asking if contract with Thomas G. Carlin for Seventy-fifth Precinct is completed. For report.

On reading and filing report of the Chief Clerk.

Ordered, That the contract for furnishing and delivering four patrol wagons for the Police Department of The City of New York be and is hereby awarded to the I. S. Remsen Manufacturing Company for the sum and price of \$1,498, they being the lowest bidders, and that the Police Commissioner execute such contract on the approval of sureties by the Comptroller.

Ordered, That hereafter and until further orders two trial days be established for the boroughs of Manhattan, The Bronx and Richmond, the First Deputy Police Commissioner to preside at those held on Friday of each week, and the Third Deputy Police Commissioner to preside at those held on Thursday of each week.

Ordered, That the Commissioners of the Sinking Fund be and are hereby respectfully requested to amend the resolution adopted February 8, 1905, authorizing the lease of premises owned by Mrs. J. R. Foley, No. 106 East One Hundred and Twenty-sixth street, for a stable for patrol wagons and horses of the Police Department, so as to provide that the City shall pay water rent for said premises.

On reading and filing communication from John W. Hayes, No. 110 Verona street, Brooklyn, asking reconsideration of his resignation as Probationary Patrolman.

Ordered, That the Municipal Civil Service Commission be and is hereby respectfully requested to restore to the eligible list the name of John W. Hayes, who was employed on probation as Patrolman April 28, 1905, and who resigned May 9, 1905, and to certify his name for appointment; also that the Municipal Civil Service Commission be respectfully informed that John W. Hayes separated from employment in the Police Department without fraud or delinquency on his part.

Retired on Application.

Patrolman Richard Stillwell, Seventy-third Precinct, at \$700 per annum. Appointed June 11, 1868.

Concert License Granted.

P. H. Morrison, Morrison's Theatre, Henry street and Ocean avenue, Queens, from June 4 to September 4, 1905; fee \$150.

Gustav Buschatzke, Terminal Hotel, North Beach, Queens, from June 1 to September 1, 1905; fee \$150.

John Whittaker, Canarsie Concert Garden, Canarsie, Brooklyn, from June 4 to September 4, 1905; fee \$150.

Charles Nolan, Metropolitan Hotel, North Beach, Queens, from June 1 to September 1, 1905; fee \$150.

Henry H. Husmann, Bayside Hotel, Canarsie, Brooklyn, from June 4 to September 4, 1905; fee \$150.

Referred to Inspector Repairs and Supplies.

Report of Captain Thomas F. Maude, Fifty-sixth Precinct, relative to condition of ceilings in station. For immediate attention.

Ordered to Be Paid.

William Howell, \$75, account Contingent Expenses, Central Department, etc., amount advanced by order of the Commissioner.

Special Patrolmen resigned.

William C. Walsh, employed by Albert Beckwith, The Bronx.

Anthony P. Langer, employed by B. Gallagher & Son, Brooklyn.

Edward Smith, employed by Henry Pistner, Queens.

Henry A. Tone, employed by West End Theatre, Manhattan.

William E. Molter, employed by Brooklyn Training School.

John Flaherty, employed by John M. Guhring, Brooklyn.

E. J. Schoeffel, employed by Erie Railroad Company, Manhattan.

John E. Foley, employed by Casino Theatre, Manhattan.

Special Patrolmen Appointed.

Charles Handwerker for M. Hirshfeld, Manhattan.

Timothy J. Dowling for Fort George Amusement Company, Manhattan.

Notice of Death of Special Patrolmen.

Henry Lumm, employed by W. V. Wolff, Queens.

James P. Rutledge, employed by Rev. M. P. Lavelle, Manhattan.

Richard Ewing, employed by W. E. Sanford, Brooklyn.

Referred to Third Deputy Commissioner.

Petition for increase of pension of Annie Sheehan, widow of Thomas Sheehan.

Petitions for pension of Kate Schreiber, widow of William Schreiber, and of Bridget Loures, widow of George W. Loures.

Chief Clerk to Answer.

New York Steam Fitting Company, asking for three copies of specifications for heating, ventilating, etc., for new Headquarters.

W. R. Spooner, asking information relative to retirement of Patrolman George Lubbe, Eighty-fourth Precinct.

On reading and filing report of the Board of Honor.

Ordered, That hereafter, when members of the Force receive recognition from the Police Department for saving lives on the water, copies of all reports relating to same be forwarded to Treasury Department of the United States.

It appearing that the following-named persons or corporations for whom Special Patrolmen were heretofore appointed cannot be found at the addresses given with their application:

Ordered, That the appointments of the following-named persons as Special Patrolmen be and are hereby revoked:

Fred H. Stroub, employed by W. Robin, No. 412 Bedford avenue, Brooklyn.
Walter S. Pitts, employed by E. Crawford, No. 21 Fulton street, Brooklyn.
John V. Meyers, employed by A. J. Bruhn, Grand street, Brooklyn.
Benjamin Lubertoff, employed by Leopold Cohen, No. 340 Jefferson avenue, Brooklyn.

D. Brill, employed by B. Brill, No. 135 Park row, Manhattan.

Peter Lahey, employed by J. Schalz, Coney Island, Brooklyn.

Eugene L. Keenan, employed by O. L. Lainsasres, Bath Beach, Brooklyn.

Charles H. Thompson, employed by Alex Schwikbach, No. 473 Flatbush avenue, Brooklyn.

Thomas Rice, employed by Rev. Henry Muller, No. 48 St. Mark's place, Manhattan.

Frank Tanzer, employed by De Kelman, Hamburg avenue, Brooklyn.

Fred. F. Straub, employed by O. F. Wilson, Broadway and Sixtieth street, Manhattan.

Thomas Hickey, employed by A. J. Schmerhorn, No. 640 West Thirty-fourth street, Manhattan.

Louis Wolff, employed by H. Sternbaum, Elks Park, Queens.

Harry Sturtz, employed by J. Rosenberg, No. 36 Morrell street, Brooklyn.

Max E. Gallenberg, employed by D. Kull, No. 207 East One Hundred and Twenty-fourth street, Manhattan.

Edward Hug, employed at Hotel Germania, Rockaway, Queens.

Thomas Figueria, employed by Mica Roofing Company, Manhattan.

Adam Gruber, employed by Knickerbocker Steamboat Company, Manhattan.

On reading and filing communications stating that the following-named persons are no longer employed as Special Patrolmen by the persons or corporations for whom they were appointed respectively.

Ordered, That the appointments of the said persons as Special Patrolmen be and are hereby revoked:

Wilson C. Morris, employed at Hotel Martinique, No. 54 West Thirty-third street, Manhattan.

Peter Rost, employed by Philip Moritz, Fulton and High streets, Brooklyn.

Paul Mattley, employed by K. W. Bernhardt, No. 164 Atlantic avenue, Brooklyn.

James Willis, employed by estate of William Astor, Manhattan.

Thomas Durney, William Daley and Adolph G. Klein, employed by North Beach Amusement Company, Queens.

Saul Levin, employed by James G. Blaine Club, No. 236 East Broadway, Manhattan.

John Hynes, employed by Nichols Chemical Company, No. 25 Broad street, Manhattan.

E. B. St. John Henriques, employed by New York, Ontario and Western Railroad Company, Manhattan.

Philip Basler, employed by John H. Meyer, No. 46 Ten Eyck street, Brooklyn.

John S. Bacon, employed by Park Department, Manhattan.

Elmer Corley, employed by Department of Sewers, Brooklyn.

Peter and George Bornhoff, employed by Bucano Brothers, Brooklyn.

Samuel Sims, employed at Dreamland, Coney Island, Brooklyn.

Charles Merlet, employed at Otto Huber Brewery, Brooklyn.

Lippman Abele, employed by Delinsky Brothers, No. 141 Bowery, Manhattan.

Edward Grall, employed by Title Guarantee and Trust Company, Manhattan.

Harry Thompson, employed by Twenty-sixth Ward Bank, Brooklyn.

Henry Mitchell, employed by Thomas W. Kiley & Co., Brooklyn.

Louis Kurtz, employed by Greeman & Lorberbaum, Manhattan.

Joseph Bernstein, employed by S. Lieberman, Brooklyn.

William Danforth and George Glassey, employed by Board for Atlantic Improvement Company.

George Maloney, Charles A. Hobart and Robert Buttle, employed by Percy G. Williams, Brooklyn.

Patrick Brassel, employed by W. A. Sanford, Grand Central Station.

Fred A. King, employed by University Settlement Society, Manhattan.

Emil Mastaglio, employed by National Stamping and Enameling Company, Manhattan.

Adam M. Muller, employed at Turn Hall, Bradford street, Brooklyn.

Samuel Kraus, employed by Mrs. A. M. Cullen, Brooklyn.

Thomas W. Liebers, employed by W. E. Newman, Herald Square Theatre, Manhattan.

George F. Bryan, employed by Thomas F. Shea, Empire Theatre, Manhattan.

Sidney H. Saloman, employed by Department of Correction.

Alex Goldsmith, employed by Simpson-Crawford Company, Manhattan.

T. E. Trautwein, employed at the Ansonia, Broadway and Seventy-third street, Manhattan.

L. Du Flon, employed by H. A. Hanbury, Brooklyn.

William Lemon, employed by E. Dwight, No. 500 Flushing avenue, Brooklyn.

Frank Bauman, employed by George C. Lebohner, Queens.

Stephen Noonan, employed by Weser Brothers, No. 520 West Forty-third street, Manhattan.

James Manee, employed by George W. Palmer, Brooklyn.

George Pheasy, employed by A. H. Meyer, No. 256 West One Hundred and Twenty-fifth street, Manhattan.

E. P. Green and James J. Mack, employed by Old Dominion Steamship Company.

John Henry, employed by George H. Hamilton, Brooklyn.

Benjamin F. Vandervoort, employed at Hungarian Restaurant, Manhattan.

William E. Parsons, employed by William Harris, Criterion Theatre.

Charles D. Meigs, employed at Clarendon Hotel, Brooklyn.

James Harden, employed by W. A. French, No. 163 Clymer street, Brooklyn.

Frank Fleet and Albert Love, employed by S. S. Allen, Brooklyn.

Otto Schiffer, employed by New York and New Jersey Improvement Company, Brooklyn.

Hugh Morrison, employed by John H. Springer, Grand Opera House, Manhattan.

J. F. Benson, employed by Aetna Indemnity Company, Manhattan.

Charles V. Owens, employed at Evergreen Cemetery, Brooklyn.

Fred P. Davison, employed by Empire State Surety Company, Manhattan.

Frank Moscate, employed by James Rocco, No. 15 Withers street, Brooklyn.

John C. Teale, employed by J. Kruger, Brooklyn.

Matthew McConnell, employed by Navarre Hotel and Improvement Company, Manhattan.

Louis C. Smith, employed by Henry R. Caplan, Manhattan.

John W. Berry, employed by David H. Morris, Manhattan.

Francis Gallais, employed by Fisher Bros., Queens.

Albert Hammarth, employed by Henry Daufkirsch, Queens.

Wilson C. Morris, employed at Hotel Martinique, Manhattan.

Max Schmidt, John Hennessy and John Hines, employed by Chris. Anderson

Peter Smith, employed by John J. Lutz, Brooklyn.

John Rowe, employed by M. Gormey, Metropolitan avenue, Queens.

The following bids were this day opened and read for furnishing all the labor and furnishing and erecting all the materials necessary in making and completing alterations and general repairs to Stable No. 17 Leonard street, Borough of Manhattan:

Joseph Kelly	\$1,475 00
Hahn & O'Reilly	1,802 00
Neptune B. Smythe	1,671 00
William Horne Company	1,348 00
John Benney	1,391 00
Louis Muller	1,675 00

—and referred to the Chief Clerk for report.

Approved (Additional).

Application of Captain John F. Flood, Twenty-second Precinct, to be excused for 12 hours from 10 A. M., the 2d inst.

On File.

Reports from precincts in Manhattan, The Bronx and Richmond, under Rule 49, paragraph 7, relative to places of amusement.

Report of Acting Inspector William G. Hogan on communication from John L. Wade, stating that he never commended Roundsman Klute or Patrolman Mott of the Forty-second Precinct for action at Slocum disaster.

Application of Adolphus Brown to be reappointed as Patrolman. Answered by the Commissioner.

Report of Captain Owen Rooney, Sixty-fifth Precinct, relative to assault on Patrolman Thomas Gorman.

Report of Acting Captain John O'Brien, Twenty-second Precinct, on request of West Side Branch of Y. M. C. A. for police detail at stereopticon show at Fifty-seventh street and Eighth avenue.

Leave of Absence Granted.

Patrolman Daniel D. Scannell, Eighty-fourth Precinct, 25 days, without pay. Release to be signed.

Captain John J. Murtha, Twelfth Precinct, 20 days' vacation.

The following transfers, etc., were ordered by the Commissioner to take effect 8 A. M., the 2d inst.:

Patrolman Cornelius Carroll, Thirtieth Precinct, temporarily assigned to Complaint Clerk's office.

Patrolman Charles Vosburgh, Thirty-third Precinct, temporarily assigned to Complaint Clerk's office.

In effect 4 P. M., the 2d inst.:

Patrolman John G. Stepe, from Thirty-third Precinct to Seventy-first Precinct.

Patrolman Michael H. Malone, from Twelfth Precinct to Seventy-sixth Precinct.

Patrolman John A. Smith, from Thirty-sixth Precinct to Seventy-sixth Precinct.

Patrolman William Toomey, from Ninth Precinct to Seventy-sixth Precinct.

Patrolman Daniel R. Collins, from Fourth Court to Twenty-ninth Precinct.

Sergeant Martin O'Connell, from Fourth Court to Twenty-fifth Precinct.

Patrolman John McCue, from Central Office to Thirty-first Precinct.

Patrolman Joseph F. Neary, from Twentieth Precinct to Seventy-sixth Precinct.

Patrolman James J. Shortell, from Second Precinct to Seventy-sixth Precinct.

Patrolman William A. Kiefer, from Fifteenth Precinct to Seventy-sixth Precinct.

Patrolman Thomas C. Flynn, from Eighteenth Precinct to Twelfth Precinct.

Patrolman Thomas J. White, Twenty-eighth Precinct, assignment to New York Hippodrome Squad discontinued.

Patrolman Andrew Currie, Ninth Precinct, assignment to New York Hippodrome Squad discontinued.

Patrolman Joseph Haines, Sixty-eighth Precinct, assigned to duty in plain clothes.

Patrolman James Shea, Sixty-eighth Precinct, assigned to duty in plain clothes.

Patrolman James E. Stevens, Forty-sixth Precinct, assigned as Acting Hostler.

Patrolman Thomas F. Kerns, from Thirty-first Precinct to Central Office, assigned to assist Child Labor Commission.

Ordered, That the following bills be approved and forwarded to the Comptroller for payment:

Account "Police Station-houses, Alterations, Fitting Up, etc." 1904.

No. 4958.	The Ceramic Tiling Company, station-house repairs.....	\$170 00
No. 4959.	Grissler & McGregor, roof repairs.....	310 00
No. 4960.	Grissler & McGregor, alterations.....	478 00
No. 4961.	New York and Queens Electric Light and Power Company, electrical work	30 00
		<u>\$988 00</u>

Account "Supplies for Police," 1904.

No. 4935.	Martin B. Brown Company, paper, etc.....	\$109 00
No. 4936.	James A. Donnelly, printing.....	11 00
No. 4937.	James A. Donnelly printing.....	14 00
No. 4938.	Charles K. Baker, Acting Agent and Warden, settee.....	14 16
No. 4939.	Department of Correction, Manhattan, iron beds.....	219 38
No. 4940.	Department of Correction, Manhattan, iron beds.....	41 50
No. 4941.	Department of Correction, Manhattan, iron bed.....	16 00
No. 4942.	Department of Correction, Manhattan, iron bed.....	16 00
No. 4943.	Department of Correction, iron beds.....	65 00
No. 4944.	D. J. Barry & Co., lamp for wagon.....	15 00
No. 4945.	D. J. Barry & Co., window shades.....	135 40
No. 4946.	Frank B. Hill, wagon repairs.....	4 10
No. 4947.	Charles Schmidt & Son, wagon repairs.....	55 75
No. 4948.	Frederick A. Arnolde, harness repairs.....	1 85
No. 4949.	O'Kane-Stillings Company, harness repairs, etc.....	330 00
No. 4950.	Remington Typewriter Company, typewriter repairs.....	15 00
No. 4951.	Smith Repair Typewriter Company, typewriter repairs.....	60
No. 4952.	Winchester Repeating Arms Company, ammunition.....	814 86
No. 4953.	Roscoe R. Bell, D. V. S., veterinary services.....	62 30
No. 4954.	Roscoe R. Bell, D. V. S., veterinary services.....	4 85
No. 4955.	Estate of James McKee, V. S., veterinary services.....	6 00
No. 4956.	Jeromus Rapelye, veterinary services.....	2 00
No. 4957.	Jeromus Rapelye, veterinary services.....	2 00
		<u>\$1,955 75</u>

Account "Supplies for Police," 1905.

No. 1145.	Cavanagh Brothers & Co., Doorman's and stable supplies.....	\$14 04
No. 1146.	F. N. DuBois & Co., Doorman's and stable supplies.....	77 49
No. 1147.	Joseph N. Early, horse equipments.....	401 64
No. 1148.	Mehlbach Saddle Company, horse equipments.....	531 95
No. 1149.	The Metropolitan Printing Company, stationery.....	1,226 80
No. 1150.	A. J. McCallum, coal.....	1,507 10
No. 1151.	James F. McManus, forage, Richmond.....	183 63
No. 1152.	Robert C. Ogden, Doorman's and stable supplies.....	245 24
No. 1153.	Nicholas L. Stokes, coal.....	598 43
No. 1154.	J. Newton Van Ness Company, horse equipments.....	589 33
No. 1155.	J. Newton Van Ness Company, Doorman's and stable supplies.....	251 73
No. 1156.	George Worthington, Doorman's and stable supplies.....	98 64
No. 1157.	George Worthington, horse equipments.....	37 25
No. 1158.	William H. Finnegan, boarding horses.....	90 00
No. 1159.	Thomas Campbell, horseshoeing.....	43 63
No. 1160.	Michael J. Gowen, horseshoeing.....	16 50
No. 1161.	John J. Kelly, horseshoeing.....	14 00
No. 1162.	M. J. Leonard, horseshoeing.....	112 00
No. 1163.	James May, horseshoeing.....	13 00
No. 1164.	James May, horseshoeing.....	19 50
No. 1165.	James May, horseshoeing.....	19 50
No. 1166.	Patrick J. McCann, horseshoeing.....	56 00
No. 1167.	M. McDonald, horseshoeing.....	35 00
No. 1168.	M. S. Sinnott, horseshoeing.....	12 00
No. 1169.	M. S. Sinnott, horseshoeing.....	24 00
No. 1170.	F. Donovan & Son, forage, Brooklyn and Queens.....	1,632 70
		<u>\$7,851 10</u>

No. 1171.	Baker, Voorhis & Co., law books.....	\$15 25
No. 1172.	Baker, Voorhis & Co., law books.....	12 75
No. 1173.	The Banks Law Publishing Company, law books.....	14 80
No. 1174.	H. K. Brewer & Co., printing, etc.....	65 00
No. 1175.	Martin B. Brown, printing, etc.....	137 40
No. 1176.	John Cassidy, printing, etc.....	47 95
No. 1177.	Union Stamp Works, stamps, pads, etc.....	13 35
No. 1178.	Department of Correction, Manhattan, iron beds.....	35 00
No. 1179.	Department of Correction, Manhattan, iron beds.....	33 50
No. 1180.	Department of Correction, Manhattan, iron beds.....	52 50
No. 1181.	Department of Correction, Manhattan, iron beds.....	77 00
No. 1182.	Doherty & Co., window shades.....	15 00
No. 1183.	Doherty & Co., desk.....	95 00
No. 1184.	Doherty & Co., desk.....	120 00
No. 1185.	Thomas Donohue, bicycles.....	105 00
No. 1186.	Thomas Donohue, bicycle.....	35 00
No. 1187.	Thomas Donohue, bicycle.....	35 00
No. 1188.	Thomas Donohue, bicycle.....	37 50

No. 1189.	Fred Foster, bicycle repairs.....	15 25
No. 1190.	Fred Foster, bicycle repairs.....	7 75
No. 1191.	Fred Foster, bicycle repairs.....	39 50
No. 1192.	Fred Foster, bicycle, etc.....	37 75
No. 1193.	Fred Foster, bicycle, etc.....	35 75
No. 1194.	Fred Foster, bicycle supplies.....	50 00
		<u>\$1,139 00</u>

Very respectfully,
WM. H. KIPP, Chief Clerk.

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE—BUREAU OF LICENSES,
NEW YORK, June 13, 1905.

Number of licenses issued and amounts received therefor in the week ending Saturday, June 10, 1905.

BOROUGH OF MANHATTAN AND THE BRONX.

DATE.	NUMBER OF LICENSES.	AMOUNT.
Monday, June 5, 1905	232	\$860 75
Tuesday, " 6, "	187	607 50
Wednesday, " 7, "	235	822 25
Thursday, " 8, "	307	766 50
Friday, " 9, "	198	554 50
Saturday, " 10, "	173	439 00
Total.....	1,332	\$4,057 50

BOROUGH OF BROOKLYN.

Monday, June 5, 1905	72	\$293 50
Tuesday, " 6, "	48	296 50
Wednesday, " 7, "	48	158 00
Thursday, " 8, "	38	240 50
Friday, " 9, "	49	217 00
Saturday, " 10, "	24	135 50
Total.....	279	\$1,341 00

BOROUGH OF QUEENS.

Monday, June 5, 1905	27	\$87 00
Tuesday, " 6, "	26	83 00
Wednesday, " 7, "	22	94 50
Thursday, " 8, "	11	63 50
Friday, " 9, "	..	.....
Saturday, " 10, "	21	76 25
Total.....	107	\$404 25

BOROUGH OF RICHMOND.

Monday, June 5, 1905	5	\$40 50
Tuesday, " 6, "	2	14 50
Wednesday, " 7, "	3	6 00
Thursday, " 8, "	1	8 00
Friday, " 9, "	2	5 00
Saturday, " 10, "	3	23 00
Total.....	16	\$97 00

JOHN P. CORRIGAN,
Chief of Bureau of Licenses.

CHANGES IN DEPARTMENTS.

PRESIDENT OF THE BOROUGH OF BROOKLYN.

June 12—The names of the following employees in the Bureau of Highways have been dropped from the pay-roll of this Department, they having been absent for a period extending over thirty days: Laborers (at \$2 Per Day).

Henry Neville, No. 33 Woodhull street.
Edward Reilly, Franklin avenue and Hancock street.

Timothy Doherty, No. 317 Nevins street.
Matthew Kern, No. 383 Thatford avenue.

Peter Kenny, No. 91 Emerson place.
Frank Silva, No. 9 Duffield street.
John Bauman, No. 257 Melrose street.
George Fox, No. 156 South Fourth street.

Geo. H. Schubert, Clove road and Malbone street.

Jas. S. Wylie, No. 22 Bancroft place.
Frank Wood, No. 315 Van Buren street.

Thos. Lynn, No. 18 Charles place.
Jere Spillam, No. 582 Leonard street.

Cement Worker (at \$2.25 Per Day).
Wm. Phillips, No. 39 Raymond street.

June 8—Appointment of Constantine M. Dressel, of No. 626 Decatur street, Brooklyn, Junior Clerk in the Bureau of Highways, salary fixed at \$600 per annum, effective June 6, 1905.

Transfer from the Rapid Transit Commission of Walter O'Brien, of Sixty-ninth street and Sixteenth avenue, Brooklyn, Rodman, at \$1,200 per annum, to a similar position in the Bureau of Sewers, effective June 5, 1905.

Increases in salary in the Bureau of Buildings: John R. Brophy, No. 8821 Twenty-third avenue, Brooklyn, and James J. Doody, of No. 217½ Smith street, Brooklyn, Inspectors of Plumbing, from \$1,650 to \$1,800 per annum, effective June 1, 1905.

FIRE DEPARTMENT.

June 12—Appointments of probationary Firemen to be Firemen of the fourth grade, with salary at the rate of \$800 per annum, viz.:

Boroughs of Manhattan and The Bronx.

To take effect June 10, 1905:
John McTigue, to Engine Company 4.
William G. Krohn, to Engine Company 5.

Wm. T. Roach, to Engine Company 7.
Francis T. Leonard, to Engine Company 9.

Frank Werder, to Engine Company 24.
Simon P. Quinn, to Engine Company 28.

Charles Paulus, to Engine Company 29.
Thos. D. I. Haberlin, to Engine Company 30.

Wm. M. O'Brien, to Engine Company 30.
John H. J. Reilly, to Engine Company 32.

Frank M. Crosby, to Engine Company 33.
Frank R. Casey, to Engine Company 34.

John J. Slyman, to Engine Company 54.
John Dugan, to Engine Company 65.
Henry J. Ball, to Hook and Ladder Company 3.

Edward W. Heegan, to Hook and Ladder Company 5.

Geo. E. Green, to Hook and Ladder Company 6.

Daniel W. Barry, to Hook and Ladder Company 7.

Albert E. Donovan, to Hook and Ladder Company 8.

Philip Mehle, to Hook and Ladder Company 11.

To take effect June 11, 1905.
Jeremiah Sullivan, to Engine Company 12.

James P. McManus, to Engine Company 18.

Thos. J. Noonan, to Engine Company 19.

Felix Reinhardt, to Engine Company 33.
Frederick W. Mergel, to Hook and Ladder Company 20.

Boroughs of Brooklyn and Queens.
To take effect June 10, 1905.

John J. Hynes, to Engine Company 102.
John Watson, to Engine Company 108.

John F. Bannon, to Engine Company 117.
Herman Oldenburg, to Engine Company 120.

Patrick Meaney, to Hook and Ladder Company 52.

Frederick Bender, to Hook and Ladder Company 58.

James F. Malloy, to Hook and Ladder Company 59.

Hugh L. Hannigan, to Hook and Ladder Company 68.

To take effect June 11, 1905.
John A. Leonard, to Engine Company 115.

Died.
Boroughs of Manhattan and The Bronx.

Retired Chief of Battalion William Cook, May 30, 1905.

Retired Assistant Foreman Samuel Reed, Engine Company 58, May 23, 1905.

The Municipal Civil Service Commission, under date of May 22, 1905, having approved of the change of title of Patrick Mullen, Fire Alarm Telegraph Bureau, boroughs of Manhattan, The Bronx and Richmond, from Lineman to Foreman Cable Splicer, with compensation at the rate of \$1,277.50 per annum, the same has been ordered to take effect from June 1, 1905, the word Foreman being used as an office title.

DEPARTMENT OF PARKS.

Borough of The Bronx.

June 9—Parlo O'Naillo, No. 2365 Hoffman street, Park Laborer, discharged, to take effect June 9.

Peter Kain, Lafayette street, Westchester, Driver with horse and cart, discharged; to take effect June 9.

Thomas Lennon, Lafayette street, Westchester, Driver with horse and cart, appointed, at a compensation at the rate of \$3 a day, to take effect June 10.

DEPARTMENT OF BRIDGES.

June 2—Death, on May 10, 1905, of Henry S. Maloy, No. 1969 Amsterdam avenue, Manhattan, employed as a Bridge Keeper, at \$900 per annum.

REGISTER, COUNTY OF NEW YORK.

June 12—Appointed the following persons as Recording Clerks (folio writers) in the office of the Register of the County of New York, with compensation at the rate of five cents per folio, such appointments to take effect this day:

Oscar Shulberg, No. 75 Madison street, New York City.

David Altman, No. 122 Avenue C, New York City.

Henry T. Sperling, Nos. 240 and 242 East Fourth street, New York City.

Joseph E. Finn, No. 569 Broome street, New York City.

SURROGATE'S COURT, BROOKLYN, NEW YORK.

June 10—On June 8, 1905, transferred John J. Fitzpatrick, of No. 23 Jackson place, Brooklyn, New York City, from the position of Recording Clerk to that of Court Officer in the office of the Surrogate of the County of Kings, his salary to be at the rate of twelve hundred dollars per annum.

On June 8, 1905, transferred Peter Flanagan, of No. 82 Wolcott street, Brooklyn, New York City, from the position of Recording Clerk to that of Court Officer in the office of the Surrogate of the County of Kings, his salary to be at the rate of twelve hundred dollars per annum.



OFFICIAL DIRECTORY.

CITY OFFICERS.

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:

EXECUTIVE DEPARTMENT.

Mayor's Office.
No. 5 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 8022 Cortlandt.
GEORGE B. MCCLELLAN, Mayor.
John H. O'Brien, Secretary.
Thomas Hassett, Assistant Secretary.
James A. Rierdon, Chief Clerk and Bond and War-rant Clerk.

Bureau of Weights and Measures.
Room 7, City Hall, 9 A. M. to 4 P. M.; Saturday, 9 A. M. to 12 M.
Telephone, 8020 Cortlandt.
Patrick Derry, Chief of Bureau.

Bureau of Licenses.
9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 8020 Cortlandt.
John J. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.
Branch Office, Room 12, Borough Hall, Brooklyn; Daniel J. Griffin, Deputy Chief, Borough of Brooklyn.
Branch Office, Richmond Building, New Brighton, S. I.; William R. Woolfe, Financial Clerk, Borough of Richmond.
Branch Office, Hackett Building, Long Island City; Charles H. Smith, Financial Clerk, Borough of Queens.

THE CITY RECORD OFFICE.

Bureau of Printing, Stationery and Blank Books.
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance Room 803, 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.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M.
Telephone 7560 Cortlandt.
Charles V. Fornes, President.
P. J. Scully, City Clerk.

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.
Thomas Murphy, First Deputy City Clerk.
Michael F. Blake, Chief Clerk of the Board of Aldermen.
Joseph V. Scully, Deputy City 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.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 noon.
Edward M. Grout, Comptroller.
N. Taylor Phillips and James W. Stevenson, 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.

Joseph Haag, Chief Accountant and Bookkeeper.

Stock and Bond Division.

James J. Sullivan, Chief Stock and Bond Clerk Room 37.

Bureau of Audit—Main Division.

William McKinney, Chief Auditor of Accounts, Room 27.

Law and Adjustment Division.

James F. McKinney, Auditor of Accounts, Room 165.

Investigating Division.

Charles S. Hervey, Auditor of Accounts, Room 178.

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.
Eugene E. McLean, Chief Engineer, Room 55.

Real Estate Bureau.

Mortimer J. Brown, Appraiser of Real Estate, Room 157.

Bureau of Franchises.

Harry P. Nichols, Principal Assistant Engineer in Charge, Room 79.

Bureau for the Collection of Taxes.

Borough of Manhattan—Stewart Building, Room O.
David E. Austen, Receiver of Taxes.
John J. McDonough, Deputy Receiver of Taxes.
Borough of The Bronx—Municipal Building, Third and Tremont avenues.
John B. Underhill, Deputy Receiver of Taxes.
Borough of Brooklyn—Municipal Building, Rooms 2-8.
Jacob S. Van Wyck, Deputy Receiver of Taxes.
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.
Frederick W. Bleckwenn, Deputy Receiver of Taxes.
Borough of Richmond—Bay and Sand streets, Stapleton.
John DeMorgan, Deputy Receiver of Taxes.

Bureau for the Collection of Assessments and Arrears.

Borough of Manhattan—Stewart Building, Room 87.
Edward A. Slattery, Collector of Assessments and Arrears.
John B. Adger Mullally, 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.
John H. McCooney, 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 City Revenue and of Markets.

Stewart Building, Chambers street and Broadway, Room 141.
Thomas F. Byrnes, Collector of City Revenue and Superintendent of Markets.
James H. Baldwin, Deputy Collector of City Revenue.
David O'Brien, Deputy Superintendent of Markets.

Bureau of the City Chamberlain.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67; and Kings County Court-house, Room 14, Borough of Brooklyn.
Patrick Keenan, City Chamberlain.
John H. Campbell, Deputy Chamberlain.

COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.
Frederick L. C. Keating, Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 A. M. to 4 P. M.; Saturday, 9 A. M. to 12 M.
Telephone, 5884 Franklin.

LAW DEPARTMENT.

Office of Corporation Counsel.

Staats-Zeitung Building, 2d, 3d and 4th floors, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 3566 Cortlandt.
John J. Delany, Corporation Counsel.
Assistants—Theodore Connolly, Charles D. Olen-dorf, George L. Stelling, Charles L. Guy, William P. Burr, Edwin J. Freedman, John L. O'Brien, Terence Farley, James T. Malone, Cornelius F. Collins, William J. O'Sullivan, Arthur C. Butts, Charles N. Harris, George S. Coleman, Charles A. O'Neil, William Beers Crowell, Arthur Sweeney, John F. O'Brien, John C. Breckenridge, Louis H. Hahlo, Andrew T. Campbell, Jr., Franklin Chase Hoyt, E. Crosby Kin-dleberger, Montgomery Hare, Thomas F. Noonan, Stephen O'Brien, Charles McIntyre, William H. King, Royal E. T. Riggs, J. Gabriel Britt.
Secretary to the Corporation Counsel—William F. Clark.

Borough of Brooklyn Branch Office—James D. Bell Assistant in charge.
Borough of Queens Branch Office—Denis O'Leary, Assistant in charge.
Borough of The Bronx Branch Office—Richard H. Mitchell, Assistant in charge.
Borough of Richmond Branch Office—John Widdecombe, Assistant in charge.
Andrew T. Campbell, Chief Clerk.

Bureau of Street Openings.

Nos. 90 and 92 West Broadway, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.
John P. Dunn, Assistant in charge.

Bureau for the Recovery of Penalties.

Nos. 119 and 121 Nassau street, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.
Herman Stiebel, Assistant in charge.

Bureau for the Collection of Arrears of Personal Taxes.

No. 280 Broadway (Stewart Building). Office hours or the Public, 10 A. M. to 2 P. M.; Saturdays, 10 A. M. to 12 M.
James P. Keenan, 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.
John P. O'Brien, Assistant in charge.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, 9 A. M. to 4 P. M.
Telephone, 4315 Franklin.
John C. Hertle, William Harman Black, Commis-sioners.

COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Edward M. Grout, Comptroller; Patrick Keenan, Chamberlain; Charles V. Fornes, President of the Board of Aldermen; and John T. McCall, Chairman, Finance Committee, Board of Aldermen, Members: N. Taylor Phillips, Deputy Comptroller, Secretary.
Office of Secretary, Room No. 12, Stewart Building.
Telephone, 8070 Franklin.

BOARD OF ESTIMATE AND APPORTIONMENT.

Telephone, Finance Department, 2070 Franklin.
Telephone, Public Improvements, 3454 Franklin.
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.
James W. Stevenson, Deputy Comptroller, Secretary, Finance Department, No. 280 Broadway; John H. Mooney, Assistant Secretary, Public Improvements No. 277 Broadway; Charles V. Adde, Clerk of the Board, Finance Department, No. 280 Broadway.

BOARD OF REVISION OF ASSESSMENTS.

Edward M. Grout, Comptroller.
John J. Delany, Corporation Counsel.
Frank A. O'Donnell, President of the Department of Taxes and Assessments.
Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.

AQUEDUCT COMMISSIONERS.

Room 207 Stewart Building, 5th floor, 9 A. M. to 4 P. M.
Telephone, 1949 Franklin.
The Mayor, the Comptroller, ex-officio; Commis-sioners William H. Ten Eyck (President), John J. Ryan, John F. Cowan and John P. Windolph, Harry W. Walker, Secretary; Jonas Waldo Smith, Chief Engineer.

POLICE DEPARTMENT.

Central Office.
No. 300 Mulberry street, 9 A. M. to 4 P. M.
Telephone, 3100 Spring.
William McAdoo, Commissioner.
Thomas F. McAvoy, First Deputy Commissioner.
Thomas F. Farrell, Second Deputy Commissioner.
Harris Lindsley, Third Deputy Commissioner.
William H. Kipp, Chief Clerk.

BOARD OF ARMORY COMMISSIONERS.

The Mayor, George B. McClellan, Chairman; the President of the Department of Taxes and Assessments, Frank A. O'Donnell, Vice-Chairman; the President of the Board of Aldermen, Charles V. Fornes; Brigadier-General James McLeer and Brigadier-General George Moore Smith, Commissioners.
Eugene A. Fornes, Secretary, and Frank J. Bell, Acting Secretary, Stewart Building, No. 280 Broadway.
Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.
Commissioners—John R. Voorhis (President), Charles B. Page (Secretary), John Maguire, Michael J. Dady, A. C. Allen, Chief Clerk of the Board.

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.
Staten Island Savings Bank Building, Beach and Water streets, Stapleton, 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.

DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.
George E. Best, Commissioner.
Frank J. Ulrich, Deputy Commissioner.
F. E. V. Dunn, Secretary.
Office hours, 9 A. M. to 4 P. M.
Saturdays, 9 A. M. to 12 M.
Telephone, 6080 Cortlandt.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 A. M. to 4 P. M.
Telephones, Manhattan, 256 Cortlandt; Brooklyn, 3080 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.
John T. Oakley, Commissioner.
Frank J. Goodwin, Deputy Commissioner.
I. M. de Verona, Acting Chief Engineer.
George W. Birdsall, Consulting Hydraulic Engineer.
George F. Sever, Consulting Electrical Engineer.
Charles F. Lacombe, Engineer of Surface Construction.
Joseph W. Savage, Water Registrar, Manhattan.
William M. Blake, Private Secretary.
Joseph F. Prendergast, Secretary to the Department.
Thomas R. Farrell, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.
William R. McGuire, Water Registrar, Brooklyn.
Thomas H. O'Neil, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.
Thomas M. Lynch, Water Registrar, The Bronx.
George H. Creed, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.
Edward I. Miller, Deputy Commissioner, Borough of Richmond, Richmond Building, New Brighton, S. I.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted, from 9 A. M. to 4 P. M.; Saturdays, 12 M.

Headquarters.

Nos. 157 and 159 East Sixty-seventh street.
Telephone, 2330 Plaza, Manhattan; 2356 Main, Brooklyn.
Nicholas J. Hayes, Fire Commissioner.
Thomas W. Churchill, Deputy Commissioner.
William A. Doyle, Deputy Commissioner, Boroughs of Brooklyn and Queens.
Alfred M. Downes, Secretary; Albert F. Volgenau, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner.
Edward F. Croker, Chief of Department.
Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.
George E. Murray, Inspector of Combustibles.
William A. Hervey, Assistant Inspector of Combustibles, Boroughs of Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.
Peter Seery, Fire Marshal, Boroughs of Manhattan The Bronx and Richmond.
William L. Beers, Assistant Fire Marshal in charge, Boroughs of Brooklyn and Queens.
George Farrell, Chief Operator in charge of Fire Alarm Telegraph Bureau, Boroughs of Manhattan, The Bronx and Richmond.
James T. Wafer, Chief Operator in charge of Fire Alarm Telegraph Bureau, Boroughs of Brooklyn and Queens.
William T. Beggs, Chief of Battalion in charge Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan and The Bronx.

Michael Quinn, Foreman in charge Bureau of Viola-tions and Auxiliary Fire Appliances, Boroughs of Brooklyn and Queens.
Central Office open at all hours.
Committee to examine persons who handle explosives meets Thursday of each week at 2 o'clock P. M.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Head-quarters Fire Department.
Fire Commissioner Nicholas J. Hayes, Chairman
William Montgomery, John Sherry, Abraham Piser, Franz S. Wolf, Secretary, No. 157 East Sixty-seventh street.

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.
Francis J. Lantry, Commissioner.
George W. Meyer, Jr., Deputy Commissioner.
John B. Fitzgerald, Secretary.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park Row, 9 A. M. to 4 P. M.
Telephone, 3863 Cortlandt.
John McGaw Woodbury, Commissioner.
F. M. Gibson, Deputy Commissioner.
John J. O'Brien, Chief Clerk.

DEPARTMENT OF PUBLIC CHARITIES.

Central Office.
Foot of East Twenty-sixth street, 9 A. M. to 4 P. M.
Telephone, 3350 Madison Square.
James H. Tully, Commissioner.
James E. Dougherty, First Deputy Commissioner.
James J. McInerney, Second Deputy Commissioner for Brooklyn and Queens, Nos. 126 and 128 Livingston street, Brooklyn.
Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M.; Saturdays, 12 M.
Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 8.30 A. M. to 4 P. M.
Bureau of Dependent Children, No. 66 Third avenue. Office hours, 8.30 A. M. to 4 P. M.

TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street. Telephone, 5331 Gramercy.
Brooklyn Office, Temple Bar Building, No. 44 Court street.
Bronx Office, Nos. 2806 and 2808 Third avenue.
John F. Skelly, First Deputy Tenement House Commissioner.
William Brennan, Second Deputy Tenement House Commissioner.
Charles J. Crowley, Secretary, Tenement House Department.
William B. Calvert, Superintendent, Bronx Office.
Michael A. Rofrano, Superintendent, Manhattan Office.
John A. Lee, Chief Inspector, New Building Bureau, Manhattan.
Herman J. Levy, Chief Inspector, Old Building Bureau, Manhattan.
James Sweeney, Chief Inspector, New Building Bureau, Brooklyn.
Morton O. Davis, Chief Inspector, Old Building Bureau, Brooklyn.
Joseph A. Cassidy, Chief Inspector, New Building Bureau, The Bronx.
Michael F. McGee, Chief Inspector, Old Building Bureau, The Bronx.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.
Telephone, 1681 Broad.
Maurice Featherston, Commissioner.
Joseph A. Bill, Deputy Commissioner.
Charles J. Collins, Secretary.
Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.

BELLEVUE AND ALLIED HOSPITALS.

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, James H. Tully, ex officio.

DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 A. M. to 4 P. M.
Burial Permit and Contagious Disease Offices al-ways open.
Thomas Darlington, M. D., Commissioner of Health and President.
Telephone, 1204 Columbus.
Eugene W. Scheffer, Secretary.
Frederic D. Bell, Chief Clerk.
Charles F. Roberts, M. D., Sanitary Superin-tendent.
William H. Guilfoyle, M. D., Registrar of Records

Borough of Manhattan.
Walter Bensei, M. D., Assistant Sanitary Superin-tendent. James McC. Miller, Assistant Chief Clerk.
Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 1237 Franklin Avenue.
Gerald Shell, M. D., Assistant Sanitary Superin-tendent. Ambrose E. Lee, Assistant Chief Clerk.
Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Nos. 38 and 40 Clinton Street.
Thomas L. Fogarty, M. D., Assistant Sanitary Superintendent. Alfred T. Metcalfe, Assistant Chief Clerk. S. J. Byrne, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton Street, Jamaica.
John P. Moore, M. D., Assistant Sanitary Superin-tendent. George R. Crowley, Assistant Chief Clerk.
Frank Wickham, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 54 and 56 Water Street, Stapleton, Staten Island.
John T. Sprague, M. D., Assistant Sanitary Superin-tendent. Charles E. Hoyer, Assistant Chief Clerk.
Walter Wood, M. D., Assistant Registrar of Records.

DEPARTMENT OF PARKS.

John J. Pallas, Commissioner of Parks for the Bor-oughs of Manhattan and Richmond and President of the Park Board.
Willis Holly, Secretary Park Board.
Offices, Arsenal, Central Park.
Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.
Offices, Litchfield Mansion, Prospect Park, Brooklyn.
Henry C. Schrader, Commissioner of Parks for the Borough of The Bronx.
Offices, Zbrowski Mansion, Claremont Park.
Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Stewart Building, No. 280 Broadway. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Commissioners—Frank A. O'Donnell, President; James B. Bouck, Edward Todd, Samuel Strasbourger, Frank Raymond, Nicholas Muller, John J. Brady.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 61 Elm street, 9 A. M. to 4 P. M.
William F. Baker, R. Ross Appleton, Alfred J. Talley.
Henry Berlinger, Secretary.

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 A. M. to 4 P. M.; Saturdays, 12 M.
Robert Muh, President.
Antonio Zucca.
Charles A. O'Malley.
W. H. Jasper, Secretary.

DEPARTMENT OF EDUCATION.**BOARD OF EDUCATION.**

Park avenue and Fifty-ninth street, Borough of Manhattan, 9 A. M. to 5 P. M. (in the month of August 9 A. M. to 4 P. M.); Saturdays, 9 A. M. to 12 M.
Telephone, 1180 Plaza.

Richard H. Adams, Richard B. Aldcroft, Jr.; Frank L. Babbott, Grosvenor H. Backus, Nicholas J. Barrett, John J. Barry, M. Dwight Collier, Francis P. Cannon, Samuel M. Dix, Samuel B. Donnelly, Theodore C. Eppig, A. Leo Everett, Frank Harvey Field, Joseph Nicola Francolini, Algernon S. Frissell, John Greene, George D. Hamlin, M. D.; William Harkness, Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, James J. Higginson, Charles H. Ingalls, Frederic W. Jackson, Nathan S. Jonas, John C. Kelley, John P. Kelly, William Lummis, Alrick H. Man, Frederic W. Marks, Patrick F. McGowan, Frank H. Partridge, George E. Payne, James A. Renwick, George W. Schaele, Henry Schmitt, Abraham Stern, M. Samuel Stern, John R. Thompson, Henry N. Tift, George A. Wandenhoff, Felix M. Warburg, James Weir, Jr.; Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr.

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ART COMMISSION.

City Hall, Room 21.
Telephone call, 1197 Cortlandt.
Robert W. de Forest, President; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences, Vice-President; Loyall Farragut, Secretary; 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; J. Carroll Beckwith, Painter; A. Phimister Proctor, Sculptor; Walter Cook, Architect; John D. Crimmins.
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THE BOARD OF EXAMINERS OF THE CITY OF NEW YORK.

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 noon.
Telephone, 5840 Gramercy.
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Board meeting every Tuesday at 2 P. M.

EXAMINING BOARD OF PLUMBERS.

Robert McCabe, President; David Jones, Secretary; Thomas E. O'Brien, Treasurer; ex-officio Horace Loomis and P. J. Andrews.
Rooms 14, 15 and 16 Aldrich Building, Nos. 149 and 151 Church street.
Office open during business hours every day in the year, except legal holidays. Examinations are held on Monday, Wednesday and Friday after 1 P. M.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS.

Board of Rapid Transit Railroad Commissioners, No. 320 Broadway, New York.
Bion L. Burrows, Secretary.

NEW YORK CITY IMPROVEMENT COMMISSION.

Nos. 13-21 Park row.
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Nathaniel Rosenberg, Assistant Secretary.

BOARD OF WATER SUPPLY.

J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw.

BOROUGH 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. Ahern, President.
Bernard Downing, Secretary.
Isaac A. Hopper, Superintendent of Buildings.
William Dalton, Commissioner of Public Works.
James J. Hagan, Assistant Commissioner of Public Works.

William H. Walker, Superintendent of Public Buildings and Offices.
Matthew F. Donohue, Superintendent of Sewers.
John L. Jordan, Assistant Superintendent of Buildings.
George F. Scannell, Superintendent of Highways.

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.
Patrick J. Reville, Superintendent of Buildings.
Henry Bruckner, Commissioner of Public Works.
Josiah A. Briggs, Chief Engineer.
Frederick Greiffenberg, Principal Assistant Topographical Engineer.
Charles W. Graham, Engineer of Sewers.
Martin Geiszler, Superintendent of Highways.

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.
Martin W. Littleton, President.
John A. Heffernan, Secretary.
Denis A. Judge, Private Secretary.
John C. Brackenridge, Commissioner of Public Works.
James S. Regan, Assistant Commissioner of Public Works.
Peter J. Collins, Superintendent of Buildings.
George W. Tillson, Chief Engineer-in-Charge, Bureau of Highways.
Arthur J. O'Keefe, Superintendent of the Bureau of Sewers.
Charles C. Wise, Superintendent of the Bureau of Public Buildings and Offices.

Borough of Queens.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City.
Joseph Cassidy, President.
George S. Jervis, Secretary to the President.
Joseph Bernell, Commissioner of Public Works.
Samuel Grennon, Superintendent of Highways.
Office, Hackett Building, Long Island City.
Joseph P. Powers, Superintendent of Buildings.
Philip T. Cronin, Superintendent of Public Buildings and Offices, Jamaica, L. I.
Matthew J. Goldner, Superintendent of Sewers.
James F. O'Brien, Superintendent of Street Cleaning.
Robert R. Crowell, Assistant Engineer-in-Charge, Topographical Bureau.
Office, Long Island City, 9 A. M. to 4 P. M.; Saturdays, from 9 A. M. until 12 M.

Borough of Richmond.

President's Office, New Brighton, Staten Island.
George Cromwell, President.
Maybury Fleming, Secretary.
Louis Lincoln Tribus, Commissioner of Public Works.
John Seaton, Superintendent of Building.
John Timlin, Jr., Superintendent of Public Buildings and Offices.
H. E. Buel, Superintendent of Highways.
John T. Fetherston, Acting Superintendent of Street Cleaning.
Ernest H. Seehusen, Superintendent of Sewers.
Office of the President, First National Bank Building, New Brighton, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

CORONERS.

Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.
Coroners, Gustav Scholer, Solomon Goldenkranz, Nicholas T. Brown and Moses J. Jackson.
Gustav Scholer, President, Board of Coroners.
Stephen N. Simonson, Chief Clerk.
Borough of The Bronx—Corner of Third avenue and One Hundred and Seventy-seventh street. Telephone 333 Tremont.
Walter H. Henning, Chief Clerk.
William O'Gorman, Jr., Joseph I. Berry.
Borough of Brooklyn—Office, Room 11, Borough Hall. Telephone, 4004 Main and 4005 Main.
Philip T. Williams, Michael J. Flaherty.
John L. Gernon, Chief Clerk.
Open at all hours of day and night, except between the hours of 12 M. and 5 P. M. on Sundays and holidays.
Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.
Samuel D. Nutt, Leonard Ruoff, Jr.
Martin Mager, Jr., Chief Clerk.
Office hours from 9 A. M. to 4 P. M.
Borough of Richmond—No. 174 Bay street, Stapleton. Open for the transaction of business all hours of the day and night.
George F. Schaefer.

NEW YORK COUNTY OFFICES.**SURROGATE.**

New County Court-house. Court open from 9 A. M. to 4 P. M., except Saturday, when it closes at 12 M. During the months of July and August the hours are from 9 A. M. to 2 P. M.
Frank T. Fitzgerald, Abner C. Thomas, Surrogates; William V. Leary, Chief Clerk.

SHERIFF.

No. 299 Broadway, 9 A. M. to 4 P. M.
Mitchell L. Erlanger, Sheriff; Julius Harburger, Under Sheriff.

COUNTY JAIL.

No. 70 Ludlow street.
Mitchell L. Erlanger, Sheriff.
Julius Harburger, Under Sheriff.
Thomas H. Sullivan, Warden.

DISTRICT ATTORNEY.

Building for Criminal Courts, Franklin and Centre streets.
Office hours from 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.
William Travers Jerome, District Attorney.
John A. Henneberry, Chief Clerk.

REGISTER.

No. 116 Nassau street. Office hours from 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M. During the months of July and August the hours are from 9 A. M. to 2 P. M.
John H. J. Ronner, Register; Henry H. Sherman, Deputy Register.

COUNTY CLERK.

Nos. 8, 9, 10 and 11 New County Court-house. Office hours from 9 A. M. to 4 P. M.
Thomas L. Hamilton, County Clerk.
Henry Birrell, Deputy.
Patrick H. Dunn, Secretary.

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.

PUBLIC ADMINISTRATOR.

No. 119 Nassau street, 9 A. M. to 4 P. M.
William M. Hoes, Public Administrator.

KINGS COUNTY OFFICES. COUNTY COURT, KINGS COUNTY.

County Court-house, Brooklyn, Rooms 10, 19, 22 and 23. Court opens at 10 A. M. daily and sits until business is completed. Part I., Room No. 23; Part II., Room No. 10, Court-house. Clerk's Office, Rooms 19 and 22, open daily from 9 A. M. to 4 P. M.; Saturdays, 12 M.
Joseph Aspinall and Frederick E. Crane, County Judges.
Charles S. Devoy, Chief Clerk.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
James C. Church, Surrogate.
William P. Pickett, Clerk of the Surrogate's Court.
Court opens at 10 A. M. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

SHERIFF.

County Court-house, Brooklyn, N. Y.
9 A. M. to 4 P. M.; Saturdays, 12 M.
Henry Hesterberg, Sheriff.

COUNTY JAIL.

Raymond street, between Willoughby street and DeKalb avenue, Brooklyn, N. Y.
Henry Hesterberg, Sheriff.
William McLaughlin, Warden.

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn. Hours, 9 A. M. to 5 P. M.
John F. Clarke, District Attorney.

REGISTER.

Hall of Records. Office hours, 9 A. M. to 4 P. M., excepting months of July and August; then from 9 A. M. to 2 P. M., provided for by statute.
Matthew E. Dooley, Register.
Patrick H. Quinn, Deputy Register.
Augustus W. Maul, Assistant Deputy Register.
John B. Shanahan, Counsel.
John H. McArdle, Secretary.

COUNTY CLERK.

Hall of Records, Brooklyn, 9 A. M. to 4 P. M.
Edward Kaufmann, County Clerk.
Dennis Winter, Deputy County Clerk.
Joseph P. Donnelly, Assistant Deputy County Clerk.
Telephone call 1151 Main.

COMMISSIONER OF JURORS.

5 County Court-house.
Jacob Brenner, Commissioner.
Jacob A. Livingston, Deputy Commissioner.
Albert B. Waldron, Secretary.
Office hours from 9 A. M. to 4 P. M.; Saturdays from 9 A. M. to 12 M.
Office hours during July and August, 9 A. M. to 2 P. M.; Saturdays from 9 A. M. to 12 M.

COMMISSIONER OF RECORDS.

Hall of Records.
Office hours, 9 A. M. to 4 P. M., excepting months of July and August, then 9 A. M. to 2 P. M.; Saturdays, 9 A. M. to 12 M.
John K. Neal, Commissioner.
D. H. Ralston, Deputy Commissioner.
Thomas D. Moscrop, Superintendent.
William I. Beattie, Assistant Superintendent.

PUBLIC ADMINISTRATOR.

No. 26 Court street (Garfield Building), Brooklyn, 9 A. M. to 4 P. M.
Henry Bristow, Public Administrator.

QUEENS COUNTY OFFICES.**SURROGATE.**

Daniel Noble, Surrogate.
Office at Jamaica.
Except on Sundays, holidays and half-holidays the office is open between March 31 and October 1 from 8 A. M. to 5 P. M.; on Saturdays from 8 A. M. to 12 M.; between September 30 and April 1, from 9 A. M. to 5 P. M.; on Saturdays from 9 A. M. to 12 M.
The calendar is called on Tuesday of each week at 10 A. M., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.

COUNTY COURT.

County Court-house, Long Island City.
County Court opens at 10 A. M. and adjourns at 5 P. M.
County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.
Burt J. Humphrey, County Judge.

SHERIFF.

County Court-house, Long Island City, 9 A. M. to 4 P. M.; Saturdays, from 9 A. M. to 12 M.
Joseph Meyerrose, Sheriff.
Henry W. Sharkey, Under Sheriff.
William Repper, Chief Deputy.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 A. M. to 5 P. M.
George A. Gregg, District Attorney.

COUNTY CLERK.

Jamaica, N. Y., Fourth Ward, Borough of Queens.
Office hours, April 1 to October 1, 8 A. M. to 5 P. M.; October 1 to April 1, 9 A. M. to 5 P. M.; Saturdays to 12 M.
David L. Von Nostrand, County Clerk.
Charles Downing, Deputy County Clerk.

COMMISSIONER OF JURORS.

Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
John P. Balbert, Commissioner of Jurors.
Rodman Richardson, Assistant Commissioner.

PUBLIC ADMINISTRATOR.

No. 103 Third street, Long Island City, 9 A. M. to 4 P. M.
Charles A. Wadley, Public Administrator.

RICHMOND COUNTY OFFICES.**COUNTY JUDGE AND SURROGATE.**

Terms of Court, Richmond County, 1905.
County Courts—Stephen D. Stephens, County Judge.
First Monday of June, Grand and Trial Jury.
First Monday of December, Grand and Trial Jury.
Fourth Wednesday of January, without a jury.
Fourth Thursday of February, without a jury.
Fourth Wednesday of March, without a jury.
Fourth Wednesday of April, without a jury.
Fourth Wednesday of July, without a jury.
Fourth Wednesday of September, without a jury.
Fourth Wednesday of October, without a jury.
—All at the Court-house at Richmond.
Surrogate's Court—Stephen D. Stephens, Surrogate.
Mondays, at the First National Bank Building, St. George, at 10.30 o'clock A. M.
Tuesdays, at the First National Bank Building, St. George, at 10.30 o'clock A. M.
Wednesdays, at the Surrogate's Office, Richmond, at 10.30 o'clock A. M.

DISTRICT ATTORNEY.

400 Richmond Terrace, New Brighton, S. I.
Office hours from 9 A. M. to 12 M., and from 1 P. M. to 5 P. M.
John J. Kenny, District Attorney.

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 A. M. to 4 P. M.
C. L. Bostwick, County Clerk.
County Court-house, Richmond, S. I., 9 A. M. to 4 P. M.

SHERIFF.

County Court-house, Richmond, S. I.
Office hours, 9 A. M. to 4 P. M.
Charles H. McCormack, Sheriff.
Thomas A. Banning, Under Sheriff.

COMMISSIONER OF JURORS.

Village Hall, Stapleton.
Charles J. Kullman, Commissioner.
John J. McCaughey, Assistant Commissioner.
Office open from 9 A. M. until 4 P. M., Saturdays from 9 A. M. to 12 M.

THE COURTS.**APPELLATE DIVISION OF THE SUPREME COURT.****FIRST JUDICIAL DEPARTMENT.**

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 P. M.
Morgan J. O'Brien, Presiding Justice; Edward Patterson, George L. Ingraham, Chester B. McLaughlin, Edward W. Hatch, Frank C. Laughlin, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.
Clerk's office open at 9 A. M.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Courts open from 10.15 A. M. to 4 P. M.
Special Term, Part I. (motions), Room No. 12.
Special Term, Part II. (ex-parte business), Room No. 15.
Special Term, Part III., Room No. 19.
Special Term, Part IV., Room No. 11.
Special Term, Part V., Room No. 33.
Special Term, Part VI. (Elevated Railroad cases), Room No. 31.
Trial Term, Part II., Room No. 34.
Trial Term, Part III., Room No. 18.
Trial Term, Part IV., Room No. 16.
Trial Term, Part V., Room No. 35.
Trial Term, Part VII., Room No. 27.
Trial Term, Part VIII., Room No. 26.
Trial Term, Part IX., Room No. 26.
Trial Term, Part X., Room No. 28.
Trial Term, Part XI., Room No. 37.
Trial Term, Part XII., Room No. 26.
Trial Term, Part XIII., and Special Term VII., Room No. 36.
Appellate Term, Room No. 37.
Naturalization Bureau, Room No. 38, third floor.
Assignment Bureau, room on third floor.
Clerks in attendance from 10 A. M. to 4 P. M.
Clerk's Office, Special Term, Part I. (motions), Room No. 13.
Clerk's Office, Special Term, Part II. (ex-parte business), room southwest corner mezzanine floor.
Clerk's Office, Special Term, Calendar, room southeast corner second floor.
Clerk's Office, Trial Term, Calendar, room north-east corner, second floor, east.
Clerk's Office, Appellate Term, room southwest corner, third floor.
Trial Term, Part I. (criminal business).
Criminal Court-house, Centre street.
Justices—Charles H. Truax, Francis M. Scott, Charles F. MacLean, Henry Bischoff, Jr., Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, David Leventritt, James A. O'Gorman, George C. Barrett, James A. Blanchard, John Proctor Clarke, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.
Courts open daily from 10 o'clock A. M. to 5 o'clock P. M. Six jury trial parts. Special Term for Trials. Special Term for Motions.
James F. McGee, General Clerk.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 A. M.
Thomas L. Hamilton, Clerk; Edward R. Carroll, Special Deputy to the Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

COURT OF GENERAL SESSIONS.

Held in the building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 o'clock A. M.
Rufus B. Cowing, City Judge; John W. Goff, Recorder; Joseph E. Newburger, Martin T. McMahon and Warren W. Foster, Judges of the Court of General Sessions. Edward R. Carroll, Clerk.
Clerk's Office open from 9 A. M. to 4 P. 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 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 H. McCarty, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanthy, Samuel Seabury, Joseph L. Green, Justices. Thomas F. Smith, Clerk.

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—Elizur B. Hinsdale, William E. Wyatt, John B. McKean, Willard H. Olmsted, Joseph M. Deuel, Lorenz Zeller. William M. Fuller, Clerk; Joseph H. Jones, 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, Tuesdays at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Thursdays, at 10 o'clock.
Justices—John Courtney, Howard J. Forker, Patrick Keady, John Fleming, Thomas W. Fitzgerald, Robert J. Wilkin. 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. Robert J. Wilkin, Justice. James P. Sinnott, Clerk.

CITY MAGISTRATES' COURT.

Courts open from 9 A. M. to 4 P. M.
City Magistrates—Robert C. Cornell, Leroy B. Crane, Clarence W. Meade, Joseph Pool, John B. Mayo, Peter P. Barlow, Matthew P. Breen, Seward Baker, Charles S. Whitman, Joseph F. Moss, Henry Steinert, Daniel E. Finn, Francis S. McAvoy, Charles G. F. Wahl.
James McCabe, Secretary.
 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, southeast corner of Sylvan place.
 Sixth District—One Hundred and Fifty-eighth street, and Third avenue.
 Seventh District—Fifty-fourth street, west of Eighth avenue.

SECOND DIVISION.

Borough of Brooklyn.

City Magistrates—Alfred E. Steers, A. V. B. Voorhees, Jr., James G. Tighe, Edward J. Dooley, John Naumer, E. G. Higgenbotham, Frank E. O'Reilly, Henry J. Furlong.
President of Board, James G. Tighe, No. 184½ Bergen street.
Secretary to the Board, Lawrence F. Carroll, No. 269 Bedford 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—Grant street (Flatbush).
 Eighth District—West Eighth street (Coney Island).

Borough of Queens.

City Magistrates—Matthew J. Smith, Luke J. Connon, 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.
Wauhope Lynn, Justice. Thomas O'Connell, Clerk.
 Clerk's Office open from 9 A. M. to 4 P. M.
 Second District—Second, Fourth, Sixth and Fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street. Court-room, 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.

Third District—Ninth and Fifteenth Wards. Court-room, southwest corner Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted), from 9 A. M. to 4 P. M.
Wm. F. Moore, Justice. Daniel Williams, Clerk.
 Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. 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. Roesch, Justice. Andrew Lang, Clerk.
 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. 134 Clinton street.
Benjamin Hoffman, Justice. Thomas Fitzpatrick, Clerk.

Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens at 9 A. M. daily, and continues open until close of business.

Daniel F. Martin, Justice. Abram Bernard, Clerk.
 Seventh District—Nineteenth Ward. 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.

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. Calendar trial 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.

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.

Tenth District—The Tenth District embraces that portion of the Twenty-second Ward south of Seventieth street. Court-room, No. 314 West Fifty-fourth street. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
Thomas E. Murray, Justice. Michael Skelly, Clerk.

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 Twentieth 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. Herman B. Wilson, Clerk.

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 Eighty-sixth street and south of the centre line of Seventh avenue and south of the centre line of One Hundred and Twentieth 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. 2630 Broadway.
Alfred P. W. Seaman, Justice; James V. Gilloon, Clerk.

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. 200 East Broadway.

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 are Tuesday and Friday of each week.
William W. Penfield, Justice. Thomas F. Delehanty, Clerk.
 Office hours, from 9 A. M. to 5 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, corner Third avenue and One Hundred and Fifty-eighth street. Office hours from 9 A. M. to 4 P. M. Court opens at 9 A. M.
John M. Tierney, Justice. Thomas A. Maher, Clerk.

BOROUGH OF BROOKLYN.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards of the Borough of Brooklyn. Court-house, northwest corner State and Court streets.
John J. Walsh, Justice. Edward Moran, Clerk.
 Clerk's Office open from 9 A. M. to 4 P. M.

Second District—Seventh, Ninth, Eleventh, Twentieth, Twenty-first and Twenty-second Wards. Court-room located at No. 405 Gates avenue, Brooklyn. Calendar called at 9 o'clock A. M.
Gerard B. Van Wan, Justice. William H. Allen, Clerk.
 Clerk's Office open from 9 A. M. to 4 P. M.

Third District—Includes the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards. Court-house Nos. 6 and 8 Lee avenue, Brooklyn.
William J. Lynch, Justice. John W. Carpenter, Clerk.
 Clerk's Office open from 9 A. M. to 4 P. M. Court opens at 9 o'clock.

Fourth District—Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh and Twenty-eighth Wards. Court-room, No. 14 Howard avenue.
Thomas H. Williams, Justice. G. J. Wiederhold, Clerk.
 R. M. Bennett, Assistant Clerk.
 Clerk's Office open from 9 A. M. to 4 P. M.

Fifth District—Eighth, Twenty-second, Twenty-ninth, Thirtieth, Thirty-first and Thirty-second Wards. Court-house, northwest corner of Fifty-third street and Third avenue.
Cornelius Furgueson, Justice. Jeremiah J. O'Leary, Clerk.
 Clerk's Office open from 9 A. M. to 4 P. M.

BOROUGH OF QUEENS.

First District—First Ward (all of Long Island City formerly composing five wards). Court-room, No. 46 Jackson avenue, Long Island City.
 Clerk's Office open from 9 A. M. to 4 P. M. each day excepting Saturdays, closing at 12 M. Trial day Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.
Thomas C. Kadien, Justice. Thomas F. Kennedy, Clerk.

Second District—Second and Third Wards, which includes the territory of the late Towns of Newtown and Flushing. Court-room, in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, New York.
William Rasquin, Jr., Justice. Henry Walter, Jr., Clerk.
 Clerk's Office open from 9 A. M. to 4 P. M.

Third District—Fourth and Fifth Wards, comprising the territory of the former towns and villages of Jamaica, Far Rockaway and Rockaway Beach.
James F. McLaughlin, Justice. George W. Damon, Clerk.
 Court-house, Town Hall, Jamaica.
 Telephone, 189 Jamaica.
 Clerk's Office open from 9 A. M. to 4 P. M.
 Court held on Mondays, Wednesdays and Fridays at 10 o'clock A. M.

BOROUGH OF RICHMOND.

First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.
Thomas C. Brown, Justice. Anning S. Prall, Clerk.
 Clerk's Office open from 9 A. M. to 4 P. M.
 Court held each day, except Saturdays, from 10 A. M.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.
George W. Stake, Justice. Peter Tierman, Clerk.
 Clerk's Office open from 9 A. M. to 4 P. M.
 Court opens at 9 A. M. Calendar called 10 A. M. Court continued until close of business. Trial days, Monday, Wednesday and Friday.

BOROUGH OF QUEENS.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens at the above office until 11 o'clock A. M., on

MONDAY, JUNE 26, 1905.

No. 1. FOR CONSTRUCTING SEWER AND APPURTENANCES IN FIRST AVENUE, from Webster avenue to a point 200 feet south of Pierce avenue, First Ward, TOGETHER WITH THE WORK INCIDENTAL THERETO.

The time allowed for constructing and completing the sewer and appurtenances will be ninety (90) working days.
 The amount of security required will be Two Thousand Five Hundred Dollars.

The Engineer's estimate of the quantities is as follows:
 370 linear feet of 12-inch vitrified salt glazed or cement concrete sewer pipe.
 668 linear feet of 15-inch vitrified salt glazed or cement concrete sewer pipe.
 40 linear feet of 12-inch vitrified salt glazed or cement concrete culvert pipe.
 1,020 linear feet of 6-inch vitrified salt glazed or cement concrete sewer pipe as risers for house connections.
 8 manholes, complete.
 2 receiving basins, complete.
 20 cubic yards of rock excavated and removed.
 5,000 feet B. M. timber for bracing and sheet piling.

No. 2. FOR CONSTRUCTING SEWER AND APPURTENANCES IN NINTH AVENUE, from Jackson avenue to a point 312 feet north of Washington avenue, First Ward, TOGETHER WITH THE WORK INCIDENTAL THERETO.

The time allowed for constructing and completing the sewer and appurtenances will be sixty (60) working days.
 The amount of security required will be Two Thousand Dollars.

The Engineer's estimate of the quantities is as follows:
 1,090 linear feet of 12-inch vitrified salt glazed or cement concrete sewer pipe.
 20 linear feet of 12-inch vitrified salt glazed or cement concrete culvert pipe.
 1,050 linear feet of 6-inch vitrified salt glazed or cement concrete sewer pipe as risers for house connections.
 7 manholes, complete.
 1 receiving basin, complete.
 10 cubic yards of rock excavated and removed.
 2,000 feet B. M. timber for bracing and sheet piling.

No. 3. FOR CONSTRUCTING SEWER AND APPURTENANCES IN NINTH AVENUE, from a point 400 feet north of Grand avenue to Grand avenue, First Ward, TOGETHER WITH THE WORK INCIDENTAL THERETO.

The time allowed for constructing and completing the sewer and appurtenances will be thirty (30) working days.

The amount of security required will be Eight Hundred Dollars.

The Engineer's estimate of the quantities is as follows:
 445 linear feet of 12-inch vitrified salt glazed or cement concrete sewer pipe.
 480 linear feet of 6-inch vitrified salt glazed or cement concrete sewer pipe as risers for house connections.
 4 manholes, complete.
 20 cubic yards of rock excavated and removed.
 5,000 feet B. M. timber for bracing and sheet piling.

No. 4. FOR CONSTRUCTING CATCH BASINS AND APPURTENANCES ON THE NORTHEAST CORNER OF JAMAICA AND ELEVENTH AVENUES; ALSO ONE ON THE NORTHWEST CORNER OF JAMAICA AND ELEVENTH AVENUES, FIRST WARD, TOGETHER WITH THE WORK INCIDENTAL THERETO.

The time allowed for constructing and completing the catch basins and appurtenances will be fifteen (15) working days.

The amount of security required will be Three Hundred Dollars.

The Engineer's estimate of the quantities is as follows:
 50 linear feet of 12-inch vitrified salt glazed or cement concrete culvert pipe.
 2 receiving basins, complete.
 5 cubic yards of rock excavated and removed.
 2,000 feet B. M. timber for bracing and sheet piling.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained, or hereafter annexed, per square yard, linear foot or other unit of measure by which the bids will be tested. The extensions must be made and footed up, as bids will be read from the total.

The bids will be compared and contract awarded at a lump or aggregate sum.

Blank forms may be obtained and the plans and drawings may be seen in the office of the President of the Borough of Queens.

JOSEPH CASSIDY,
 President, Borough of Queens.
 Dated LONG ISLAND CITY, June 13, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens at the above office until 11 o'clock A. M. on

MONDAY, JUNE 26, 1905.

No. 5. FOR FURNISHING AND DELIVERING TO THE BUREAU OF HIGHWAYS BROKEN STONE AND SCREENINGS OF LIMESTONE IN THE THIRD WARD OF THE BOROUGH OF QUEENS.

The quantity of material to be furnished, in cubic yards, is as follows:
 1,000 cubic yards of limestone screenings.
 2,500 cubic yards of broken stone of limestone.

The time for the delivery of these articles, material and supplies and the performance of the contract is ninety (90) days.

The amount of security required will be One Thousand Five Hundred Dollars (\$1,500).

No. 6. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON ALBERT STREET, from Ditmars avenue to Potter avenue; also POTTER AVENUE, from Albert street to Steinway avenue, First Ward, Borough of Queens.

The time for the completion of the work and the completion of the contract will be fifty (50) working days.

The amount of security required will be Three Thousand Five Hundred Dollars (\$3,500).

The Engineer's estimate of the quantities is as follows:
 7,700 cubic yards of earth excavated.
 2,280 linear feet of concrete curb.
 10,800 square feet of cement sidewalk.
 430 square feet of new bluestone bridging.
 Together with all work incidental thereto.

No. 7. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON FIFTH AVENUE, from Pierce avenue to Jackson avenue, First Ward, Borough of Queens, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for doing and completing the regulating, grading, etc., will be forty-five (45) working days.

The amount of security required will be Five Thousand Five Hundred Dollars (\$5,500).

The Engineer's estimate of the quantities is as follows:
 4,500 cubic yards of earth excavated.
 4,100 linear feet of concrete curb.
 19,600 square feet of cement sidewalk.
 1,800 square feet of new bluestone bridging.

No. 8. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS AND CROSSWALKS ON NINTH AVENUE, from Jackson avenue to Pierce avenue, First Ward, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for doing and completing the regulating, grading, etc., will be forty (40) working days.

The amount of security required will be Three Thousand Dollars (\$3,000).

The Engineer's estimate of the quantities is as follows:
 6,000 cubic yards of earth excavated.

2,700 linear feet of concrete curb.
 14,000 square feet of cement sidewalk.
 700 square feet of new bluestone bridging.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereafter annexed, per square yard, linear foot or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as bids will be read from the total.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained and the plans and drawings may be seen at the office of the President of the Borough of Queens.

JOSEPH CASSIDY,
 President, Borough of Queens.
 Dated LONG ISLAND CITY, June 13, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens at the above office until 11 o'clock A. M., on

MONDAY, JUNE 19, 1905.

FOR FURNISHING ALL THE LABOR AND MATERIALS FOR THE REPAIRING OF THE SEVERAL COUNTY BUILDINGS THROUGHOUT THE BOROUGH OF QUEENS, DESCRIPTION AND LOCATION AS FOLLOWS: TOWN HALL, NEWTOWN, SECOND WARD; TOWN HALL, FLUSHING, THIRD WARD; TOWN HALL, JAMAICA, FOURTH WARD; CLERK'S OFFICE AND SURROGATE'S COURT, JAMAICA, FOURTH WARD; TOWN HALL, FAR ROCKAWAY, FIFTH WARD; TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for the full completion of the above work will be two (2) calendar months.

The amount of security required will be Three Thousand Dollars (\$3,000).

The bidder will state one price for the whole work as contained in the specifications, and the contract will be awarded at a lump or aggregate sum.

Blank forms may be obtained and the specifications may be seen at the office of the President of the Borough of Queens.

JOSEPH CASSIDY,
 President of the Borough of Queens.
 Dated at LONG ISLAND CITY, June 7, 1905.

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 1421, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock M., on

TUESDAY, JUNE 27, 1905.

Borough of Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING ONE HUNDRED (100) HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1906.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price per 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 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.

JOHN MCG. WOODBURY,
 Commissioner of Street Cleaning.
 Dated JUNE 13, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock M., on

TUESDAY, JUNE 27, 1905.

Boroughs of Manhattan and The Bronx.

CONTRACT FOR FURNISHING AND DELIVERING THREE HUNDRED AND FIFTY (350) HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1906.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price per 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 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.

JOHN MCG. WOODBURY,
 Commissioner of Street Cleaning.
 Dated JUNE 13, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock M., on

FRIDAY, JUNE 23, 1905.

Borough of Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 30, 1905.

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 article contained in the specifications or schedules herein contained or hereto annexed, per hundred pounds, by which the bids will be tested. The extensions must be made and footed up, and the bids will be read from the total and awards made to the lowest bidder 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. 13-21 Park row.

JOHN MCG. WOODBURY,
Commissioner of Street Cleaning.

Dated JUNE 9, 1905.

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See General Instructions to Bidders on the last page, last column, of the "City Record."

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock M. on

FRIDAY, JUNE 23, 1905.

Boroughs of Manhattan and The Bronx.
CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 30, 1905.

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 article contained in the specifications or schedules herein contained or hereto annexed, per hundred pounds, by which the bids will be tested. The extensions must be made and footed up, and the bids will be read from the total and awards made to the lowest bidder 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. 13-21 Park row.

JOHN MCG. WOODBURY,
Commissioner of Street Cleaning.

Dated JUNE 9, 1905.

j10,23

See General Instructions to Bidders on the last page, last column, of the "City Record."

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning, at the above office, until 12 o'clock M., on

WEDNESDAY, JUNE 14, 1905.

Boroughs of Manhattan and The Bronx.
CONTRACT FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PREPARING FOR AND BUILDING A NEW PIER NEAR THE FOOT OF CUYLER'S ALLEY, EAST RIVER, TO BE KNOWN AS PIER NO. 8, EAST RIVER.

The time for the completion of the work and the full performance of the contract is on or before January 1, 1906.

The amount of security required is Thirty Thousand Dollars.

The bidder will state the prices per "small" scow-load, per "large" scow-load, per "extra large" scow-load, and per "special extra large" scow-load.

From the bids received the Commissioner of Street Cleaning may select the bid, the acceptance of which will, in his judgment, best secure the efficient performance of the work, or he may reject any or all of the bids.

N. B.—Each bid must be accompanied by a certified check on a solvent banking corporation in the City, payable to the order of the Comptroller of the City of New York, for five per centum of the amount for which the said work is proposed in any one year to be performed.

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.

JOHN MCG. WOODBURY,
Commissioner of Street Cleaning.

Dated MAY 31, 1905.

j1,14

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.

JOHN MCGAW WOODBURY,
Commissioner of Street Cleaning.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK, 1899.

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.

THOMAS F. O'CONNOR,
Property Clerk.

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.

JOSEPH J. CAREY,
Deputy Property Clerk.

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, CITY OF NEW YORK, JUNE 13, 1905.

THE MUNICIPAL CIVIL SERVICE COMMISSION has been requested to amend the classification of positions in the Exempt Class by including therein, under the heading "Office of the Borough President in Each Borough," the following:

CONFIDENTIAL INSPECTOR, BROOKLYN.

Also to amend the classification of positions in the Competitive Class by including therein the following title:

STOREKEEPER.

A public hearing will be held on the proposed amendments at the office of the Commission, No. 61 Elm street, on Friday, June 16, 1905, at 9:30 A. M.

HENRY BERLINGER,
Secretary.

j14,16

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, NEW YORK, JUNE 8, 1905.

PUBLIC NOTICE IS HEREBY GIVEN that an open competitive examination will be held for the following position:

STATISTICIAN, THURSDAY, JULY 6, 1905, AT 10 A. M.

The receipt of applications will close on Thursday, June 29, at 4 P. M.

The subjects and weights of the examination are as follows:

Special 5
Mathematics 2
Experience 3

70 is the required percentage.

Candidates should know how to tabulate figures in official reports and be familiar with the most approved methods of tabulating and presenting statistics.

A knowledge of higher mathematics is not necessary, but ability to handle masses of figures is essential.

There is one vacancy in the Bureau of Buildings, Manhattan. Compensation, \$1,200 per annum.

The minimum age is 21.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

HENRY BERLINGER,
Secretary.

j9,ju6

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, NEW YORK, JUNE 9, 1905.

PUBLIC NOTICE IS HEREBY GIVEN that an open competitive examination will be held for the following position:

GENERAL MEDICAL SUPERINTENDENT, FRIDAY, JUNE 30, 1905, AT 10 A. M.

The receipt of applications will close on Friday, June 23, at 4 P. M.

The subjects and weights of the examination are as follows:

Technical 60
Experience 40

The percentage required is 75 on the technical paper, and 70 on all.

Candidates, who must be licensed to practice medicine, should have a practical knowledge of the management of hospitals. This knowledge must include acquaintance with the requirements of hospital construction, ventilation, heating and similar matters. Candidates must also have had experience in the most approved method of modern medical administration of large institutions.

There is one vacancy in Bellevue and Allied Hospitals. Salary, \$6,000.

The minimum age is 21.

WILLIAM F. BAKER,
President;

R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

HENRY BERLINGER,
Secretary.

j9,30

MUNICIPAL CIVIL SERVICE COMMISSION OF THE CITY OF NEW YORK, No. 61 ELM STREET, CORNER OF LEONARD STREET, NEW YORK, MARCH 23, 1905.

APPLICATIONS WILL BE RECEIVED FOR the following positions on and after April 3, 1905:

Foreman of Park Laborers, Department of Parks.
Foreman of Dock Laborers, Department of Docks and Ferries.

HENRY BERLINGER,
Secretary.

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MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, 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.

HENRY BERLINGER,
Secretary.

12-24-03

DEPARTMENT OF DOCKS AND FERRIES.

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 2 o'clock P. M., on

MONDAY, JUNE 26, 1905.

Borough of Manhattan.

CONTRACT NO. 921.
FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PREPARING FOR AND BUILDING A NEW PIER, between Catharine slip and Market slip, East river, to be known as Pier 28, or Market Slip Pier, West.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 75 calendar days.

The amount of security required is Twenty-one Thousand Five Hundred Dollars.

CONTRACT NO. 927.
FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PREPARING FOR AND BUILDING A NEW PIER, near the foot of Wall street, to be known as Pier 13, East river.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 75 calendar days.

The amount of security required is Fifteen Thousand Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Work will be required to be done 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.

MAURICE FEATHERSON,
Commissioner of Docks.

Dated JUNE 12, 1905.

j14,26

See General Instructions to Bidders on the last page, last column, of the "City Record."

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 2 o'clock P. M. on

MONDAY, JUNE 19, 1905.

Borough of Manhattan.

CONTRACT NO. 923.
FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PREPARING FOR AND BUILDING A NEW PIER NEAR THE FOOT OF CUYLER'S ALLEY, EAST RIVER, TO BE KNOWN AS PIER NO. 8, EAST RIVER.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 75 calendar days.

The amount of security required is Seventeen Thousand Dollars.

CONTRACT NO. 924.
FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PREPARING FOR AND BUILDING A NEW PIER NEAR THE FOOT OF OLD SLIP, EAST RIVER, TO BE KNOWN AS PIER NO. 10, EAST RIVER.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 75 calendar days.

The amount of security required is Seventeen Thousand Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Work will be required to be done 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.

MAURICE FEATHERSON,
Commissioner of Docks.

Dated JUNE 7, 1905.

j8,19

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 2 o'clock P. M., on

FRIDAY, JUNE 16, 1905.

Borough of Manhattan.

CONTRACT NO. 928.
FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 10,000 BARRELS OF PORTLAND CEMENT.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 210 calendar days.

The amount of security required is Six Thousand Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

MAURICE FEATHERSON,
Commissioner of Docks.

Dated JUNE 3, 1905.

j6,16

See General Instructions to Bidders on the last page, last column, of the "City Record."

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 2 o'clock P. M. on

FRIDAY, JUNE 16, 1905.

Borough of Manhattan.

CONTRACT NO. 925.
FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 300 WHITE OAK PILES.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 40 calendar days.

The amount of security required is One Thousand Five Hundred Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

MAURICE FEATHERSON,
Commissioner of Docks.

Dated MAY 31, 1905.

j3,16

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.

CHARLES J. COLLINS,
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

THURSDAY, JUNE 22, 1905.

Boroughs of Manhattan and The Bronx.
No. 1. FOR FURNISHING AND DELIVERING TWENTY THOUSAND (20,000) FEET OF 2 1/2-INCH RUBBER FIRE HOSE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is one hundred and twenty (120) days.

The amount of security required is Ten Thousand Dollars (\$10,000).

No. 2. FOR FURNISHING AND DELIVERING TEN (10) FIRST SIZE HOSE WAGONS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is one hundred and thirty (130) days.

The amount of security required is Three Thousand Dollars (\$3,000).

Boroughs of Brooklyn and Queens.
No. 2. FOR FURNISHING AND DELIVERING FOUR COMBINATION HOOK AND LADDER TRUCKS AND CHEMICAL ENGINES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is one hundred and twenty (120) 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 extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES,
Fire Commissioner.

Dated JUNE 9, 1905.

j10,22

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10:30 o'clock A. M., on

THURSDAY, JUNE 22, 1905.

Boroughs of Manhattan and The Bronx.
No. 1. FOR FURNISHING AND DELIVERING SPOKES AND FELLOES FOR USE AT THE REPAIR SHOPS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) days.

The amount of security required is Eighteen Hundred Dollars (\$1,800).

No. 2. FOR FURNISHING AND DELIVERING VALVES, STEAM COCKS, NOZZLES, ETC., FOR THE REPAIR SHOPS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is sixty (60) days.

The amount of security required is One Thousand Dollars (\$1,000).

No. 3. FOR FURNISHING AND DELIVERING IRON AND STEEL FOR THE REPAIR SHOPS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) days.

The amount of security required is Twelve Hundred Dollars (\$1,200).

the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES,
Fire Commissioner.

Dated JUNE 9, 1905.

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 20, 1905.

Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR ERECTING AND COMPLETING TWO ELECTRIC FREIGHT ELEVATORS IN THE NEW REPAIR SHOPS, FIFTY-SIXTH STREET AND TWELFTH AVENUE, MANHATTAN.

The time for the completion of the work and the full performance of the contract is sixty (60) days.

The amount of security required is Five Thousand Dollars.

Bids will be compared and the contract awarded at a lump or aggregate sum.

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR ERECTING AND COMPLETING TWO ELECTRIC FREIGHT ELEVATORS IN THE NEW REPAIR SHOPS, FIFTY-SIXTH STREET AND TWELFTH AVENUE, MANHATTAN.

The time for the completion of the work and the full performance of the contract is ninety (90) days.

The amount of security required is Thirteen Thousand Dollars.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS AND BRAN FOR VOLUNTEER COMPANIES, BOROUGH OF QUEENS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1906.

The amount of security required is Five Thousand Dollars (\$5,000).

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 extensions must be made and footed up, as the bids will be read from the total for each item and awards made to the lowest bidder on each item; 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.

NICHOLAS J. HAYES,
Fire Commissioner.

Dated JUNE 7, 1905.

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 A. M. on

TUESDAY, JUNE 20, 1905.

Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING AND DELIVERING SUPPLIES FOR FIRE-BOATS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 2. FOR FURNISHING AND DELIVERING ONE FIFTY-FIVE (55) FEET AERIAL HOOK AND LADDER TRUCK.

The time for the delivery of the articles, materials and supplies and the performance of the contract is sixty (60) days.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per 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 and awards made to the lowest bidder on each item; 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.

NICHOLAS J. HAYES,
Fire Commissioner.

Dated JUNE 7, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz:

BOROUGH OF BROOKLYN.

List 8328, No. 1. Regulating, grading, paving with asphalt pavement on concrete foundation, curbing, flagging and laying cement sidewalk in Morgan avenue, between Stagg street and Metropolitan avenue.

List 8356, No. 2. Regulating, grading, curbing, flagging and laying cement sidewalks in

Morgan avenue, between Metropolitan and Meeker avenues.

List 8330, No. 3. Grading, paving with asphalt pavement on concrete base and curbing Tenth avenue, between Fifteenth street and Prospect avenue.

List 8381, No. 4. Grading, paving with asphalt pavement, setting and resetting curb in Chestnut street, between Jamaica avenue and Atlantic avenue.

List 8402, No. 5. Grading, curbing and laying brick gutters in Eighty-fifth street, between Seventh and Thirtieth avenues.

BOROUGH OF THE BRONX.

List 8286, No. 6. Regulating, grading, curbing, flagging and laying crosswalks in East One Hundred and Seventy-third street, from Weeks avenue to the Grand Boulevard and Concourse.

List 8288, No. 7. Laying telford macadam pavement and constructing gutters in East One Hundred and Eighty-third street, from Arthur avenue to the Southern Boulevard.

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 Morgan avenue, from Stagg street to Metropolitan avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 2. Both sides of Morgan avenue, from Metropolitan avenue to Meeker avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 3. Both sides of Tenth avenue, from Fifteenth street to Prospect avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 4. Both sides of Chestnut street, from Jamaica avenue to Atlantic avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 5. Both sides of Eighty-fifth street, from Seventh avenue to Thirtieth avenue, and to the extent of half the block at the intersecting and terminating avenues.

No. 6. Both sides of One Hundred and Seventy-third street, from Weeks avenue to the Grand Boulevard and Concourse, and to the extent of half the block at the intersecting and terminating avenues.

No. 7. Both sides of One Hundred and Eighty-third street, from Arthur avenue to the Southern Boulevard, and to the extent of half the block at the intersecting and terminating avenues.

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 11, 1905, at 11 A. M., at which time and place the said objections will be heard and testimony received in reference thereto.

ROBERT MUH,
ANTONIO ZUCCA,
CHARLES A. O'MALLEY,
Board of Assessors.

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway,
CITY OF NEW YORK, BOROUGH OF MANHATTAN,
June 8, 1905.
j8,19

BOARD OF ESTIMATE AND APPORTIONMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

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

The petition of the Union Railway Company of New York City respectfully shows:

First—Your petitioner is a street surface railroad corporation, duly organized and existing under the laws of the State of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extensions of its road or branches thereof herein proposed.

Second—Your petitioner desires to obtain from The City of New York, and hereby respectfully applies for its consent to, and a grant of the franchise or right to use certain streets, roads, avenues, highways, boulevards, driveways, bridges, public viaducts and approaches, parkways, or public grounds within or belonging to The City of New York, for the construction and operation in and upon the surface thereof, or double or single track street surface railroads (including the necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands or other structures necessary for the accommodation and operation of said railroads, by the overhead or other system of electricity or other motive power which may lawfully be used upon the same), as extensions or branches of its existing road and for public use in the conveyance of persons and property for compensation; the said bridges, public viaducts and approaches being adjacent to or within one-half mile of the route or routes of its existing railroads and the proposed extensions to, upon, over and across said bridges, public viaducts and approaches being for the purpose of connecting with other railroad routes, or of reaching the depots, stations or termini of other railroads which are not more than one-half mile distant from such bridges, public viaducts or approaches; the following is a description of the said certain streets, roads, avenues, highways, boulevards, driveways, parkways, or public grounds and of the said certain bridges, public viaducts and approaches, within or belonging to The City of New York, in, through, upon and along, and to, upon, over and across which your petitioner desires to extend its road or construct branches thereof, as aforesaid, to wit:

(1) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Willis avenue and East One Hundred and Thirty-fourth street; running thence southerly in, through, upon and along said Willis avenue to its intersection with the northerly approach to the Willis Avenue (or First Avenue) Bridge over the Harlem river, and connecting the boroughs of The Bronx and Manhattan; thence southerly in, through, upon and along the said northerly approach to said bridge and upon, over, across and along said bridge and in, through, upon and along the southerly approach to said bridge to the intersection of said southerly approach to said bridge with First avenue, in the Borough of Manhattan; thence in a southerly direction in, through, upon and along said First avenue to the tracks of the Third Avenue Railroad Company at the intersection of said First avenue with East One Hundred and Twenty-fifth street, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: The Southern Boulevard (not at grade), East One Hundred and Thirty-second street (not at grade), East One Hundred and Twenty-seventh street (not at grade), and East One Hundred and Twenty-sixth street (not at grade); all in the boroughs of The Bronx

and Manhattan, in the City, County and State of New York.

(2) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East One Hundred and Thirty-eighth street and Exterior street (or Gerard avenue); running thence northerly in, through, upon and along said Exterior street (or Gerard avenue) to its intersection with Gerard avenue; thence northerly in, through, upon and along said Gerard avenue to its intersection with East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to the easterly approach to the Lenox Avenue (or West One Hundred and Forty-fifth Street) Bridge over the Harlem river, and connecting the boroughs of The Bronx and Manhattan; thence westerly in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along the westerly approach to said bridge to the intersection of said approach with said West One Hundred and Forty-fifth street, in the Borough of Manhattan; thence westerly in, through, upon and along said West One Hundred and Forty-fifth street to the tracks of the Sixth Avenue Railroad Company at the intersection of said West One Hundred and Forty-fifth street with Lenox avenue, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street, Cheever place, East One Hundred and Forty-fourth street, East One Hundred and Forty-sixth street, River avenue and Exterior street (not at grade), all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(3) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Boscobel avenue, Lind avenue and Aqueduct avenue; running thence westerly in, through, upon and along the easterly approach to the Washington Bridge over the Harlem river and connecting the boroughs of The Bronx and Manhattan, and upon, over, across and along said bridge and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with West One Hundred and Eighty-first street, in the Borough of Manhattan; thence westerly in, through, upon and along said West One Hundred and Eighty-first street to the tracks of the Kingsbridge Railway Company, at the intersection of Broadway and said West One Hundred and Eighty-first street, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Aqueduct avenue, Lind avenue, Undercliff avenue (not at grade), Sedgwick avenue (not at grade), Commerce avenue (not at grade), the tracks of the New York and Putnam Railroad Company and of the Spuyten Duyil and Port Morris Railroad Company, of the New York Central and Hudson River Railroad system (not at grade), the Harlem River speedway (not at grade), New avenue, Amsterdam avenue, Audubon avenue, Broadway (or Eleventh avenue) and Wadsworth avenue, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(4) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Fordham avenue and the Harlem River terrace; running thence southerly in, through, upon and along the said Harlem River terrace to its intersection with East One Hundred and Eighty-fourth street; thence westerly in, through, upon and along said East One Hundred and Eighty-fourth street to its intersection with the easterly approach to the new or Fordham Heights Bridge (to be constructed) over the Harlem river and connecting the boroughs of The Bronx and Manhattan; thence westerly in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along the westerly approach to said bridge to West Two Hundred and Seventh street in the Borough of Manhattan; thence westerly in, through, upon and along said West Two Hundred and Seventh street to the intersection of said West Two Hundred and Seventh street with Amsterdam avenue (or Tenth avenue); thence southerly in, through, upon and along said Amsterdam avenue (or Tenth avenue) to its intersection with Emerson street; thence westerly in, through, upon and along said Emerson street to the tracks of the Kingsbridge Railway Company at the intersection of Broadway with said Emerson street; all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street (not at grade), the proposed continuation of the Harlem River Speedway (not at grade), Ninth avenue, Post avenue, Sherman avenue and Vermilye avenue; all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(5) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and the Harlem River terrace; running thence southerly in, through, upon and along said Harlem River terrace to its intersection with Cedar avenue; thence southerly in, through, upon and along said Cedar avenue to and connecting with the tracks of the Union Railway Company of New York City, at the intersection of said Cedar avenue and East One Hundred and Seventy-ninth street; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Ninetieth street, Fordham road (or avenue), East One Hundred and Eighty-fourth street, Cedar avenue and East One Hundred and Eightieth street; all in the Borough of The Bronx, in the City, County and State of New York.

(6) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East Two Hundred and Thirtieth street and Bailey avenue; running thence northerly in, through, upon and along said Bailey avenue to its intersection with the Albany road; thence northerly or northeasterly in, through, upon and along said Albany road to its intersection with Van Cortlandt avenue; thence southeasterly in, through, upon and along said Van Cortlandt avenue (or Albany road) to its intersection with Sedgwick avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: The Albany road, East Two Hundred and Thirtieth street, Albany road, East Two Hundred and Thirty-third street, East Two Hundred and Thirty-fourth street, East Two Hundred and Thirty-sixth street, East Two Hundred and Thirty-eighth street, an unnamed street, East Two Hundred and Fortieth street (or Van Cortlandt Park, South) and Bailey avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(7) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Broadway with East Two Hundred and Thirty-eighth street; running thence easterly in, through, upon and along said East Two Hundred and Thirty-eighth street to its intersection with the westerly approach to the bridge over the tracks of the New York and Putnam Railroad Company; thence easterly in, through, upon and along the said westerly approach to said bridge, and upon, over and across and along said bridge and in, through, upon and along the easterly approach to said bridge to the intersection of said East Two Hundred and Thirty-eighth street and the Albany road, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Review avenue and Putnam avenue, all in the Borough of The Bronx, in the City, County and State of New York.

(8) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Webster avenue and East Two Hundred and Thirty-third street (or Nineteenth street); running thence easterly and in, through, upon and along said East Two Hundred and Thirty-third street (or Nineteenth street) to its intersection with the westerly approach to the East Two Hundred and Thirty-third Street Bridge over the tracks of the New York and Harlem Railroad Company; thence easterly in, through, upon and along said approach, and in, through, upon and along the easterly approach to said bridge to its intersection with said East Two Hundred and Thirty-third street (or Nineteenth street); thence in, through, upon and along said East Two Hundred and Thirty-third street to its intersection with the westerly approach to the East Two Hundred and Thirty-third Street Bridge over the Bronx river, and in, through, upon and along said westerly approach to said bridge and upon, over, across and along said bridge and in, through, upon and along the easterly approach to said bridge to its intersection with said East Two Hundred and Thirty-third street; thence in, through, upon and along said East Two Hundred and Thirty-third street to its intersection with Bronx terrace, all in the Borough of The Bronx, in the City, County and State of New York.

(9) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Third avenue and East One Hundred and Forty-eighth street; running thence westerly in, through, upon and along said East One Hundred and Forty-eighth street to its intersection with Park avenue (or Railroad avenue); thence northerly in, through, upon and along said Park avenue (or Railroad avenue) to its intersection with East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to its intersection with the easterly approach to the East One Hundred and Forty-ninth Street Bridge over the tracks of the New York Central and Hudson River Railroad Company and the New York and Harlem Railroad Company; thence in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with said East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to its intersection with Mott avenue; thence northerly in, through, upon and along said Mott avenue to its intersection with East One Hundred and Fiftieth street; thence westerly in, through, upon and along said East One Hundred and Fiftieth street to its intersection with Gerard avenue; thence southerly in, through, upon and along said Gerard avenue to its intersection with said East One Hundred and Forty-ninth street and connecting with the tracks to be constructed under extension (2), as already described, and proceeding in, through, upon and along the route of said extension (2) westerly from the intersection of said East One Hundred and Forty-ninth street and said Gerard avenue, over, upon, across and along the said Lenox avenue (or East One Hundred and Forty-fifth street) Bridge to the westerly terminus of said extension (2), as more particularly set forth in the description of said extension; all in the Boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Courtlandt avenue, College avenue, Morris avenue, Spencer place, Mott avenue, Walton avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(10) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East One Hundred and Forty-ninth street and Third avenue, Merrose avenue and Willis avenue; running thence easterly in, through, upon and along said East One Hundred and Forty-ninth street and over, upon, across and along the East One Hundred and Forty-ninth Street Bridge over the tracks of the Port Morris Branch of the New York and Harlem Railroad Company, and in, through, upon and along said East One Hundred and Forty-ninth street to and connecting with the tracks of the Southern Boulevard Railroad Company, at the intersection of East One Hundred and Forty-ninth street, Prospect avenue and the Southern Boulevard; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Bergen avenue, Brook avenue, St. Ann's avenue, Eagle avenue, Park street, Trinity avenue, Robbins avenue, Concord avenue, Wales avenue, Beach avenue, Union avenue and Prospect avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(11) Beginning at and connecting with the westerly end of the existing tracks of the Union Railway Company of New York City, on the West One Hundred and Fifty-fifth Street Viaduct crossing Eighth avenue (not at grade), in the Borough of Manhattan; running thence westerly in, through, upon and along said viaduct to its intersection with West One Hundred and Fifty-fifth street; thence westerly in, through, upon and along said West One Hundred and Fifty-fifth street to its intersection with Broadway; thence northerly in, through, upon and along said Broadway to the rapid transit station at the intersection of Broadway and West One Hundred and Fifty-seventh street; all in the Borough of Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Eighth avenue (not at grade), Bradhurst avenue (not at grade), the Harlem River Speedway, Edgemcomb avenue, St. Nicholas place, Edgemcomb road, St. Nicholas avenue, Amsterdam avenue and West One Hundred and Fifty-sixth street; all in the Borough of Manhattan, in the City, County and State of New York.

(12) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Jerome avenue

and Moshulu parkway, South (or North Sedgwick avenue); running thence northwesterly in, through, upon and along said Moshulu parkway, South (or North Sedgwick avenue), to its intersection with Sedgwick avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(13) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Jerome avenue and the Gun Hill road; running thence easterly in, through, upon and along said Gun Hill road to and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Webster avenue and the Gun Hill road, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: DeKalb avenue, Steuben avenue, Rochambeau avenue, Woodlawn road, Wayne avenue, Tryon avenue, Putnam avenue, Reservoir place, Perry avenue, Hull avenue and Norwood avenue, all in the Borough of The Bronx, in the City, County and State of New York.

(14) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Third avenue and Wendover avenue; running thence easterly in, through, upon and along said Wendover avenue to its intersection with Fulton avenue (or Crotona Park, West); thence southerly in, through, upon and along said Fulton avenue (or Crotona Park, West) to its intersection with Crotona Park, South; thence easterly in, through, upon and along said Crotona Park, South, to its intersection with Prospect avenue; thence southerly or southeasterly in, through, upon and along said Prospect avenue to its intersection with Jennings street; thence easterly or northeasterly in, through, upon and along said Jennings street to its intersection with Wilkins place; thence southerly or southeasterly in, through, upon and along said Wilkins place to and connecting with the tracks of the Southern Boulevard Railroad Company, at the intersection of said Wilkins place and the Southern Boulevard, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Seventy-first street, St. Paul's place, Franklin avenue, Clinton avenue, Crotona avenue, Crotona Park, East; Boston road, East One Hundred and Seventieth street, Chisholm street, Bristow street, Stebbins avenue, Intervale avenue and Freeman street, all in the Borough of The Bronx, in the City, County and State of New York.

(15) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Third avenue and Wendover avenue; running thence westerly in, through, upon and along said Wendover avenue to its intersection with Webster avenue and Clay avenue (or Claremont Park, East); thence southerly in, through, upon and along said Clay avenue (or Claremont Park, East) to its intersection with said Claremont Park, East; thence southerly in, through, upon and along said Claremont Park, East, to its intersection with East One Hundred and Seventieth street (or the transverse road); thence westerly in, through, upon and along said East One Hundred and Seventieth street (or the transverse road) to its intersection with East One Hundred and Seventieth street; thence westerly in, through, upon and along said East One Hundred and Seventieth street to and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East One Hundred and Seventieth street and Boscobel avenue, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Bathgate avenue, Washington avenue, Park avenue (or Railroad avenue), Brook avenue, Webster avenue, Clay avenue, Teller avenue, Findlay avenue, College avenue, Morris avenue, Grant avenue, Sheridan avenue, Grand Concourse and Boulevard, Wythe avenue, Walton avenue, Townsend avenue, Jerome avenue, Inwood avenue, Cromwell avenue, all in the Borough of The Bronx, in the City, County and State of New York.

(16) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and Kingsbridge road; thence westerly in, through, upon and along said Kingsbridge road to the easterly approach to the proposed bridge over the tracks of the New York Central and Putnam Railroad and the New York and Putnam Railroad Companies; thence westerly in, through, upon and along said easterly approach to said bridge, and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with the Kingsbridge road; thence westerly in, through, upon and along the said Kingsbridge road to its intersection with the easterly approach to the bridge over Spuyten Duyvil creek; thence westerly in, through, upon and along the said easterly approach to said bridge and over, upon, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to its intersection with Muscota street; thence westerly in, through, upon and along said Muscota street to the tracks of the Kingsbridge Railway Company, at the intersection of Broadway and the said Muscota street; all in the Boroughs of Manhattan and The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street; all in the Borough of The Bronx, in the City, County and State of New York.

(17) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Broadway and West Two Hundred and Forty-second street (or Spuyten Duyvil parkway); running thence westerly in, through, upon and along said West Two Hundred and Forty-second street (or Spuyten Duyvil parkway) to Fieldston avenue (or Spuyten Duyvil parkway); thence westerly in, through, upon and along said Spuyten Duyvil parkway to its intersection with Riverdale avenue (or Spuyten Duyvil parkway); thence southerly in, through, upon and along said Riverdale avenue (or Spuyten Duyvil parkway) to its intersection with Netherland avenue; thence northerly in, through, upon and along said Netherland avenue to West Two Hundred and Thirty-ninth street; thence westerly in, through, upon and along said West Two Hundred and Thirty-ninth street to its intersection with Independence avenue; thence northerly in, through, upon and along said Independence avenue to its intersection with West Two Hundred and Fortieth street; thence westerly in, through, upon and along said West Two Hundred and Fortieth street to its intersection with Seward place and Palisade avenue; thence northerly in, through, upon and along said Palisade avenue to its intersection with the Spuyten Duyvil road; thence southerly in, through, upon and along said Spuyten Duyvil road to West Two Hundred and Thirty-sixth street; thence westerly, southerly and westerly in, through, upon and along said West Two Hundred and Thirty-sixth street to the Hudson river;

all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Corlear avenue, Tibbett avenue, West Two Hundred and Thirty-second street, West Two Hundred and Thirty-fourth street, Greystone avenue, West Two Hundred and Thirty-fifth street, West Two Hundred and Thirty-sixth street, Cambridge avenue, Oxford avenue, West Two Hundred and Thirty-eighth street, Spuyten Duyvil parkway, West Two Hundred and Forty-sixth street, West Two Hundred and Forty-seventh street, West Two Hundred and Forty-ninth street, West Two Hundred and Fiftieth street, West Two Hundred and Fifty-second street, Alamo avenue, West Two Hundred and Fifty-third street, West Two Hundred and Fifty-fourth street, West Two Hundred and Fifty-fifth street, unnamed street, West Two Hundred and Sixtieth street, West Two Hundred and Sixty-first street and West Two Hundred and Sixty-second street; all in the Borough of The Bronx, in the City, County and State of New York.

(18) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of White Plains avenue and East Two Hundred and Thirty-sixth street; running thence easterly in, through, upon and along said East Two Hundred and Thirty-sixth street to its intersection with the northerly boundary line of The City of New York at its intersection with Sixth street in the City of Mount Vernon, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: The Old White Plains road, Concord street, Byron street, Olinville avenue, Bronxwood avenue (or Russell avenue), Hobart street (or Digney avenue), Coster street, Huntington street, Post street, Overing street, Bayard street, Randall street, Baker street, Baychester avenue, Livingston street, Palmer street, Cooper street, Hunter street, Edgar street, Van Cortlandt street and Mundy's lane, all in the Borough of The Bronx, in the City, County and State of New York.

(19) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Jerome avenue and East One Hundred and Sixty-ninth street and Gerard avenue; running thence southerly in, through, upon and along said Gerard avenue to its intersection with the northerly approach to the Gerard Avenue Bridge over the tracks of the Spuyten Duyvil and Port Morris Railroad Company of the New York Central and Hudson River Railroad system; thence southerly in, through, upon and along said northerly approach to said bridge, and upon, over and across and along said bridge and in, through, upon and along the southerly approach to said bridge to the intersection of said southerly approach with Gerard avenue; thence southerly in, through, upon and along said Gerard avenue to its intersection with East One Hundred and Forty-ninth street and connecting with the tracks to be constructed under extension (2), as already described, and proceeding in, through, upon and along the route of said extension (2) westerly from the intersection of said East One Hundred and Forty-ninth street and said Gerard avenue, over, upon, across and along the said Lenox Avenue (or East One Hundred and Forty-fifth Street) Bridge to the westerly terminus of said extension (2), as more particularly set forth in the description of said extension, all in the Boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Sixty-ninth street, East One Hundred and Sixty-eighth street, East One Hundred and Sixty-seventh street, McClellan street, East One Hundred and Sixty-fifth street, East One Hundred and Sixty-fourth street, East One Hundred and Sixty-third street, East One Hundred and Sixty-second street, East One Hundred and Sixty-first street, East One Hundred and Fifty-eighth street, East One Hundred and Fifty-seventh street, East One Hundred and Fifty-sixth street, East One Hundred and Fifty-fifth street, East One Hundred and Fifty-fourth street, East One Hundred and Fifty-third street, East One Hundred and Fifty-second street, East One Hundred and Fifty-first street and East One Hundred and Fiftieth street, all in the Borough of The Bronx, in the City, County and State of New York.

(20) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Third avenue and East One Hundred and Sixty-third street; running thence easterly in, through, upon and along said East One Hundred and Sixty-third street to its intersection with Stebbins avenue; thence southerly in, through, upon and along said Stebbins avenue to its intersection with Westchester avenue; thence easterly in, through, upon and along said Westchester avenue to its intersection with Dongan street; thence easterly in, through, upon and along said Dongan street to its intersection with Intervale avenue; thence southerly or southeasterly in, through, upon and along said Intervale avenue to and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of said Intervale avenue and the Southern Boulevard; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Eagle avenue, Castwell avenue, Trinity avenue, Jackson avenue, Forest avenue, Tinton avenue, Union avenue, Prospect avenue, East One Hundred and Sixty-second street, Rogers place, Dawson street, Kelly street, Beck street and Fox street; all in the Borough of The Bronx, in the City, County and State of New York.

(21) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of White Plains avenue and the Boston road (or Boston turnpike); thence northeasterly in, through, upon and along said Boston road (or Boston turnpike) to the southerly approach to the Boston road (or Boston turnpike) Bridge over the Eastchester creek; thence northeasterly in, through, upon and along said southerly approach to said bridge, and upon, over, across and along said bridge, and in, through, upon and along the northerly approach to said bridge to the intersection of said approach with the said Boston road (or Boston turnpike); thence northeasterly in, through, upon and along said Boston road (or Boston turnpike) to the northerly line of New York City; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Williamsbridge road or Westchester turnpike, Briggs avenue, Arthur street, Eastchester road, Birch street, Cedar street, Oak street, Walnut street, Chestnut street, Schieffelin's lane, Schieffelin's lane, South Fifth avenue, Old Boston Post road, Town Dock road and Fisher's lane; all in the Borough of The Bronx, in the City, County and State of New York.

(22) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and West Two Hundred and Thirtieth street; running thence westerly in, through, upon and along said West Two Hundred and Thirtieth street to its intersection with Broadway; thence southerly in, through, upon and along said Broadway to its intersection with West Two Hundred and Thirtieth street; thence westerly in, through, upon and along said West Two Hundred and Thirtieth street to its intersection with the Hudson river;

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Kingsbridge avenue, Corlear avenue, Tibbett avenue, West Two Hundred and Thirty-second street, West Two Hundred and Thirty-fourth street, Greystone avenue, West Two Hundred and Thirty-fifth street, West Two Hundred and Thirty-sixth street, Cambridge avenue, Oxford avenue, West Two Hundred and Thirty-eighth street, Spuyten Duyvil parkway, West Two Hundred and Forty-sixth street, West Two Hundred and Forty-seventh street, West Two Hundred and Forty-ninth street, West Two Hundred and Fiftieth street, West Two Hundred and Fifty-second street, Alamo avenue, West Two Hundred and Fifty-third street, West Two Hundred and Fifty-fourth street, West Two Hundred and Fifty-fifth street, unnamed street, West Two Hundred and Sixtieth street, West Two Hundred and Sixty-first street and West Two Hundred and Sixty-second street; all in the Borough of The Bronx, in the City, County and State of New York.

Provided, and it is hereby understood, that wherever, in the description of the routes of the aforesaid extensions and branches of the said Union Railway Company of New York City, the names of highways, avenues, streets and public places to be crossed by the said extensions and branches, are omitted because such highways, avenues, streets and public places are, at present, unnamed or unlocated or not established by The City of New York, the said highways, avenues, streets and public places shall, nevertheless, be deemed to have been properly described.

Third—Said corporation proposes to operate said extensions or branches by the overhead electric trolley system, substantially similar to that now in use on its other lines, or by power other than locomotive steam power, which may be approved by the State Board of Railroad Commissioners and consented to by the owners of property bounded upon the same, as provided by law.

Wherefore, your petitioner prays that public notice of the time and place when this application will be first considered be given, as required by the provisions of section 92 of the Railroad Law, and that your Honorable Body will set a date or dates for a public hearing thereon, as provided by section 74 of the Greater New York Charter, as amended by chapter 630 of the Laws of 1905, and as may be required or provided by all other laws applicable thereto, and that the desired consent or grant be embodied in the form of a contract with all the terms and conditions as to compensation and otherwise, in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, May 31, 1905.
[SEAL] UNION RAILWAY COMPANY OF NEW YORK CITY.

By EDWARD A. MAHER, President.

Attest: REUNE MARTIN, Secretary.

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

Edward A. Maher, being duly sworn, deposes and says: That he is the President of the Union Railway Company of New York City, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge except as to the matters therein stated to be alleged upon information and belief, and that as to those matters he believes it to be true; that the reason why this verification is not made by the petitioner is that it is a corporation; that deponent is an officer of said corporation, to wit, its president, and that the grounds of his information in regard to the matters stated in the foregoing petition so far as the same are not within his personal knowledge, are statements and reports made by officers or employees of the corporation to him as president thereof.

[SEAL] EDWARD A. MAHER.
Sworn to before me this 31st day of May, 1905.

CHARLES WITZEL, Notary Public, No. 93, New York County.

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

On this 31st day of May, in the year one thousand nine hundred and five, before me personally came Edward A. Maher, to me known, who, being by me duly sworn, did depose and say that he resided at No. 7 Mount Morris Park, West, in The City of New York; that he is the President of the Union Railway Company of New York City, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation, and that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

[SEAL] CHARLES WITZEL,
Notary Public, No. 93, New York County.

—and the following resolutions were thereupon adopted: Whereas, The foregoing petition from the Union Railway Company of New York City, dated May 31, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the 24th day of June.

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at 10.30 o'clock in the forenoon, and Room 16, in the City Hall, in the 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 fourteen (14) 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.

JUNE 8, 1905. J. W. STEVENSON,
Secretary.

112.27

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

WILLIAM C. TRULL, ATTORNEY AND COUNSELOR AT LAW, NO. 26 LIBERTY STREET, MUTUAL LIFE BUILDING, NEW YORK, JUNE 2, 1905.

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

GENTLEMEN—On behalf of the New York and Port Chester Railroad Company, I herewith submit its petition for the assent of your Honorable Body to the construction and operation of its railroad across the streets intersected by its route within the limits of The City of New York.

Respectfully yours, WILLIAM C. TRULL.

In the Matter of The petition of the New York and Port Chester Railroad Company.

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

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

First—It is a domestic corporation duly incorporated under the laws of the State of New York for the purpose of constructing and operating a railroad of the standard gauge, to be built upon and through a private right of way to be acquired by the company, crossing all streets, avenues, highways and railroads intersected by its route above or below the grade thereof as may be determined by the Board of Railroad Commissioners or other lawful authority.

Second—The said railroad is to be operated by electricity or other motive power authorized by law, except locomotive steam power.

Third—Such railroad is to be built, maintained and operated upon and along a main route commencing at or near the intersection of East One Hundred and Thirty-second street and Willis avenue in the Borough of The Bronx in The City of New York; running thence in an easterly and northeasterly direction through the said Borough of The Bronx, as hereinafter more specifically described, and the cities, towns and villages of Mount Vernon, Pelham, New Rochelle, Larchmont, Mamaroneck, Rye and Port Chester in the County of Westchester to the boundary line between the State of New York and the State of Connecticut; also upon and along a branch route commencing at a point in the aforementioned main route at or near the intersection of the Bronx river and Westchester avenue; running thence in a southeasterly direction to Clason's Point on the East river.

Fourth—The route of said railroad crosses and intersects the following streets and avenues in The City of New York, to wit:

Beginning at a point at or near the intersection of the easterly line of Willis avenue with the northerly line of East One Hundred and Thirty-second street, in the Borough of The Bronx; thence crossing the Southern Boulevard near its intersection with Willis avenue, and thence running parallel to the Southern Boulevard to Brown place; also running from said point of beginning to the Southern Boulevard at a point between Willis avenue and Brown place; thence crossing the Southern Boulevard to join the line above described, in order to form a loop; thence crossing Brown place and Brook avenue, between the Southern Boulevard and East One Hundred and Thirty-fourth street; thence crossing the Southern Boulevard between Brook avenue and St. Ann's avenue; thence crossing St. Ann's avenue, between the Southern Boulevard and East One Hundred and Thirty-second street; thence running approximately parallel with the Southern Boulevard to its junction with Whitlock avenue, at or near East One Hundred and Forty-second street, and crossing Cypress avenue, East One Hundred and Thirty-third street, East One Hundred and Thirty-fourth street, East One Hundred and Thirty-fifth street, East One Hundred and Thirty-sixth street, East One Hundred and Thirty-seventh street, Willow avenue, East One Hundred and Thirty-eighth street, East One Hundred and Thirty-ninth street, East One Hundred and Fortieth street, East One Hundred and Forty-first street, East One Hundred and Forty-second street, the Southern Boulevard, Whitlock avenue and East One Hundred and Forty-second street; running thence northerly approximately parallel with Whitlock avenue to its intersection with Westchester avenue, and running between Austin place and Whitlock avenue, and between the Southern Boulevard and Whitlock avenue, and between Longfellow street and Whitlock avenue, and crossing East One Hundred and Forty-third street, St. Joseph's street, East One Hundred and Forty-ninth street, Austin place, Timpson place, Leggett avenue, East One Hundred and Fifty-sixth street, Longwood avenue, Lafayette avenue, Tiffany street, Barretto street, Hunt's Point road, Hoe street, Faile street, Bryant street, Longfellow street, Aldus street, Guttenberg street; thence crossing Westchester avenue, Home street, Freeman street, Boone street, West Farms road and Jennings avenue, between Boone street and West Farms road; thence running northerly approximately parallel with Boone street to its intersection with East One Hundred and Seventy-sixth street, between Boone street and West Farms road, crossing East One Hundred and Seventy-second street, East One Hundred and Seventy-third street, East One Hundred and Seventy-fourth street; thence crossing Boone street, West Farms road, East One Hundred and Seventy-sixth street and Rodman place; thence crossing West Farms road, near its intersection with the Boston Post road, and again crossing West Farms road, or Tremont avenue, near its intersection with the Bronx river; thence crossing East One Hundred and Seventy-ninth street, Lebanon street, East One Hundred and Eightieth street, Bronx Park avenue to the southeastern corner of Bronx Park, and running thence approximately parallel with Morris Park avenue to its intersection with Bear Swamp road, and crossing East One Hundred and Eighty-first street, the northerly branch of West Farms road, Unionport road, Victor street, Washington street, Louise street, Lincoln street, Jefferson street, Madison street and Bear Swamp road or Bronxdale avenue; thence crossing Williamsbridge road approximately 2,400 feet southeast of Bronx and Pelham parkway; thence crossing Bronx and Pelham parkway approximately 2,100 feet east of its intersection with Williamsbridge road; running thence northerly between Williamsbridge road and Eastchester road, 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 easterly intersection with Schieffelin's lane, and across Schieffelin's lane, near its easterly intersection with Boston Post road; thence northerly to the city line.

Also a branch line beginning at a point on the main line above described at or near the southeastern corner of Bronx Park, crossing 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, and crossing West Farms road at or near its intersection with Morris Park avenue, Southern turnpike or Westchester turnpike or avenue, at or near its intersection with Clason's Point road, and crossing Clason's Point road near its intersection with the Southern turnpike or Westchester turnpike or avenue; thence running approximately parallel with the Clason's Point road to the East river.

Fifth—The Board of Railroad Commissioners of the State of New York has duly granted your petitioner a certificate that public convenience and necessity require the construction of said railroad.

Sixth—The corporation of the City of Mount Vernon and the corporation of the City of New Rochelle have duly granted their assent to the construction of said railroad across the streets and avenues in said cities intersected by the proposed route.

Seventh—The Supreme Court of the Second District, at a Special Term thereof has duly made an order upon due notice, authorizing the construction of said railroad across the streets, avenues and highways intersected by its proposed route in the Village of Port Chester, Town of Rye, Village of Mamaroneck, Town of Mamaroneck, Village of Larchmont and Village of Pelham, in the County of Westchester.

Wherefore your petition prays that the assent of your Honorable Board of the Corporation of The City of New York be granted to it to con-

struct, maintain and operate its railroad across said streets, avenues and highways, either above or below the grade thereof in manner and form as may be determined by the Board of Railroad Commissioners of the State of New York, or other lawful authority, and that an ordinance or resolution to that effect be adopted.

NEW YORK AND PORT CHESTER RAILROAD COMPANY.

By FRANCIS BLANCHARD,
Secretary.

City and County of New York, ss.:

Francis Blanchard, being duly sworn, says that he is the Secretary of the New York and Port Chester Railroad Company, the petitioner herein. The foregoing petition is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

That the reason why this verification is made by deponent, and not by the petitioner, is because the petitioner is a domestic corporation of the State of New York, and the deponent is Secretary of said corporation.

FRANCIS BLANCHARD.

Sworn to before me this 29th day of May, 1905.

A. L. BROUGHAM,
Notary Public, Kings County,
Certificate filed in New York County.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the New York and Port Chester Railroad Company, dated May 29, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the second day of June;

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at ten thirty o'clock in the forenoon, and Room 16 in the City Hall, in the 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 fourteen (14) 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.

J. W. STEVENSON,
Secretary.

JUNE 8, 1905.

j12,27

CITY OF NEW YORK—BOARD OF ESTIMATE AND APPOINTMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

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

The petition of the Southern Boulevard Railroad Company respectfully shows:

First—Your petitioner is a street surface railroad corporation, duly organized and existing under the Laws of the State of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extensions or branches of its road herein proposed.

Second—Your petitioner desires to obtain from The City of New York, and hereby respectfully applies for its consent to, and a grant of the franchise or right to use certain streets, roads, avenues, highways, boulevards, driveways, parkways and public grounds within and belonging to The City of New York, for the construction and operation in, through, upon and along the surface thereof of double or single track street surface railways (including the necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands and other structures necessary for the accommodation and operation of said railroad, by the overhead or other system of electricity or other motive power which may lawfully be employed upon the same) as extensions or branches of its existing road and for public use in the conveyance of persons and property for compensation, the following being a description of said certain streets, roads, avenues, highways, boulevards, driveways, parkways and public grounds within or belonging to said The City of New York, to wit:

(1) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company and the tracks of the Union Railway Company of New York City, at their intersection in the Boston road at the intersection of the Southern Boulevard and East One Hundred and Seventy-fourth street with said Boston road; running thence northerly in, through, upon and along the said Southern Boulevard to its intersection with East One Hundred and Eighty-second street; thence westerly and northwesterly in, through, upon and along said East One Hundred and Eighty-second street to its intersection with Crotona avenue; thence northeasterly and northerly in, through, upon and along said Crotona avenue to and connecting with the franchise route of the Union Railway Company of New York City, at the intersection of said Crotona avenue with Pelham avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Boston road, Crotona Park, East One Hundred and Seventy-fifth street, East One Hundred and Seventy-sixth street, Fairmount place, Elmside place, East One Hundred and Seventy-seventh street (or Tremont avenue), East One Hundred and Seventy-eighth street, Mohegan avenue, East One Hundred and Seventy-ninth street, Marmion avenue, East One Hundred and Eighty-first street, Mapes avenue, Prospect avenue, Clinton avenue, Garden street, Grote street, East One Hundred and Eighty-third street, East One Hundred and Eighty-seventh street, East One Hundred and Eighty-ninth street; all in the Borough of The Bronx, in the City, County and State of New York.

(2) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boulevard and East One Hundred and Thirty-fourth street and Cypress avenue; running thence southerly in, through, upon and along said Cypress avenue to its intersection with East One Hundred and Thirty-second street; thence westerly in, through, upon and along said East One Hundred and Thirty-second street to its intersection with St. Ann's avenue; thence northerly in, through, upon and along said St. Ann's avenue to and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boulevard and St. Ann's avenue, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Thirty-third street, all in the Borough of The Bronx, in the City, County and State of New York.

(3) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boulevard and Leggett avenue; running thence easterly or southeasterly in, through, upon and along said Leggett avenue to its intersection with Garrison avenue, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Whitlock avenue (or street), all in the Borough of The Bronx, in the City, County and State of New York.

(4) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boulevard and the Hunt's Point road; running thence southerly or southeasterly in, through, upon and along the said Hunt's Point road to its intersection with the westerly approach to the Hunt's Point Road Bridge over the tracks of the Harlem River Division of the New York, New Haven and Hartford Railroad Company; thence easterly or southeasterly in, through, upon and along the said westerly approach to said bridge, and upon, over, across and along said bridge and in, through, upon and along the easterly approach to said bridge to the intersection of said bridge with the Hunt's Point road; thence easterly or southeasterly in, through, upon and along the said Hunt's Point road to its intersection with Garrison avenue, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Whitlock avenue (or street), all in the Borough of The Bronx, in the City, County and State of New York.

Provided, and it is hereby understood, that whenever in the description of the routes of the aforesaid extensions and branches of the said Southern Boulevard Railroad Company the names of highways, avenues, streets and public places to be crossed by said extensions and branches are omitted because such highways, avenues, streets and public places are at present unnamed or unlocated or not established by The City of New York, the said highways, avenues, streets and public places shall nevertheless be deemed to have been properly described.

Third—Said corporation proposes to operate said extensions or branches by the overhead electric trolley system, substantially similar to that now in use on its other lines, or by power, other than locomotive steam power, which may be approved by the State Board of Railroad Commissioners and consented to by the owners of property bounded on the same, as provided by law.

Wherefore, your petitioner prays that public notice of the time and place when this application will first be considered be given as required by the provisions of section 92 of the Railroad Law, and that your Honorable Board will set a date or dates for a public hearing thereon as provided by section 74 of the Greater New York Charter, as amended by chapter 630 of the Laws of 1905, and as may be required or provided by all other laws applicable thereto, and that the desired consent or grant be embodied in the form of a contract, with all of the terms and conditions as to compensation and otherwise, in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, May 31, 1905.

[SEAL] SOUTHERN BOULEVARD RAILROAD COMPANY.

By EDWARD A. MAHER,
President.

Attest:
REUNE MARTIN,
Secretary.

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

Edward A. Maher, being duly sworn, deposes and says: That he is the president of the Southern Boulevard Railroad Company, the petitioner named in the foregoing petition; 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 therein stated to be alleged upon information and belief, and that as to those matters he believes it to be true.

That the reason why this verification is not made by the petitioner is that it is a corporation; that deponent is an officer of said corporation; to wit, president, and that the grounds of his information in regard to the matters stated in the foregoing petition, so far as the same are not within his personal knowledge, are statements and reports made by officers or employees of the corporation to him as president thereof.

EDWARD A. MAHER.

Sworn to before me this 31st day of May, 1905.

CHARLES WITZEL,
Notary Public, No. 93, New York County.

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

On this 31st day of May, in the year one thousand nine hundred and five, before me personally came Edward A. Maher, to me known, who, being by me duly sworn, did depose and say that he resided at No. 7 Mount Morris Park, West, in The City of New York; that he is the President of the Southern Boulevard Railroad Company, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation and that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed his name thereto by like order.

[SEAL] CHARLES WITZEL,
Notary Public, No. 93, New York County.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Southern Boulevard Railroad Company, dated May 31, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the second day of June;

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at ten thirty o'clock in the forenoon, and Room 16 in the City Hall, in the 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 fourteen (14) 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.

J. W. STEVENSON,
Secretary.

JUNE 8, 1905.

j12,27

CITY OF NEW YORK—BOARD OF ESTIMATE AND APPOINTMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

The Nassau Electric Railroad Company,
No. 168 Montague Street, Brooklyn, N. Y.,
May 29, 1905.

Board of Estimate and Apportionment, City of New York:

GENTLEMEN—The Nassau Railroad Company, a street surface railroad corporation, duly organized and existing under the Laws of the State of New York, owning and operating a double-track street

surface electric railroad through Boerum place and other streets in the Borough of Brooklyn, hereby makes application to your Honorable Board for the grant of a franchise to construct, maintain and operate a double-track street surface electric railroad, with the necessary poles, wires and equipment, upon the following route in the Borough of Brooklyn:

Commencing at the intersection of Livingston street and Court street; thence through and along Livingston street to Flatbush avenue; thence through and along Flatbush avenue to Lafayette avenue; thence through and along Lafayette avenue to Fulton street, together with the right to connect the aforesaid tracks with the existing tracks of the Brooklyn City Railroad Company upon Court street, Flatbush avenue and Fulton street; with the existing tracks of the Nassau Electric Railroad Company upon Boerum place, and with the existing tracks of the Brooklyn City and Newtown Railroad Company upon Smith street.

Respectfully yours,
THE NASSAU ELECTRIC RAILROAD COMPANY,

By E. W. WINTER, President.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Nassau Electric Railroad Company, dated May 21, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the 2d day of June;

Resolved, That in pursuance of law this Board sets Friday, the 30th day of June, 1905, at 10.30 o'clock in the forenoon, and Room No. 16 in the City Hall, in the 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 fourteen (14) 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.

J. W. STEVENSON,
Secretary.

JUNE 8, 1905.

j12,27

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

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

The Atlantic Telephone Company, a corporation duly organized and existing under and by virtue of the provisions of Article VIII. of the Transportation Corporations Law of the State of New York, entitled "Telegraph and Telephone Corporations," hereby makes application to your Honorable Board for the franchise or privilege set forth in the proposed ordinance, which is hereto annexed and made a part of this application, and respectfully request that the said proposed ordinance be granted to your petitioner.

Dated NEW YORK, May 31, 1905.

[SEAL] ATLANTIC TELEPHONE COMPANY.

By JOSHUA D. POWERS,
President.

Attest:
ARTHUR B. LA FAR,
Secretary.

State of Kentucky, County of Jefferson, ss.:

On the 31st day of May, 1905, before me personally came Joshua D. Powers, to me known, who, being duly sworn, did depose and say that he resides in the City of Louisville, Jefferson County, State of Kentucky; that he is the President of the Atlantic Telephone Company, the corporation described in and which executed the above instrument; that he knew the seal of said corporation; that the seal affixed to such instrument was such corporate seal; that it was so affixed by order of the Board of Directors of such corporation, and that he signed his name thereto by like order, and that it is the intention of said corporation to carry on the business of conducting and distributing electricity for telephone and telegraph purposes (or say, "to carry on the business of constructing, maintaining and operating telephone, telegraph and tautograph systems by electricity"), as set forth in said proposed ordinance in the territory therein described.

In witness whereof, I have hereto affixed my official signature as a notary public in and for the County of Jefferson and State of Kentucky, and my official seal is hereto attached.

[SEAL] E. H. MATTHEWS,
Notary Public, Jefferson County, Ky.

My commission expires March 10, 1908.

State of Kentucky, County of Jefferson, ss.:

I, W. J. Semonin, Clerk of the County Court of Jefferson County, in the State of Kentucky, the same being a court of record, do hereby certify that E. H. Matthews, by whom the foregoing affidavit was taken, and whose name is subscribed thereto, was, at the time of taking the same, a notary public residing in said County, duly commissioned and sworn, and authorized by the law of said State to take the proof or acknowledgment of deeds and other instruments in writing, and to administer oaths or affirmations in said County; and that I am well acquainted with his handwriting, and verily believe that the signature to the foregoing certificate is his genuine signature.

In witness whereof, I have hereunto set my hand and affixed my official seal, which is the seal of said County Court at Louisville, this 31st day of May, 1905.

[SEAL] W. J. SEMONIN,
Clerk, Jefferson County Court, Kentucky.

AN ORDINANCE granting to the Atlantic Telephone Company the right or franchise to lay, erect and construct in, upon and along the streets and highways and public places in The City of New York, wires or other conductors, etc., for the purpose of carrying on a general telephone, telegraph and tautograph business.

Be it Ordained by the Board of Estimate and Apportionment of The City of New York as follows:

Section 1. The Board of Estimate and Apportionment of The City of New York hereby grants to the Atlantic Telephone Company, subject to the conditions and provisions hereinafter set forth, the franchise, right and privilege to lay, erect, construct and maintain suitable wires or other conductors with the necessary poles, pipes, conduits and appliances in, over, across and under the streets, avenues, highways, parks and public places within the territory comprised in the Borough of Manhattan, the Borough of The Bronx, the Borough of Brooklyn, the Borough of Queens and the Borough of Richmond, and each of them as now constituted (or within the limits of The City of New York), for the following objects or purposes, to wit, for conducting and distributing electricity in the operation of telephone, telegraph and tautograph lines within the territory bounded as aforesaid.

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

First—The right, privilege and franchise herein granted shall be held and enjoyed by said Atlantic Telephone Company, its lessees, successors or assigns, for a term of twenty-five years from the date when this ordinance is signed by the Mayor, with the privilege of renewal of said grant or franchise for a further period of twenty-five years upon a fair revaluation of said right, privilege and franchise. Such revaluation shall be made 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 Atlantic Telephone Company, its successors or assigns; 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 the grant, and their report shall be filed with the Comptroller or his successor 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 investigation without the presence of either party. They shall have the right to examine the books of the Atlantic Telephone Company. The valuation so ascertained, fixed and determined shall be conclusive upon both parties.

Second—The Atlantic Telephone Company shall not make a charge for telephone service within the Borough of Manhattan, in The City of New York, in excess of the following rates, namely:

(a) Five cents per call where there is no guarantee by a subscriber to pay a fixed sum per annum.

(b) Sixty-six dollars (\$66) per annum for unlimited service where the telephone instrument is located in a private residence.

(c) One hundred and eight dollars (\$108) per annum for unlimited service where the telephone instrument is located in a place of business.

Third—Payment for this franchise shall be made to The City of New York by the Atlantic Telephone Company, its successors or assigns, in the manner following: It shall pay to the said City of New York for the first two years a sum equal to one per centum; for the next three succeeding years a sum equal to two per centum, and for the remaining twenty years thereafter a sum equal to four per centum, upon the gross sum received by the said Atlantic Telephone Company during said years for telephone, telegraph or tautograph service rendered to its commercial or domestic customers within the territory bounded as aforesaid, and the Atlantic Telephone Company shall furnish and install in the various municipal offices, for the use of City employees, free telephones to a number not to exceed five hundred telephones; that the telephone service of such telephones shall be free. The aforesaid sum shall be paid into the Treasury of The City of New York on November 1 in each year; provided, however, that the first payment shall only be made for that portion of the above sum as the time from the signing of this ordinance by the Mayor to September 30 next preceding shall bear to the whole of one year. The fiscal year shall end on September 30 next preceding said date of payment.

Fourth—The said Atlantic Telephone Company, its successors or assigns, shall maintain the business for which it was incorporated, and construct, maintain and operate its wires, conductors, poles, pipes, conduits and appliances in, over, across and under the streets, avenues, public parks and places within the territory above described, under the supervision and control of all of the authorities of The City of New York who have jurisdiction in such matters under the Charter of said City.

Fifth—In case of any violation or breach or failure to comply with any of the provisions herein contained, this grant may be forfeited and avoided by The City of New York by a suit brought by the Corporation Counsel of said City at the request of the Board of Estimate and Apportionment.

Sec. 3. This grant shall not become operative until said Atlantic Telephone Company shall duly execute, under its corporate seal, an instrument in writing wherein said company shall promise, covenant and agree on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this ordinance fixed and contained, and file the same in the office of the Comptroller of The City of New York within ten days after the adoption of this ordinance.

Sec. 4. This ordinance shall take effect immediately.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Atlantic Telephone Company, dated May 31, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the 2d day of June;

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at 10.30 o'clock in the forenoon, and Room 16 in the City Hall, in the 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 at least twice 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.

J. W. STEVENSON,
Secretary.

JUNE 8, 1905.

j12,27

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen Riverside drive (formerly Boulevard Lafayette), from the northerly line of West One Hundred and Fifty-eighth street to the southerly line of West One Hundred and Sixty-fifth street, and extending West One Hundred and Sixtieth, West One Hundred and Sixty-first and West One Hundred and Sixty-second streets, from Broadway to Riverside drive, and West One Hundred and Sixty-third street, from Fort Washington avenue to Riverside drive, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening Riverside drive (formerly Boulevard Lafayette), from the northerly line of West One Hundred and Fifty-eighth street to the southerly line of West One Hun-

dred and Sixty-fifth street, and extending West One Hundred and Sixtieth, West One Hundred and Sixty-first and West One Hundred and Sixty-second streets, from Broadway to Riverside drive, in the Borough of Manhattan, City of New York, more particularly described as follows:

Riverside Drive, Easterly Side.

Beginning at a point in the northerly line of West One Hundred and Fifty-eighth street, distant 209.59 feet westerly from Broadway; thence northerly and deflecting to the right 48 degrees 27 minutes and 30 seconds, distance 99.20 feet; thence northerly and in a curved line to the left, radius 477.23 feet, distance 346.76 feet; thence in a reversed curve to the right, radius 450.09 feet, distance 370.50 feet; thence northerly and tangent, distance 56.68 feet to the southerly line of the new street to be called West One Hundred and Sixtieth street; thence northerly on the same tangent line, distance 125.52 feet; thence northerly and in a curved line to the right, radius 245.00 feet, distance 168.25 feet to the southerly line of the new street to be called West One Hundred and Sixty-first street; thence still northerly on the same curved line, distance 97.45 feet; thence northerly and tangent to the last curve, distance 110.00 feet; thence in a curved line to the left, radius 388.34 feet, distance 72.26 feet to the southerly line of the new street to be called West One Hundred and Sixty-second street; thence still northerly on the same curved line, distance 265.74 feet to the southerly line of a new street to be called West One Hundred and Sixty-third street; thence still northerly on the same curved line, distance 136.45 feet; thence in a reversed curve to the right, radius 217.74 feet, distance 104.56 feet; thence northerly and tangent to last curve, distance 380.09 feet to a point in the southerly line of West One Hundred and Sixty-fifth street, distant 435.97 feet westerly from Fort Washington avenue; thence westerly along said southerly line, distance 40.07 feet to the easterly line of Boulevard Lafayette, now called Riverside drive; thence southerly along the easterly line of said drive, distance 377.71 feet; thence southerly and in a curved line to the left, radius 251.74 feet, distance 231.31 feet; thence southerly and in a reversed curve to the right, radius 348.34 feet, distance 425.58 feet; thence southerly and tangent to the last curve, distance 110 feet; thence southerly and curving to the left, radius 285.00 feet, distance 309.08 feet; thence southerly and tangent to the last curve, distance 182.20 feet; thence southerly and curving to the left, radius 490.09 feet, distance 403.42 feet; thence in a reversed curve to the right, radius 437.23 feet, distance 317.70 feet; thence southerly and tangent to the last curve, distance 63.76 feet to the northerly line of West One Hundred and Fifty-eighth street; thence easterly along said line, distance 53.44 feet to the point or place of beginning.

Also laying out the addition to Boulevard Lafayette, on the westerly side, opposite West One Hundred and Sixty-second street to West One Hundred and Sixty-fourth street.

Beginning at a point in the westerly line of Boulevard Lafayette, distant 371.64 feet southerly from Little West One Hundred and Sixty-fifth street; thence southerly and curving to the left, radius 310 feet, distance 348.86 feet; thence southerly and tangent to the last curve, distance 0.022 feet; thence southerly and curving to the right, radius 147.93 feet, distance 211.27 feet; thence southerly and tangent to last curve, distance 98.08 feet; thence northerly and curving to the left, radius 248.34 feet, distance 303.41 feet; thence northerly and in a reversed curve line, radius 351.74 feet, distance 323.20 feet, to the point or place of beginning.

West One Hundred and Sixtieth Street.
Beginning at a point in the westerly line of Broadway distant 189.84 feet northerly from the northerly line of Fort Washington avenue; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 214.80 feet to the easterly line of Fort Washington avenue; thence northerly along the easterly line of said avenue, distance 61.38 feet; thence easterly and parallel to first course, distance 227.75 feet to the westerly line of Broadway; thence southerly along said line, distance 60 feet to the point or place of beginning.

Also beginning at a point in the westerly line of Fort Washington avenue distant 438.79 feet as measured along said line from Broadway; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 623.12 feet to the new easterly line of Riverside drive as widened; thence northerly along said line, distance 74.17 feet; thence easterly and parallel to first course, distance 653.78 feet to the westerly line of Fort Washington avenue; thence southerly along said line, distance 61.38 feet, to the point or place of beginning.

West One Hundred and Sixty-first Street.
Beginning at a point in the westerly line of Broadway distant 449.67 feet northerly from the northerly line of Fort Washington avenue; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 270.90 feet to the easterly line of Fort Washington avenue; thence northerly along the easterly line of said avenue, distance 61.38 feet; thence easterly and parallel to first course, distance 283.85 feet to the westerly line of Broadway; thence southerly along said line, distance 60 feet to the point or place of beginning.

Also beginning at a point in the westerly line of Fort Washington avenue distant 704.61 feet as measured along said line from Broadway; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 687.22 feet to the new easterly line of Riverside drive as widened; thence northerly along said line, distance 61.18 feet; thence easterly and parallel to the first course, distance 663.16 feet to the westerly line of Fort Washington avenue; thence southerly along said line, distance 61.38 feet to point or place of beginning.

West One Hundred and Sixty-second Street.
Beginning at a point in the westerly line of Broadway distant 709.50 feet northerly from the northerly line of Fort Washington avenue; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 327.00 feet to the easterly line of Fort Washington avenue; thence northerly along the easterly line of said avenue, distance 61.38 feet; thence easterly and parallel to first course, distance 339.95 feet to the westerly line of Broadway; thence southerly along said line, distance 60 feet to the point or place of beginning.

Also beginning at a point in the westerly line of Fort Washington avenue distant 970.43 feet as measured along said line from Broadway; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 532.45 feet to the new easterly line of Riverside drive as widened; thence northerly along said line, distance 61.17 feet; thence easterly and parallel to first course, distance 507.88 feet to the westerly line of Fort Washington avenue; thence southerly along said line, distance 61.38 feet to the point or place of beginning.

West One Hundred and Sixty-third Street.
Beginning at a point in the westerly line of Fort Washington avenue distant 1,266.33 feet as measured along said line from Broadway; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 495.14 feet to the new easterly line of Riverside drive as

widened; thence northerly along said line, distance 68.56 feet; thence easterly and parallel to first course, distance 515.18 feet to the westerly line of Fort Washington avenue; thence southerly along said line, distance 61.38 feet to the point or place of beginning.

Said streets to be found in section 8, Blocks 2136 and 2137 of the Land Map of the Borough of Manhattan, City of New York.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

j10,21

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to close and discontinue West One Hundred and Fifty-first street, from the easterly side of Riverside Drive extension to the United States bulkhead line, Hudson river, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on June 9, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by closing and discontinuing West One Hundred and Fifty-first street, from the easterly side of Riverside Drive extension to the United States bulkhead line, Hudson river, in the Borough of Manhattan, City of New York, more particularly described as follows:

Beginning at a point in the northerly line of West One Hundred and Fifty-first street distant 470 feet westerly from Broadway; thence westerly along the northerly line of said street, distance 340.92 feet, to the easterly line of Twelfth avenue; thence southerly along said line, distance 63.01 feet, to the southerly line of said West One Hundred and Fifty-first street; thence easterly along said line, distance 338.55 feet, to a point distant 453.12 feet westerly from Broadway; thence northerly, distance 62.33 feet, to the point or place of beginning.

Also, beginning at a point in the northerly line of West One Hundred and Fifty-first street and the westerly line of Twelfth avenue, said point being the continuation of the northerly line of said West One Hundred and Fifty-first street; thence westerly and in continuation of said northerly line, distance 293.32 feet, to the United States bulkhead line, established by the Secretary of War October 18, 1890; thence southerly along said line, distance 60.02 feet, to the southerly line of said street; thence easterly along said line to the westerly line of Twelfth avenue, distance 310.14 feet; thence northerly along the westerly line of Twelfth avenue, distance 63.01 feet, to the point or place of beginning.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone, 3454 Franklin.

j10,21

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Onderdonk avenue, Woodward avenue, Elm street and DeKalb avenue, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on June 9, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Onderdonk avenue, between Suydam and Stockholm streets; Woodward avenue, between Suydam street and DeKalb avenue; Elm street, between Covert and Woodward avenues, in the Borough of Queens, City of New York, more particularly described as follows:

Onderdonk Avenue.
Beginning at the intersection of Suydam street, the elevation to be 78 feet, the same as at present; thence easterly to the intersection of Elm street, the elevation to be 87 feet; thence easterly to the intersection of DeKalb avenue, the elevation to be 91 feet; thence easterly to the intersection of Stockholm street, the elevation to be 89 feet, the same as at present.

Woodward Avenue.
Beginning at the intersection of Suydam street, the elevation to be 78 feet, the same as at present; thence easterly to the intersection of Elm street, the elevation to be 87 feet; thence easterly to the intersection of DeKalb avenue, the elevation to be 95 feet, the same as at present.

Elm Street.
Beginning at the intersection of Elm street and Covert avenue, the elevation to be 75 feet, the same as at present; thence northerly to the intersection of Onderdonk avenue, the elevation to be 87 feet; thence northerly to the centre of the block between Onderdonk avenue and Woodward avenue, the elevation to be 88.5 feet; thence northerly to the intersection of Woodward avenue, the elevation to be 87 feet.

DeKalb Avenue.
Beginning at the intersection of Covert avenue and DeKalb avenue, the elevation to be 82 feet, the same as at present; thence northerly to the

intersection of Onderdonk avenue, the elevation to be 91 feet; thence northerly to the intersection of Woodward avenue, the elevation to be 95 feet, the same as at present.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

j10,21

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to reduce the width of Van Alst avenue from 150 feet to 100 feet, between Hoyt avenue and Winthrop avenue, Borough of Queens; and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on June 9, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by reducing the width of Van Alst avenue from 150 feet to 100 feet, between Hoyt avenue and Winthrop avenue, in the Borough of Queens, City of New York, more particularly described as follows:

The width of Van Alst avenue between Hoyt avenue and Winthrop avenue to be reduced from 150 feet to 100 feet by taking 25 feet from its width on each side of the street as heretofore laid out.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone, 3454 Franklin.

j10,21

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen Canal street, West, from East One Hundred and Thirty-eighth street to a point 251.77 feet southerly, by adding thereto a narrow triangular strip on its easterly side, in the Borough of The Bronx; and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on June 9, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening Canal street, West, from East One Hundred and Thirty-eighth street to a point 251.77 feet southerly, by adding thereto a narrow triangular strip on its easterly side, in the Borough of The Bronx, City of New York, as shown on a map or plan submitted by the President of the Borough of The Bronx, dated April 18, 1905.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone, 3454 Franklin.

j10,21

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Edgecombe road, between West One Hundred and Fifty-fifth and West One Hundred and Fifty-ninth streets, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Edgecombe road, between West One Hundred and Fifty-fifth and West One Hundred and Fifty-ninth streets, in the Borough of Manhattan, City of New York, more particularly described as follows:

Beginning at a point in the northerly line of West One Hundred and Fifty-fifth street and the centre line of Edgecombe road, elevation 109.97 feet above City datum; thence northerly along centre line, distance 386.41 feet, elevation 127.00 feet; thence northerly along said line to the centre of West One Hundred and Fifty-ninth street, distance 675.85 feet, elevation 137.50 feet.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out an extension of Bronx Park, east of the Bronx river, lying southerly of the Bronx and Pelham parkway, and a modification of the street system adjoining said extension, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out an extension of Bronx Park, east of the Bronx river, lying southerly of the Bronx and Pelham parkway, and a modification of the street system adjoining said extension, in the Borough of The Bronx, City of New York, as shown on a map or plan submitted by the President of the Borough of The Bronx, dated May 13, 1905.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen Bronx Boulevard from 60 feet to 100 feet, from Nereid avenue to East Two Hundred and Forty-first street, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening Bronx Boulevard from 60 feet to 100 feet, from Nereid avenue to East Two Hundred and Forty-first street (Becker avenue), in the Borough of The Bronx, City of New York, more particularly shown on a map or plan submitted by the President of the Borough of The Bronx, dated April 18, 1905.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Parkside place, between East Two Hundred and Seventh and East Two Hundred and Tenth streets, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolution adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Parkside place, between East Two Hundred and Seventh and East Two Hundred and Tenth streets, in the Borough of The Bronx, City of New York, more particularly described as follows:

1. The grade at the intersection of Parkside place and East Two Hundred and Seventh street to be 133.0 feet above mean high-water datum, as heretofore;
2. The grade at a point 200 feet northerly from the intersection of the west line of Parkside place and the north line of East Two Hundred and Seventh street to be 129.0 feet above mean high-water datum;
3. The grade at the intersection of Parkside place with Webster avenue to be 88.0 feet above mean high-water datum, as heretofore.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Bay Ridge avenue, Seventieth street, Seventy-first street, Seventy-second street, Seventy-third street, Seventy-fourth street, Seventy-fifth street, Seventy-sixth street, Sixth avenue, Seventh avenue, Eighth avenue, Fort Hamilton avenue, Tenth avenue and Eleventh avenue, Borough of Brooklyn; and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grades of Bay Ridge avenue, between Fort Hamilton avenue and Twelfth avenue; Seventieth street, between Eighth and Twelfth avenues; Seventy-first street, between Eighth and Twelfth avenues; Seventy-second street, between Seventh and Twelfth avenues; Seventy-third street, between Sixth and Twelfth avenues; Seventy-fourth street, between Sixth and Twelfth avenues; Seventy-fifth street, between Sixth and Twelfth avenues; Seventy-sixth street, between Fort Hamilton avenue and Tenth avenue; Sixth avenue, at Seventy-third street; Seventh avenue, from Seventy-second street to Seventy-sixth street; Eighth avenue, from Seventy-first street to Seventy-third street; Fort Hamilton avenue, from Bay Ridge avenue to Seventy-seventh street; Tenth avenue, from Sixty-eighth street to Seventy-sixth street; and Eleventh avenue, from Sixty-eighth street to Seventy-fifth street, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Bay Ridge Avenue.

Beginning at the intersection of Bay Ridge avenue and Fort Hamilton avenue, the elevation to be 79.00 feet as heretofore;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 65.00 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 71.70 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 64.00 feet as heretofore.

Seventieth Street.

Beginning at the intersection of Seventieth street and Eighth avenue, the elevation to be 79.47 feet as heretofore;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 81.00 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 66.60 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 74.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 67.00 feet as heretofore.

Seventy-first Street.

Beginning at the intersection of Seventy-first street and Eighth avenue, the elevation to be 76.80 feet as heretofore;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 83.00 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 71.80 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 78.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 70.00 feet as heretofore.

Seventy-second Street.

Beginning at the intersection of Seventy-second street and Seventh avenue, the elevation to be 72.32 feet as heretofore;
Thence southeasterly to the intersection of Eighth avenue, the elevation to be 73.33 feet;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 85.70 feet;
Thence southeasterly to a summit distant 477 feet northwesterly from the northwesterly building line of Tenth avenue, the elevation to be 88.00 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 80.30 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 82.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 67.00 feet as heretofore.

Seventy-third Street.

Beginning at the intersection of Seventy-third street and Sixth avenue, the elevation to be 71.00 feet;
Thence southeasterly to a summit distant 290 feet from the intersection of the easterly building line of Sixth avenue with the northerly building line of Seventy-third street, the elevation to be 72.64 feet;
Thence southeasterly to the intersection of Seventh avenue, the elevation to be 71.50 feet;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 88.30 feet as heretofore;
Thence southeasterly to a summit distant 454 feet northwesterly from the northwesterly building line of Tenth avenue, the elevation to be 89.80 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 80.30 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 84.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 64.00 feet as heretofore.

Seventy-fourth Street, between Sixth and Seventh Avenues.

Beginning at the intersection of Seventy-fourth street and Sixth avenue, the elevation to be 69.50 feet as heretofore;
Thence southeasterly to the intersection of Seventh avenue, the elevation to be 76.40 feet.

Seventy-fourth Street, between Fort Hamilton Avenue and Twelfth Avenue.

Beginning at the intersection of Seventy-fourth street and Fort Hamilton avenue, the elevation to be 89.90 feet;
Thence southeasterly to a summit distant 396 feet northwesterly from the northwesterly building line of Tenth avenue, the elevation to be 92.20 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 84.50 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 81.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 65.91 feet as heretofore.

ing line of Tenth avenue, the elevation to be 92.20 feet;

Thence southeasterly to the intersection of Tenth avenue, the elevation to be 84.50 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 81.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 65.91 feet as heretofore.

Seventy-fifth Street.

Beginning at the intersection of Seventy-fifth street and Sixth avenue, the elevation to be 67.00 feet as heretofore;
Thence southeasterly to the intersection of Seventh avenue, the elevation to be 82.50 feet;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 92.00 feet;
Thence southeasterly to a summit distant 568 feet northwesterly from the northwesterly building line of Tenth avenue, the elevation to be 95.00 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 85.00 feet;
Thence southeasterly to a summit distant 350 feet from the southeasterly building line of Eleventh avenue, the elevation to be 86.50 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 85.00 feet as heretofore.

Seventy-sixth Street.

Beginning at the intersection of Seventy-sixth street and Fort Hamilton avenue, the elevation to be 90.90 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 86.00 feet as heretofore.

Seventh Avenue.

Beginning at the intersection of Seventh avenue and Seventy-second street, the elevation to be 72.32 feet as heretofore;
Thence southerly to the intersection of Seventy-third street, the elevation to be 71.50 feet;
Thence southerly to the intersection of Seventy-fourth street, the elevation to be 76.40 feet;
Thence southerly to the intersection of Seventy-fifth street, the elevation to be 82.50 feet;
Thence southerly to the intersection of Seventy-sixth street, the elevation to be 88.00 feet as heretofore.

Fort Hamilton Avenue.

Beginning at the intersection of Fort Hamilton avenue and Bay Ridge avenue, the elevation to be 79.00 feet as heretofore;
Thence southwesterly to the intersection of Seventieth street, the elevation to be 81.00 feet;
Thence southwesterly to the intersection of Seventy-first street, the elevation to be 83.00 feet;
Thence southwesterly to the intersection of Seventy-second street, the elevation to be 85.70 feet;

Thence southwesterly to the intersection of Seventy-third street, the elevation to be 88.30 feet as heretofore;
Thence southwesterly to the intersection of Seventy-fourth street, the elevation to be 89.90 feet;

Thence southwesterly to the intersection of Seventy-fifth street, the elevation to be 92.00 feet;
Thence southwesterly to a summit distant 54 feet northwesterly from the northwesterly building line of Seventy-sixth street, the elevation to be 92.60 feet;

Thence southwesterly to the intersection of Seventy-sixth street, the elevation to be 90.90 feet;
Thence southwesterly to the intersection of Seventy-seventh street, the elevation to be 85.03 feet as heretofore.

Tenth Avenue.

Beginning at the intersection of Tenth avenue and Sixty-eighth street, the elevation to be 60.54 feet as heretofore;

Thence southwesterly to the intersection of Bay Ridge avenue, the elevation to be 65.00 feet;
Thence southwesterly to the intersection of Seventieth street, the elevation to be 66.60 feet;
Thence southwesterly to the intersection of Seventy-first street, the elevation to be 71.80 feet;

Thence southwesterly to the intersection of Seventy-second street, the elevation to be 76.60 feet;
Thence southwesterly to the intersection of Seventy-third street, the elevation to be 80.30 feet;
Thence southwesterly to the intersection of Seventy-fourth street, the elevation to be 84.50 feet;

Thence southwesterly to the intersection of Seventy-fifth street, the elevation to be 85.00 feet;
Thence southwesterly to the intersection of Seventy-sixth street, the elevation to be 86.00 feet as heretofore.

Eleventh Avenue.

Beginning at the intersection of Eleventh avenue and Sixty-eighth street, the elevation to be 68.50 feet as heretofore;
Thence southwesterly to the intersection of Bay Ridge avenue, the elevation to be 71.70 feet;

Thence southwesterly to the intersection of Seventieth street, the elevation to be 74.00 feet;
Thence southwesterly to the intersection of Seventy-first street, the elevation to be 78.00 feet;
Thence southwesterly to the intersection of Seventy-second street, the elevation to be 82.00 feet;

Thence southwesterly to the intersection of Seventy-third street, the elevation to be 84.00 feet;
Thence southwesterly to the intersection of Seventy-fourth street, the elevation to be 81.00 feet;

Thence southwesterly to the intersection of Seventy-fifth street, the elevation to be 85.00 feet as heretofore.

Eighth Avenue.

Beginning at the intersection of Eighth avenue and Seventy-first street, the elevation to be 76.50 feet as heretofore;
Thence southwesterly to the intersection of Seventy-second street, the elevation to be 73.33 feet;

Thence southwesterly to the intersection of Seventy-third street, the elevation to be 71.50 feet.

Note.—All elevations refer to mean high-water datum, as established by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out Newkirk avenue at a width of 60 feet, from Flatbush avenue to Ocean parkway, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out Newkirk avenue at a width of 60 feet, from Flatbush avenue to Ocean parkway, in the Borough of Brooklyn, City of New York, more particularly described as follows:

The centre line of Newkirk avenue to begin at a point in the western line of Flatbush avenue, about 446 feet northerly of the intersection of the western line of Flatbush avenue with the northern line of Foster avenue, as the same are laid down on the map of the City;

1. Thence to extend southwesterly in a straight line to a point in the eastern line of East Eleventh street, about 482 feet northerly of the intersection of the eastern line of East Eleventh street with the northern line of Foster avenue.

The centre line of Newkirk avenue to begin again at a point in the western line of Coney Island avenue distant about 506 feet northerly of the intersection of the western line of Coney Island avenue with a straight prolongation, easterly of the northern line of Foster avenue, as the same are laid down on the map of the City.

1. Thence to extend southwesterly in a straight line to a point in the eastern line of Ocean parkway distant about 521 feet northerly of the intersection of the eastern line of Ocean parkway with the northern line of Foster avenue.

The northern and southern lines of Newkirk avenue to be, respectively, 30 feet northerly and 30 feet southerly of the above-described centre line, making Newkirk avenue a street 60 feet in width.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Stewart street, between Bushwick avenue and Evergreen Cemetery, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Stewart street, between Bushwick avenue and Evergreen Cemetery, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Stewart street and Bushwick avenue, the elevation to be 107.17 feet, as heretofore;

Thence northeasterly on an ascending grade of 3.75 feet per hundred to a point 120 feet from the northeasterly curb line of Bushwick avenue, the elevation to be 111.67 feet;

Thence northeasterly on an ascending grade of 6.57 feet per hundred to the westerly boundary line of Evergreen Cemetery, the elevation at the intersection of the northwesterly curb line of Stewart street with the westerly line of Evergreen Cemetery to be 119.45 feet.

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

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of the intersection of Thirtieth avenue and Fifty-sixth street, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade at the intersection of Thirtieth avenue and Fifty-sixth street, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Thirteenth Avenue.
Beginning at the intersection of Thirteenth avenue and Fifty-fifth street, the elevation to be 51.00 feet, as heretofore;

Thence northeasterly to the intersection of Fifty-sixth street, the elevation to be 53.50 feet;
Thence northeasterly to the intersection of Fifty-seventh street, the elevation to be 51.00 feet, as heretofore.

Fifty-sixth Street.

Beginning at the intersection of Fifty-sixth street and Twelfth avenue, the elevation to be 51.00 feet, as heretofore;
Thence southeasterly to the intersection of Thirtieth avenue, the elevation to be 53.50 feet;
Thence southeasterly to the intersection of New Utrecht avenue, the elevation to be 49.20 feet, as heretofore.

Note.—All elevations refer to mean high-water datum, as established by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Avenue P, from East Twenty-fourth street to East Twenty-first street; of East Twenty-second street, from Avenue O to Avenue Q; and of East Twenty-third street, from Avenue O to Avenue Q, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Avenue P, from East Twenty-fourth street to East Twenty-first street; of East Twenty-second street, from Avenue O to Avenue Q; and of East Twenty-third street, from Avenue O to Avenue Q, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Avenue P.
Beginning at the intersection of Avenue P and East Twenty-first street, the elevation to be 18.78 feet, as heretofore;

Thence easterly to a summit distant 142 feet from the easterly building line of East Twenty-first street, the elevation to be 19.18 feet;

Thence easterly to the intersection of East Twenty-second street, the elevation to be 19.00 feet;

Thence easterly to the intersection of East Twenty-third street, the elevation to be 18.00 feet;

Thence easterly to the intersection of East Twenty-fourth street, the elevation to be 16.44 feet, as heretofore.

East Twenty-second Street.
Beginning at the intersection of East Twenty-second street and Avenue O, the elevation to be 21.50 feet, as heretofore;

Thence southerly to the intersection of Avenue P, the elevation to be 19.00 feet;

Thence southerly to a summit distant 139 feet from the southerly building line of Avenue P, the elevation to be 19.41 feet;

Thence southerly to the intersection of Avenue Q, the elevation to be 17.95 feet, as heretofore.

East Twenty-third Street.
Beginning at the intersection of East Twenty-third street and Avenue O, the elevation to be 20.30 feet, as heretofore;

Thence southerly to the intersection of Avenue P, the elevation to be 18.00 feet;

Thence southerly to a summit distant 526 feet from the southerly building line of Avenue P, the elevation to be 19.38 feet;

Thence southerly to the intersection of Avenue Q, the elevation to be 18.90 feet, as heretofore.

Note.—All elevations refer to mean high-water datum as established by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Seventy-sixth street, between Fifth avenue and Sixth avenue, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Seventy-sixth street, between Fifth avenue and Sixth avenue, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Fifth avenue and Seventy-sixth street, the elevation to be 64.62 feet, as heretofore;

Thence southeasterly to a summit distant 386 feet from the intersection of the easterly curb line of Fifth avenue with the center line of Seventy-sixth street, the elevation to be 66.25 feet.

Thence southeasterly to the intersection of Sixth avenue, the elevation to be 64.50 feet, as heretofore.

Note—All elevations refer to mean high-water datum as established by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of the City of New York, deeming it for the public interest so to do, proposes to change the map or plan of the City of New York so as to reduce the width of Bradley avenue, between Greenpoint avenue and Howard street, from 100 feet to 60 feet, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of the City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of the City of New York, by reducing the width of Bradley avenue, between Greenpoint avenue and Howard street, from 100 feet to 60 feet, in the Borough of Queens, City of New York, more particularly described as follows:

Beginning at a point formed by the intersection of the southerly line of Greenpoint avenue with the westerly line of Bradley avenue, as the same is laid down on the Commissioners' map of Long Island City, and filed with the City Clerk on April 25, 1873, and running thence easterly on the prolongation of the southerly line of Greenpoint avenue 40 feet; thence southerly and parallel with the westerly line of Bradley avenue 200.21 feet to the prolongation of the northerly line of Howard street; thence westerly along the prolongation of Howard street 40 feet to the westerly line of Bradley avenue; thence northerly along the westerly line of Bradley avenue 200.21 feet to the point of beginning; the intention being to reduce the width of Bradley avenue from 100 feet to 60 feet.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

j9,20

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, March 26, 1904.

WILLIAM E. STILLINGS,
CHARLES A. JACKSON,
OSCAR S. BAILEY,
Commissioners.

LAMONT McLOUGHLIN,
Clerk.

BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 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 28, 1905.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN SEVENTH AVENUE, between Seventy-ninth street and Ninety-second street; TENTH AVENUE, between Seventy-ninth street and Eighty-sixth street; ELEVENTH AVENUE, between Seventy-ninth street and Eighty-sixth street; TWELFTH AVENUE, between Seventy-ninth street and Eighty-sixth street; THIRTEENTH AVENUE, between Eighty-second street and Eighty-sixth street; FOURTEENTH AVENUE, between Eighty-third street and Eighty-sixth street; SEVENTY-NINTH STREET, between Seventh avenue and Thirteenth avenue; EIGHTY-FIFTH STREET, between Seventh avenue and Fourteenth avenue; EIGHTY-SECOND STREET, between Seventh avenue and Twelfth avenue; EIGHTY-FOURTH STREET, between Seventh avenue and Fourteenth avenue; EIGHTY-THIRD STREET, between Seventh avenue and Fourteenth avenue; EIGHTY-SIXTH STREET, between Seventh avenue and Fourteenth avenue; AND OUTLET SEWERS IN TENTH AVENUE, between Eighty-sixth street and Seventh avenue, etc., etc., etc.

The Engineer's estimate of the quantities is as follows:

1,280 linear feet 102-inch reinforced concrete sewer.
1,555 linear feet 96-inch reinforced concrete sewer.
40 linear feet 78-inch reinforced concrete sewer.
40 linear feet 54-inch reinforced concrete sewer.
2,380 linear feet 48-inch reinforced concrete sewer.
600 linear feet 42-inch reinforced concrete sewer.
1,030 linear feet 36-inch reinforced concrete sewer.
1,615 linear feet 30-inch reinforced concrete sewer.
780 linear feet 24-inch pipe sewer.
3,355 linear feet 18-inch pipe sewer.
11,080 linear feet 15-inch pipe sewer.
26,470 linear feet 12-inch pipe sewer.
484 manholes.
85 sewer basins.

597,000 feet, B. M., foundation planking and pile capping.
1,100,000 feet, B. M., sheeting and bracing.
10,000 linear feet piles.
2,920 cubic yards concrete cradle under pipe sewers.
5 cubic yards concrete, Class "A," other than shown in the sewer sections as per Article 61 of specifications.

2,840 linear feet 12-inch pipe subdrain.
The time allowed for the completion of the work and full performance of the contract is three hundred (300) working days.

The amount of security required is One Hundred and Seventy Thousand Dollars (\$170,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN HALE AVENUE, from Jamaica avenue to Force Tube avenue; AND OUTLET SEWER IN ETNA STREET, from Hale avenue to Norwood avenue.

The Engineer's estimate of the quantities is as follows:

40 linear feet 18-inch pipe sewer.
270 linear feet 15-inch pipe sewer.
376 linear feet 12-inch pipe sewer.
8 manholes.
3 sewer basins.
4,700 feet, B. M., foundation planking.
54 cubic yards concrete cradle.

The time allowed for the completion of the work and full performance of the contract is thirty (30) working days.

The amount of security required is Two Thousand Dollars.

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN FORTY-FIFTH STREET, from Sixth avenue to Seventh avenue; AND IN FORTY-SIXTH STREET, from Sixth avenue to Seventh avenue.

The Engineer's estimate of the quantities is as follows:

90 linear feet 15-inch pipe sewer.
1,400 linear feet 12-inch pipe sewer.
16 manholes.
10,000 feet, B. M., foundation planking.
107 cubic yards concrete cradle.

The time allowed for the completion of the work and full performance of the contract is forty (40) working days.

The amount of security required is Three Thousand Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per 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 Assistant Commissioner of Public Works, Room No. 15, Municipal Building, Borough of Brooklyn.

MARTIN W. LITTLETON,
President.

Dated JUNE 9, 1905.

j14,28

See General Instructions to Bidders on the last page, last column, of the "City Record."

NOTICE OF SALE BY PUBLIC AUCTION.

ON TUESDAY, JUNE 20, 1905, at 11 o'clock A. M., the Commissioner of Public Works, Borough of Brooklyn, will sell at public auction the following:

10 24-inch steel beams, 45 feet long.
20 24-inch steel beams, 40 feet long.
1 steel plate girder, 57 feet long.
1 steam fire engine.
3 hose carts.
3 old wagons.
700 pounds old rubber hose and boots (approximated).
50 tons scrap iron (approximated).

The sale will take place in the office of the Assistant Commissioner of Public Works, Room No. 15, Municipal Department Building, Borough of Brooklyn.

TERMS OF SALE.

Cash payment in bankable funds at the time and place of sale, and the removal of the beams, girder, engine, etc., by the purchaser or purchasers immediately. If the purchaser or purchasers fails or fail to effect the removal immediately, he or they shall forfeit his or their purchase and the ownership of the steel beams, girder, engine, hose carts, etc.

JAMES S. REGAN,
Assistant Commissioner of Public Works,
Borough of Brooklyn.
j14,20

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 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 28, 1905.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN EAST TWENTY-SECOND STREET, from Clarendon road to Canarsie lane.

The Engineer's estimate of the quantities is as follows:

55 linear feet 15-inch pipe sewer.
425 linear feet 12-inch pipe sewer.
5 manholes.
3,100 feet, B. M., foundation planking.
35 cubic yards concrete cradle.

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 One Thousand Dollars.

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN CHURCH AVENUE, from East Eleventh street to East Fifteenth street, etc.

The Engineer's estimate of the quantities is as follows:

1,120 linear feet 12-inch pipe sewer.
12 manholes.
12 sewer-basins.
7,000 feet, B. M., foundation planking.
40,000 feet, B. M., sheeting and bracing.
79 cubic yards concrete cradle.

The time allowed for the completion of the work and full performance of the contract is 60 working days.

The amount of security required is Four Thousand Dollars.

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN ROGERS AVENUE, from Vernon avenue to Avenue C, etc.

The Engineer's estimate of the quantities is as follows:

784 linear feet 54-inch reinforced concrete sewer.
100 linear feet 15-inch pipe sewer.
1,250 linear feet 12-inch pipe sewer.
21 manholes.
6 sewer-basins.

12,600 feet, B. M., foundation planking.
75,000 feet, B. M., sheeting and bracing.
98 cubic yards concrete cradle.

The time allowed for the completion of the work and full performance of the contract is 75 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, per linear foot, foot B. M., 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 Assistant Commissioner of Public Works, Room 15, Municipal Building, Borough of Brooklyn.

MARTIN W. LITTLETON,
President.

Dated JUNE 1, 1905.

j10,28

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 NO. 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 14, 1905.

No. 1. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON BLAKE AVENUE, from Hopkinson avenue to Howard avenue.

The Engineer's estimate of the quantities is as follows:

3,424 linear feet of new curbstones, to be set in concrete.
4,197 cubic yards of earth excavation.
17,684 cubic yards of earth filling, to be furnished.

170 cubic yards of concrete, not to be bid for.

15,260 square feet of cement sidewalks.

The time allowed for the completion of the work and full performance of the contract is seventy (70) working days.

The amount of security required is Five Thousand Dollars.

No. 2. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF BOGART STREET, from Flushing avenue to Johnson avenue.

The Engineer's estimate of the quantities is as follows:

5,400 square yards of asphalt pavement.
60 square yards of adjacent pavement.
900 cubic yards of concrete.
2,450 linear feet of new curbstones.
400 linear feet of old curbstones, to be reset.

12 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and full performance of the contract is forty (40) working days.

The amount of security required is Three Thousand Five Hundred Dollars.

No. 3. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF CHAPEL STREET, from Jay street to Bridge street.

The Engineer's estimate of the quantities is as follows:

985 square yards of asphalt pavement.
10 square yards of adjacent pavement.
190 cubic yards of concrete.
830 linear feet of new curbstones.
200 linear feet of old curbstones, to be reset.

6 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and full performance of the contract is twenty (20) working days.

The amount of security required is Eight Hundred Dollars.

No. 4. FOR REGULATING, GRADING AND CURBING DUMONT AVENUE, from Rockaway avenue to Powell street.

The Engineer's estimate of the quantities is as follows:

2,810 linear feet of new curbstones, to be set in concrete.
8,912 cubic yards of earth excavation.
140 cubic yards of concrete, not to be bid for.

The time allowed for the completion of the work and full performance of the contract is forty (40) working days.

The amount of security required is One Thousand Seven Hundred Dollars.

No. 5. FOR REGULATING, GRADING AND CURBING EIGHTY-FOURTH STREET, from First avenue to Third avenue.

The Engineer's estimate of the quantities is as follows:

2,904 linear feet of new curbstones, to be set in concrete.
13,277 cubic yards of earth excavation.
7,307 cubic yards of earth filling, not to be bid for.

143 cubic yards of concrete, not to be bid for.

The time allowed for the completion of the work and full performance of the contract is fifty (50) working days.

The amount of security required is Two Thousand Dollars.

No. 6. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF JEFFERSON STREET, from Central avenue to Hamburg avenue.

The Engineer's estimate of the quantities is as follows:

2,090 square yards of asphalt pavement.

10 square yards of adjacent pavement.
350 cubic yards of concrete.
1,030 linear feet of new curbstones.
260 linear feet of old curbstones, to be reset.

5 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Five Hundred Dollars.

No. 7. FOR REGULATING AND REPAVING WITH GRANITE PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF KENT AVENUE, from Hewes street to Clymer street.

The Engineer's estimate of the quantities is as follows:

4,100 square yards of granite block pavement, with tar and gravel joints.
30 square yards of adjacent pavement.
850 cubic yards of concrete.
3,200 linear feet of new curbstones.
180 linear feet of old curbstones, to be reset.

760 square feet of new granite bridgestones.
270 square feet of old bridgestones, to be relaid.

The time allowed for the completion of the work and full performance of the contract is forty (40) working days.

The amount of security required is Six Thousand Five Hundred Dollars.

No. 8. FOR REGULATING, GRADING, CURBING, GUTTERING AND LAYING SIDEWALKS ON SEVENTY-FOURTH STREET, from Second avenue to Seventh avenue.

The Engineer's estimate of the quantities is as follows:

1,690 square yards of brick gutters, on a concrete foundation.
7,610 linear feet of new curbstones, to be set in concrete.
9,240 cubic yards of earth excavation.

5,400 cubic yards of earth filling, not to be bid for.

564 cubic yards of concrete, not to be bid for.

37,700 square feet of cement sidewalks.

The time allowed for the completion of the work and full performance of the contract is sixty (60) working days.

The amount of security required is Eight Thousand Dollars.

No. 9. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF SEVENTY-SEVENTH STREET, from Second avenue to Fourth avenue.

The Engineer's estimate of the quantities is as follows:

4,210 square yards of asphalt pavement.
590 cubic yards of concrete.

The time allowed for the completion of the work and full performance of the contract is thirty (30) working days.

The amount of security required is Three Thousand Dollars.

No. 10. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON SUTTER AVENUE, from Rockaway avenue to Saratoga avenue.

The Engineer's estimate of the quantities is as follows:

3,218 linear feet of new curbstones, to be set in concrete.
852 cubic yards of earth excavation.
20 cubic yards of earth filling, not to be bid for.

160 cubic yards of concrete, not to be bid for.

14,830 square feet of cement sidewalks.

The time allowed for the completion of the work and full performance of the contract is forty (40) working days.

The amount of security required is Two Thousand Two Hundred Dollars.

No. 11. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF VIRGINIA PLACE, from Park place to Sterling place.

The Engineer's estimate of the quantities is as follows:

750 square yards of asphalt pavement.
130 cubic yards of concrete.
360 linear feet of new curbstones.
200 linear feet of old curbstones, to be reset.

The time allowed for the completion of the work and full performance of the contract is twenty (20) working days.

The amount of security required is Six Hundred Dollars.

No. 12. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON THE PRESENT PAVEMENT AS A FOUNDATION THE ROADWAY OF WASHINGTON AVENUE, from Greene avenue to Fulton street.

The Engineer's estimate of the quantities is as follows:

6,260 square yards of asphalt pavement.
6,260 square yards of old stone pavement, to be relaid.
1,180 linear feet of new curbstones.
1,380 linear feet of old curbstones, to be reset.

13 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and full performance of the contract is forty (40) working days.

The amount of security required is Three Thousand Dollars.

No. 13. FOR REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS ON WEST NINTH STREET, from Clinton street to Henry street.

The Engineer's estimate of the quantities is as follows:

1,000 linear feet of new curbstones, to be set in concrete.
370 cubic yards of earth excavation.
5,150 square feet of cement sidewalks.
50 cubic yards of concrete, not to be bid for.

The time allowed for the completion of the work and full performance of the contract is thirty (30) working days.

The amount of security required is Eight Hundred Dollars.

No. 14. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF BROADWAY, from Havemeyer street to Lafayette avenue.

The Engineer's estimate of the quantities is as follows:

34,410 square yards of asphalt block pavement.
300 square yards of adjacent pavement.
5,170 cubic yards of concrete.
13,660 linear feet of new curbstones.
3,720 linear feet of old curbstones, to be reset.

81 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and full performance of the contract is ninety (90) working days.

The amount of security is Forty Thousand 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, square foot, 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 Assistant Commissioner of Public Works, the Borough of Brooklyn, Room No. 15, Municipal Building, Borough of Brooklyn.

MARTIN W. LITTLETON,
President.

Dated MAY 23, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX.

"North Side News," "Westchester Independent," "Bronx Sentinel," "Harlem Reporter and Bronx Chronicle," "Bronx Borough Record."

BOROUGH OF RICHMOND.

"Staten Islander," "Staten Island Star," "Richmond County Herald," "Richmond County Democrat," "Staten Island World."

BOROUGH OF QUEENS.

"Long Island Daily Star," "Flushing Daily Times," "Flushing Evening Journal," "Queens Borough Advertiser," "Jamaica Standard," "Rockaway News," "Long Island Farmer," "Long Island Democrat."

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard Union," "Brooklyn Free Press," "Brooklyn Weekly News," "Flatbush Weekly News."

BOROUGH OF MANHATTAN.

"Harlem Local Reporter" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designation by Board of City Record April 26, 1904.
Amended July 22 and September 15, 1904, and February 7, 1905.

DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock A. M., on

THURSDAY, JUNE 15, 1905.

Borough of Manhattan.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR MAKING AND COMPLETING TWO HORIZONTAL TUBULAR BOILERS, ETC., FOR SECOND DISTRICT PRISON.

The time for the completion of the work and the full performance of the contract is by or before 60 consecutive working days.

The amount of security required is fifty per cent. of the amount of bid or estimate. 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 Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

FRANCIS J. LANTRY,
Commissioner.

Dated MAY 31, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD MEETINGS.

The Board of Estimate and Apportionment meet in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock A. M.

JAMES W. STEVENSON,
Deputy Comptroller, 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.

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock A. M., on

MONDAY, JUNE 26, 1905.

Borough of Queens.

No. 3. FOR IMPROVING THE SANITARY CONDITION, ETC., OF PUBLIC SCHOOL 34, SPRINGFIELD ROAD, NEAR HOLLIS AVENUE, QUEENS, AND PUBLIC SCHOOL 72, MASPETH AVENUE AND FRESH POND ROAD, MASPETH, BOROUGH OF QUEENS.

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 34..... \$1,900 00
Public School 72..... 1,900 00

No. 4. ALTERATIONS, REPAIRS, ETC., IN PUBLIC SCHOOL 26, ON THE FRESH MEADOW ROAD (BLACK STUMP), FLUSHING, BOROUGH OF QUEENS.

The time of completion is 60 working days. The amount of security required is Two Thousand Dollars.

No. 5. INSTALLING HEATING AND VENTILATING APPARATUS IN ADDITION TO PUBLIC SCHOOL 71, ON THE WEST SIDE OF JOHN STREET, ABOUT 100 FEET

NORTH OF PROSPECT PLACE, METROPOLITAN, BOROUGH OF QUEENS.

The time allowed to complete the whole work in the new addition will be 30 working days, as provided in the contract.

The amount of security required is Ten Thousand Dollars.

Borough of Manhattan.

No. 6. GENERAL CONSTRUCTION, ETC., OF ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 71, ON THE NORTH SIDE OF EAST SIXTH STREET, ABOUT 143 FEET EAST OF AVENUE B, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 200 working days, as provided in the contract.

The amount of security required is Eighteen Thousand Five Hundred Dollars.

No. 7. FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 38, ON THE WEST SIDE OF CLARK STREET, BETWEEN DOMINICK AND BROOME STREETS, BOROUGH OF MANHATTAN.

The time of completion is 60 working days. The amount of security required is Six Thousand Dollars.

No. 8. FOR REPAIRS TO HEATING APPARATUS OF PUBLIC SCHOOLS 6, 7, 13, 14, 19, 23, 34, 35, 37, 42, 71, 76, 77, 88, 96, 103, 105, 147 AND 148, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be until August 28, 1905, as provided in the contract.

The amount of security required is as follows:

Public School 6.....	\$900 00
Public School 7.....	400 00
Public School 13.....	400 00
Public School 14.....	400 00
Public School 19.....	1,600 00
Public School 23.....	400 00
Public School 34.....	400 00
Public School 35.....	1,100 00
Public School 37.....	900 00
Public School 42.....	1,300 00
Public School 71.....	1,200 00
Public School 76.....	800 00
Public School 77.....	400 00
Public School 88.....	1,000 00
Public School 96.....	900 00
Public School 103.....	500 00
Public School 105.....	400 00
Public School 147.....	400 00
Public School 148.....	500 00

A separate proposal must be submitted for each school and award will be made thereon.

On Contracts Nos. 3, 4, 5, 6 and 7 the bids will be compared and the contract awarded to the lowest bidder on each contract.

On Contract No. 8 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.

The 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 may be obtained and the plans and drawings may be seen at the office of the Superintendent at Estimating Room, 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 JUNE 15, 1905.

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, JUNE 26, 1905.

Borough of Brooklyn.

No. 9. FOR ALTERATIONS, REPAIRS, ETC., PUBLIC SCHOOL 5, DUFFIELD, JOHNSON AND GOLD STREETS, BOROUGH OF BROOKLYN.

The time of completion is 55 working days.

The amount of security required is Six Hundred Dollars.

No. 10. ALTERATIONS, REPAIRS, ETC., IN ERASMUS HALL HIGH SCHOOL, FLATBUSH, NEAR CHURCH AVENUE, BOROUGH OF BROOKLYN.

The time of completion is 55 working days.

The amount of security required is Nine Hundred Dollars.

No. 11. IMPROVING THE SANITARY CONDITION AND ALTERATIONS TO PUPILS' WATERCLOSET, ETC., AT PUBLIC SCHOOL 104, ON THE NORTHEAST CORNER OF FIFTH AVENUE AND NINETY-SECOND STREET, BOROUGH OF BROOKLYN.

The time of completion is 45 working days.

The amount of security required is Two Thousand Dollars.

On Contracts Nos. 9, 10 and 11 the bids will be compared and the contract awarded in a lump sum to the lowest bidder on each contract.

Blank forms may be obtained and the plans and drawings may be seen at the office of the Superintendent at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan, and also at Branch Office, No. 131 Livingston street, Borough of Brooklyn.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated JUNE 14, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF EDUCATION, SOUTHWEST CORNER PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 12 o'clock noon on

THURSDAY, JUNE 22, 1905.

Borough of Brooklyn.

Item No. 1.

FOR FURNISHING ALL REQUIRED MATERIAL, REPAIRING, TRANSFERRING AND ERECTING GYMNASIUM APPARATUS, KINDERGARTEN TENTS, AWNINGS, FRAMES, AND ALL OTHER MATERIAL INCLUDED IN EQUIPMENT OF OPEN-AIR PLAY-GROUNDS; AND

FOR FURNISHING ALL REQUIRED MATERIAL, REPAIRING, TRANSFERRING AND ERECTING GYMNASIUM APPARATUS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF SCHOOL PLAYGROUNDS.

The time for furnishing and delivering the materials and the completion of the work, as provided in the contract, will be on or before July 8, 1905.

Item No. 2.

FOR TAKING DOWN, REMOVING, TRANSFERRING AND STORING ALL GYMNASIUM APPARATUS, KINDERGARTEN TENTS, AWNINGS AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF OPEN-AIR PLAYGROUNDS; AND

FOR TAKING DOWN, REMOVING, TRANSFERRING AND STORING ALL GYMNASIUM APPARATUS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN EQUIPMENT OF SCHOOL PLAYGROUNDS.

The time for the completion of the work and the full performance of the contract is by or before September 9, 1905.

Items Nos. 1 and 2 will be awarded to the lowest aggregate bidder. Bill for Item No. 1 will be approved for payment when all work included in Item No. 1 shall have been completed and accepted by the Superintendent of School Supplies.

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, by which the bids will be tested.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, the Borough of Manhattan, southwest corner of Park avenue and Fifty-ninth street.

PATRICK JONES,

Superintendent of School Supplies.

Dated JUNE 12, 1905.

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, JUNE 26, 1905.

Borough of Queens.

No. 1. FOR ALTERATIONS, REPAIRS, ETC., TO PUBLIC SCHOOLS 1, 2, 5, 7, 9 AND 80, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be 50 working days, as provided in the contract.

The amount of security required is as follows:

Public School 1.....	\$1,500 00
Public School 2.....	1,000 00
Public School 5.....	700 00
Public School 7.....	3,500 00
Public School 9.....	900 00
Public School 80.....	600 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 2. FOR ALTERATIONS, REPAIRS, ETC., TO PUBLIC SCHOOLS 20, 21, 27, 31, 34, 39, 44, 47, 50, 52, 59, 60, 65 AND 79, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be 50 working days, as provided in the contract.

The amount of security required is as follows:

Public School 20.....	\$700 00
Public School 21.....	1,200 00
Public School 27.....	900 00
Public School 31.....	900 00
Public School 34.....	400 00
Public School 39.....	1,700 00
Public School 44.....	1,000 00
Public School 47.....	400 00
Public School 50.....	500 00
Public School 52.....	700 00
Public School 59.....	1,200 00
Public School 60.....	400 00
Public School 65.....	400 00
Public School 79.....	800 00

A separate proposal must be submitted for each school and award will be made thereon.

On Contracts Nos. 1 and 2 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.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

The extensions must be made and footed up, as the bids will be read from the total of each item and award will be made to the lowest bidder on each item.

Blank forms may be obtained and the plans and drawings may be seen at the office of the Superintendent at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at Branch Office, No. 69 Broadway, Flushing, Borough of Queens.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated JUNE 8, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF EDUCATION, SOUTHWEST CORNER PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 12 o'clock noon on

TUESDAY, JUNE 20, 1905.

Borough of Manhattan.

Item No. 1.

FOR FURNISHING ALL REQUIRED MATERIAL, REPAIRING, TRANSFERRING AND ERECTING GYMNASIUM APPARATUS, KINDERGARTEN TENTS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN EQUIPMENT OF OPEN-AIR PLAY-GROUNDS; AND

FOR FURNISHING ALL REQUIRED MATERIAL, REPAIRING, TRANSFERRING AND ERECTING GYMNASIUM APPARATUS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF SCHOOL PLAYGROUNDS.

The time for furnishing and delivering the materials and the completion of the work, as provided in the contract, will be on or before July 5, 1905.

Item No. 2.

FOR TAKING DOWN, REMOVING, TRANSFERRING AND STORING ALL GYMNASIUM APPARATUS, KINDERGARTEN TENTS,

AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF OPEN-AIR PLAYGROUNDS; AND

FOR TAKING DOWN, REMOVING, TRANSFERRING AND STORING ALL GYMNASIUM APPARATUS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF SCHOOL PLAYGROUNDS.

The time for the completion of the work and the full performance of the contract is by or before September 9, 1905.

Items Nos. 1 and 2 will be awarded to the lowest aggregate bidder. Bill for Item No. 1 will be approved for payment when all work included in Item No. 1 shall have been completed and accepted by the Superintendent of School Supplies.

Borough of The Bronx.

Item No. 1.

FOR FURNISHING ALL REQUIRED MATERIAL, REPAIRING, TRANSFERRING AND ERECTING GYMNASIUM APPARATUS, AND ALL OTHER MATERIAL INCLUDED IN EQUIPMENT OF SCHOOL PLAYGROUND.

The time for furnishing and delivering the materials and the completion of the work, as provided in the contract, will be on or before July 5, 1905.

Item No. 2.

FOR TAKING DOWN, REMOVING, TRANSFERRING AND STORING ALL GYMNASIUM APPARATUS AND ALL OTHER MATERIAL INCLUDED IN EQUIPMENT OF VACATION SCHOOL PLAYGROUND.

The time for the completion of the work and the full performance of the contract is by or before September 9, 1905.

Items Nos. 1 and 2 will be awarded to the lowest aggregate bidder. Bill for Item No. 1 will be approved for payment when all work included in Item No. 1 shall have been completed and accepted by the Superintendent of School Supplies.

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, by which the bids will be tested.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, the Borough of Manhattan, southwest corner of Park avenue and Fifty-ninth street.

PATRICK JONES,

Superintendent of School Supplies.

Dated JUNE 9, 1905.

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, JUNE 19, 1905.

Borough of Brooklyn.

No. 3. FOR INSTALLING ELECTRIC EQUIPMENT IN THE ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 103, ON THE SOUTH SIDE FOURTEENTH AVENUE, BETWEEN FIFTY-THIRD AND FIFTY-FOURTH STREETS, BOROUGH OF BROOKLYN.

The time of completion is 90 working days. The amount of security required is Two Thousand Eight Hundred Dollars.

No. 4. FOR NEW FURNITURE, ETC., FOR OLD SCHOOL BUILDINGS IN THE BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is as follows:
Item 2..... \$400 00
Item 3..... 1,400 00

A separate proposal must be submitted for each item and award will be made thereon.

On Contract No. 3 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

On Contract No. 4 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.

The 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 may be obtained and the plans and drawings may be seen at the office of the Superintendent at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at Branch Office, No. 131 Livingston street, Borough of Brooklyn.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated JUNE 7, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

Borough of Queens.

No. 7. FOR INSTALLING ELECTRIC EQUIPMENT IN ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 1, ON THE NORTHEAST CORNER OF VAN ALST AVENUE AND NINTH STREET, LONG ISLAND CITY, BOROUGH OF QUEENS.

The time allowed for the completion of this contract is 60 working days.

The amount of security required is Two Thousand Dollars.

No. 8. FOR THE SANITARY WORK AND GASFITTING OF NEW PUBLIC SCHOOL 82, ON THE WEST SIDE OF KAPLAN AVENUE, BETWEEN HORTON AND HAMMOND AVENUES, JAMAICA, BOROUGH OF QUEENS.

The time of completion is 75 working days.

The amount of security required is Three Thousand Dollars.

Borough of Richmond.

No. 9. FOR ERECTING FIRE-ESCAPES AND MAKING NECESSARY ALTERATIONS AT PUBLIC SCHOOLS 8, 9, 13, 19 AND 22, BOROUGH OF RICHMOND.

The time allowed to complete the whole work on each school will be 45 working days, as provided in the contract.

The amount of security required is as follows:

Public School 8.....	\$1,300 00
Public School 9.....	700 00
Public School 13.....	1,500 00
Public School 19.....	1,600 00
Public School 22.....	700 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 10. FOR ALTERATIONS, REPAIRS, ETC., TO PUBLIC SCHOOLS 11, 14, 15, 16, 17, 18, 19, 20, 22, 23, 25 and 32, BOROUGH OF RICHMOND.

The time allowed to complete the whole work on each school will be 50 working days, as provided in the contract.

The amount of security required is as follows:

Public School 11.....	\$400 00
Public School 14.....	1,600 00
Public School 15.....	700 00
Public School 16.....	1,000 00
Public School 17.....	1,400 00
Public School 18.....	700 00
Public School 19.....	400 00
Public School 20.....	600 00
Public School 22.....	500 00
Public School 23.....	700 00
Public School 25.....	600 00
Public School 32.....	800 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 11. FOR ITEM 1, INSTALLING HEATING AND VENTILATING APPARATUS, AND ITEM 2, INSTALLING ELECTRIC EQUIPMENT FOR ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 18, ON BROADWAY, MARKET STREET AND WINEGAR PLACE, WEST NEW BRIGHTON, BOROUGH OF RICHMOND.

The time of completion is 60 working days.

The amount of security required is as follows:

Item 1.....	\$6,000 00
Item 2.....	1,000 00

A separate proposal must be submitted for each item and award will be made thereon.

On contracts Nos. 5, 7 and 8 the bids will be compared and the contract awarded to the lowest bidder on each contract.

On contracts Nos. 6, 9, 10 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.

The 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 may be obtained and the plans and drawings may be seen at the office of the Superintendent at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan, also at branch offices, No. 69 Broadway, Flushing, Borough of Queens, and Savings Bank Building, Stapleton, Borough of Richmond, for work for their respective boroughs.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated JUNE 8, 1905.

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, JUNE 19, 1905.

No. 12. FOR FURNISHING AND DELIVERING MATERIALS AND SUPPLIES TO THE HALL OF THE BOARD OF EDUCATION, PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 20 working days, except as hereinafter provided in the contract.

The amount of security required is 50 per cent. of the estimated cost of the supplies bid for by each bidder.

All supplies must conform to the descriptions and specifications.

On Contract No. 12 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.

The 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 may be obtained at the office of the Superintendent, at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated JUNE 8, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock P. M. on

THURSDAY, JUNE 29, 1905.

Borough of Brooklyn.

No. 1. FOR THE ERECTION OF A SHELTER IN COOPER PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is ninety consecutive working days.

The amount of security required is Six Thousand Dollars.

The time allowed for the completion of this contract is within ninety consecutive working days.

The amount of security required is Six Thousand Dollars.

No. 2. FOR REPAIRS AND ALTERATIONS TO RAILING AND WALL AT FLOWER GARDEN, PROSPECT PARK, BROOKLYN.

The time allowed for the completion of this contract is within thirty consecutive working days.

The amount of security required is Two Thousand Five Hundred Dollars.

Borough of Queens.

No. 3. FOR THE ERECTION OF A SHELTER IN FOREST PARK, BOROUGH OF QUEENS.

The time allowed for the completion of this contract is within one hundred consecutive working days.

The amount of security required is Ten Thousand Dollars.

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

JOHN J. PALLAS,

President;

HENRY C. SCHRADER,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated JUNE 12, 1905.

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 15, 1905.

Borough of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING HUDSON RIVER ROAD GRAVEL ON PARKS AND PARKWAYS.

The time for the delivery will be as required during the year 1905.

The amount of security required is Eight Thousand Dollars.

Borough of Brooklyn.

No. 2. FOR THE ERECTION OF A SHELTER IN FORT GREENE PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within 100 consecutive working days.

The amount of security required is Ten Thousand Dollars.

No. 3. FOR THE ERECTION OF A SHELTER IN CARROLL PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within 60 consecutive working days.

The amount of security required is Five Thousand Dollars.

No. 4. FOR THE ERECTION OF A SHELTER IN IRVING SQUARE, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within 90 consecutive working days.

The amount of security required is Five Thousand Dollars.

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

JOHN J. PALLAS,

President;

HENRY C. SCHRADER,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated MAY 29, 1905.

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 15, 1905.

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING THREE BUGGIES TO THE DEPARTMENT OF PARKS.

The time allowed for the completion of this contract is within 20 consecutive working days.

The amount of security required is Five Hundred Dollars.

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.

JOHN J. PALLAS,

President;

HENRY C. SCHRADER,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated MAY 29, 1905.

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 15, 1905.

Borough of Brooklyn.

No. 1. FOR THE ERECTION OF A SHELTER IN BEDFORD PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within ninety consecutive working days.

The amount of security required is Six Thousand Dollars.

No. 2. FOR THE ERECTION OF A SHELTER IN BUSHWICK PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is ninety consecutive working days.

The amount of security required is Seven Thousand Dollars.

No. 3. FOR THE ERECTION AND COMPLETION OF THE STEPS AND APPROACH TO THE EASTERN PARKWAY FRONT OF THE BROOKLYN INSTITUTE OF ARTS AND SCIENCES, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within two hundred consecutive working days.

The amount of security required is Forty Thousand Dollars.

No. 4. FOR BUILDING ROADWAY AND WALKS IN REAR OF INSTITUTE OF ARTS AND SCIENCES, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is sixty consecutive working days.

The amount of security required is Five Thousand Dollars.

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

JOHN J. PALLAS,

President;

HENRY C. SCHRADER,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated MAY 31, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF FINANCE.**NOTICE TO PROPERTY-OWNERS.**

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 7.

BROADWAY—PLACING CROSSWALKS at the north side of WEST ONE HUNDRED AND FIFTIETH STREET and the south side of WEST ONE HUNDRED AND FIFTY-FIRST STREET. Area of assessment: Both sides of Broadway, from One Hundred and Fiftieth street to One Hundred and Fifty-first street; north side of One Hundred and Fiftieth street and south side of One Hundred and Fifty-first street, commencing half way from Riverside drive extension and extending to half way to Amsterdam avenue.

TWELFTH WARD, SECTION 8.

WEST ONE HUNDRED AND SEVENTIETH STREET—REGULATING, GRADING, FLAGGING AND CURBING, between Broadway and Haven avenue. Area of assessment: Both sides of West One Hundred and Seventieth street, from Broadway to Haven avenue, and to the extent of half the block at the intersecting and terminating streets.

BROADWAY—SEWER, west side, between Nagle avenue and One Hundred and Eighty-first street, and ONE HUNDRED AND EIGHTY-FIRST STREET—SEWER, between Broadway and Fort Washington avenue. Area of assessment: West side of Broadway, from One Hundred and Seventy-third street to Nagle avenue; both sides of One Hundred and Eighty-first street, from Broadway to Fort Washington avenue.

—that the same were confirmed by the Board of Assessors on June 13, 1905, and entered on June 13, 1905, 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 on the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room No. 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before August 12, 1905, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

EDWARD M. GROUT,

Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, JUNE 13, 1905.

CORPORATION SALE OF REAL ESTATE.

BRYAN L. KENNELLY, AUCTIONEER.

PUBLIC NOTICE IS HEREBY GIVEN that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction on

FRIDAY, JUNE 30, 1905,

at 12 o'clock M., at the New York Real Estate Salesroom, Nos. 14 and 16 Vesey street, the following described real estate, belonging to the corporation of The City of New York, and located in the Borough of Manhattan, viz:

All those certain lots of land, with the improvements thereon erected, bounded and described as follows:

Beginning at a point on the westerly side of Elm street distant 25 feet northerly from the northwesterly corner of Elm street and Leonard street; running thence westerly parallel with Leonard street 45 feet 9 inches; thence northerly 25 feet; thence again westerly 43 feet 6 inches; thence northerly 30 feet 9 inches; thence again westerly 5 feet; thence again northerly 19 feet 3 inches; thence easterly 5 feet; thence again northerly 25 feet; thence easterly 90 feet to the westerly side of Elm street; and thence southerly along the westerly side of Elm street 100 feet to the point or place of beginning, be the said several dimensions more or less. The minimum or upset price at which said property shall be sold is hereby fixed at seventy thousand dollars (\$70,000).

The sale of the said premises is made upon the following

TERMS AND CONDITIONS:

The highest bidder will be required to pay ten (10) per cent. of the purchase money and

the auctioneer's fee immediately after the sale; thirty (30) per cent. upon the delivery of the deed within thirty days from the date of sale; and the balance, sixty (60) per cent. of the purchase money, or any portion thereof, may remain at the option of the purchaser, on bond and mortgage for five years, with interest at the rate of six per centum per annum, payable semi-annually, the mortgages to contain the customary thirty days' interest and ninety days' tax and assessment and insurance clauses.

The bond and mortgage may be paid off at any time within the term thereof on giving thirty days' notice to the Comptroller, or it may be paid by installments of not less than five thousand dollars on any day when the interest is due, or on thirty days' notice. The bond and mortgage will be prepared by the Counsel to the Corporation, and the sum of twelve dollars and fifty cents will be charged for drawing, acknowledging and recording each separate mortgage. If more than one lot of land is included in any mortgage, the whole mortgage must be paid off before any release can be given by the corporation, as a release of any part of the premises included in a mortgage to the corporation is forbidden by law.

The Comptroller may, at his option, resell the property if the successful bidder shall fail to comply with the terms of the sale, and the party who may fail to comply therewith will be held liable for any deficiency that may result from any such resale.

The right is reserved to reject any and all bids. Maps of said real estate may be seen on application at the Comptroller's Office, Stewart Building, No. 280 Broadway, Borough of Manhattan.

By orders of the Commissioners of the Sinking Fund, under resolutions adopted at meetings of the Board held April 24, 1905, and June 7, 1905.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, JUNE 12, 1905.

EDWARD M. GROUT,

Comptroller.

INTEREST ON BONDS AND STOCK OF THE CITY OF NEW YORK.

THE INTEREST DUE ON JULY 1, 1905, on the Registered Bonds and Stock of The City of New York will be paid on that day by the Comptroller, at his office, Room 37, Stewart Building, corner of Broadway and Chambers street.

The Transfer Books thereof will be closed from June 15, 1905, to July 1, 1905.

The interest due on July 1, 1905, on the Coupon Bonds of the late City of Brooklyn will be paid on that day by the Nassau National Bank of Brooklyn, No. 26 Court street.

The interest due July 1, 1905, on the Coupon Bonds of Corporations in Queens and Richmond Counties will be received on that day for payment by the Comptroller at his office, Room 37, Stewart Building, corner of Broadway and Chambers street.

EDWARD M. GROUT,

Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, JUNE 12, 1905.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 10.

DENMAN PLACE (EAST ONE HUNDRED AND SIXTIETH STREET)—REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES, from Cauldwell place to Prospect avenue. Area of assessment: Both sides of Denman place, from Cauldwell avenue to Prospect avenue, and to the extent of half the block at the intersecting and terminating streets.

TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND SEVENTY-FOURTH STREET—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from Fulton avenue to Park avenue. Area of assessment: Both sides of East One Hundred and Seventy-fourth street, from Fulton avenue to Park avenue, and to the extent of half the block at the intersecting and terminating avenues.

EAST ONE HUNDRED AND SEVENTY-SEVENTH STREET—REGULATING, GRADING, CURBING

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 August 7, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 8, 1905.
j9,22

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 9.
EAST ONE HUNDRED AND SIXTY-FOURTH STREET—REGULATING, GRADING, CURBING, FLAGGING, LAYING CEMENT SIDEWALKS AND PAVING, from Summit avenue to Anderson avenue. Area of assessment: Both sides of One Hundred and Sixty-fourth street, from Summit avenue to Anderson avenue and to the extent of half the block at the intersecting terminating streets.

TWENTY-FOURTH WARD, SECTION 11.
PARK AVENUE—SEWER and appurtenances, east side, between Third avenue and East One Hundred and Eighty-seventh street, with branch in EAST ONE HUNDRED AND EIGHTY-EIGHTH STREET, between Park avenue and Third avenue. Area of assessment: Both sides of Park avenue, from One Hundred and Eighty-seventh street to Third avenue; west side of Third avenue, from One Hundred and Eighty-seventh street to Park avenue; both sides of One Hundred and Eighty-eighth street and One Hundred and Eighty-ninth street, from Park avenue to Third avenue.

—that the same were confirmed by the Board of Assessors May 31, 1905, and entered on May 31, 1905, 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 on the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the 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 31, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, May 31, 1905.
j2,15

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

EIGHTH AND THIRTIETH WARDS, SECTION 3.
FIFTIETH STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Sixth and Eighth avenues. Area of assessment: Both sides of Fifth street, from Sixth avenue to Eighth avenue, and to the extent of half the block at the intersecting and terminating avenues.

TWENTY-SIXTH WARD.
FOUNTAIN AVENUE—REGULATING, GRADING AND CURBING, between Belmont avenue and Atlantic avenue. Area of assessment: Both sides of Fountain avenue, from Belmont avenue to Atlantic avenue, and to the extent of half the block at the intersecting and terminating avenues.

OSBORN STREET—REGULATING, GRADING, PAVING, CURBING AND RECURBING AND LAYING CEMENT SIDEWALKS, between Sutter and Blake avenues. Area of assessment: Both sides of Osborn street, from Sutter avenue to a point 250 feet south of Blake avenue, and to the extent of half the block at the intersecting and terminating streets.

TWENTY-SIXTH WARD, SECTION 12.
PITKIN AVENUE—REGULATING, GRADING, CURBING AND PAVING, between Stone avenue and Powell street. Area of assessment: Both sides of Pitkin avenue, from Stone avenue to Powell street, and to the extent of half the block at the intersecting and terminating streets.

TWENTY-NINTH WARD.
CROOKE AVENUE—REGULATING AND PAVING, SETTING OR RESETTING CURB, FLAGGING OR RELAGGING AND LAYING CEMENT SIDEWALKS, from Brighton Beach Railroad tracks to Parade place. Area of assessment: Both sides of Crooke avenue, from Brighton Beach Railroad tracks to Parade place, and to the extent of half the block at the intersecting and terminating streets.

CATON AVENUE—REGULATING AND PAVING, SETTING AND RESETTING CURB AND LAYING CEMENT SIDEWALKS, where not already done, from the right of way of the Brighton Beach Railroad to St. Paul's place. Area of assessment: Both sides of Caton avenue, from the right of way of the Brighton Beach Railroad to St. Paul's place, and to the extent of half the block at the intersection of St. Paul's place.

ST. PAUL'S PLACE—REGULATING, GRADING AND PAVING, SETTING AND RESETTING CURB, LAYING CEMENT SIDEWALKS, where not already done, and RELAY-

ING FLAGGING, where necessary, between Fort Hamilton avenue and Church avenue. Area of assessment: Both sides of St. Paul's place, from Fort Hamilton avenue to Church avenue, and to the extent of half the block at the intersecting and terminating streets.

—that the same were confirmed by the Board of Revision of Assessments June 8, 1905, and entered June 8, 1905, 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 assessments 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 assessments became liens, 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, Borough of Brooklyn, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before August 7, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 8, 1905.
j9,22

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 Taxes and Assessments and of Water Rents, of the following named avenue in the BOROUGH OF THE BRONX:

TWENTY-THIRD AND TWENTY-FOURTH WARDS, SECTIONS 9 AND 11.

FINDLAY AVENUE—OPENING, from East One Hundred and Sixty-fourth street to East One Hundred and Seventieth street. Confirmed April 21, 1905; entered June 7, 1905. 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 a line drawn parallel to and distant 100 feet southwesterly from the southwesterly line of East One Hundred and Sixty-third street with the southwesterly prolongation of a line drawn parallel to and distant 100 feet northwesterly from the northwesterly line of College avenue; running thence northeasterly along said prolongation and parallel line to its intersection with a line drawn parallel to and distant 100 feet southwesterly from the southwesterly line of East One Hundred and Sixty-fourth street; thence northeasterly along said middle line of the blocks between Grant avenue and Morris avenue; thence northeasterly along said middle line of the blocks to the easterly line of Teller avenue; thence easterly on a line drawn at right angles to said easterly line of Teller avenue to its intersection with a line drawn parallel to and distant 200 feet easterly from the easterly line of Teller avenue; thence southerly along said parallel line to its intersection with the southeasterly prolongation of the southwesterly line of East One Hundred and Seventy-first street; thence southeasterly along said prolongation to its intersection with the middle line of the blocks between Clay avenue and Webster avenue; thence southwesterly along said middle line of the blocks and its southwesterly prolongation to its intersection with the southwesterly prolongation of a line drawn parallel to and distant 100 feet southwesterly from the southwesterly line of East One Hundred and Sixty-fourth street; thence northwesterly along said prolongation and parallel line to its intersection with a line drawn parallel to and distant 100 feet southeasterly from the southeasterly line of College avenue; thence southwesterly along said parallel line and its southwesterly prolongation to its intersection with a line drawn parallel to and distant 100 feet southwesterly from the southwesterly line of East One Hundred and Sixty-third street; thence northwesterly along said parallel line to the point or place of beginning.

The above-entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above 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 August 7, 1905, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 7, 1905.
j8,21

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 MANHATTAN:

NINETEENTH WARD, SECTION 5.

RECEIVING-BASINS at the northwest corner of SEVENTY-THIRD STREET AND FIRST AVENUE and at the northwest corner of EIGHTIETH STREET AND EAST END AVENUE. Area of assessment: North side of East Seventy-third street, from First avenue to Second avenue; block bounded by Eightieth street, Eighty-first street, Avenue A and Avenue B; —that the same were confirmed by the Board of Assessors on June 6, 1905, and entered on June 6, 1905, 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 on the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room No. 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before August 7, 1905, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 6, 1905.
j7,28

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWENTY-SECOND WARD, SECTION 4.
FIFTY-SIXTH STREET—REGULATING AND PAVING, from Eleventh avenue to Twelfth avenue. Area of assessment: Both sides of Fifty-sixth street, from Eleventh avenue to Twelfth avenue, and to the extent of half the block at the intersecting and terminating avenues.

TWELFTH WARD, SECTION 6.
SECOND AVENUE—SEWERS, east and west sides, between One Hundred and Ninth and One Hundred and Tenth streets, with alteration and improvement to curves at the southeast and southwest corners of One Hundred and Tenth street and Second avenue. Area of assessment: Both sides of Second avenue, extending about 180 feet south of East One Hundred and Tenth street.

PLEASANT AVENUE, on the easterly side—REGULATING, GRADING THE SIDEWALKS AND CONSTRUCTING RETAINING-WALL, beginning 35 feet north of the northerly line of One Hundred and Twenty-third street and running 226.83 feet northerly therefrom. Area of assessment: East side of Pleasant avenue, from One Hundred and Twenty-third street to One Hundred and Twenty-fourth street, on Lots Nos. 17, 19, 22 and 22½ of Block 1819, and the north side of One Hundred and Twenty-fourth street, on Lot No. 22½ of Block 1812.

TWELFTH WARD, SECTION 7.

ONE HUNDRED AND TWENTIETH STREET—ALTERATION AND IMPROVEMENT TO SEWER, between Amsterdam avenue and Morningside avenue, West. Area of assessment: Both sides of West One Hundred and Twentieth street, from Amsterdam avenue to Morningside avenue, West; east side of Amsterdam avenue, between West One Hundred and Nineteenth street and West One Hundred and Twentieth street, and the north side of West One Hundred and Nineteenth street, between Amsterdam avenue and Morningside avenue, West. —that the same were confirmed by the Board of Assessors on May 31, 1905, and entered on May 31, 1905, 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 on the said Record of Title of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room No. 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before July 31, 1905, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, May 31, 1905.
j9,15

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

NINTH WARD, SECTION 4.
DOUGLASS STREET—REGULATING, GRADING AND CURBING, between Underhill avenue and Washington avenue. Area of assessment: Both sides of Douglass street, from Underhill avenue to Washington avenue, and to the extent of half the block at the intersecting and terminating avenues.

TWENTY-FIFTH WARD, SECTION 6.
SHERLOCK PLACE—REGULATING, GRADING AND CURBING, between Herkimer street and Atlantic avenue. Area of assessment: Both sides of Sherlock place, from Herkimer street to Atlantic avenue, and to the extent of half the block at the intersecting and terminating streets.

TWENTY-SIXTH WARD, SECTION 12.
CHRISTOPHER STREET—REGULATING, GRADING, CURBING, LAYING CEMENT SIDEWALKS AND PAVING, between East New York avenue and Livonia avenue. Area of assessment: Both sides of Christopher street, from East New York avenue to Livonia avenue, and to the extent of half the block at the intersecting and terminating avenues.

—that the same were confirmed by the Board of Assessors May 31, 1905, and entered May 31, 1905, 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 assessments 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 assessments became liens, 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, Borough of Brooklyn, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before July 31, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, May 31, 1905.
j2,15

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 MANHATTAN:

TWELFTH WARD, SECTION 6.
ONE HUNDRED AND EIGHTH STREET—REGULATING, GRADING, CURBING, FLAGGING AND PAVING, from First avenue to East river. Area of assessment: Both sides of One Hundred and Eighth street, from First avenue to East river, and to the extent of half the block at the intersecting and terminating streets.

—that the same were confirmed by the Board of Revision of Assessments on June 8, 1905, and entered on June 8, 1905, 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 on the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon, at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room No. 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before August 7, 1905, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 8, 1905.
j9,22

DEPARTMENT OF FINANCE, CITY OF NEW YORK,
March 26, 1903.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case, one surety company will be accepted as sufficient upon all contracts for supplies for furniture, and for gas and electric lighting to any amount, and upon the following contracts to the amounts named:

For supplies and furniture, with patented articles.....	\$5,000
Regulating, grading, paving (other than asphalt).....	
Not over 2 years.....	15,000
Over 2 years.....	5,000
School building repairs.....	10,000
Heating and lighting apparatus....	5,000
New buildings—New docks.....	25,000
Sewers—Dredging and water-mains—	
Not over 2 years.....	10,000
Over 2 years.....	5,000

EDWARD M. GROUT,
Comptroller.

DEPARTMENT OF WATER SUPPLY,
GAS AND ELECTRICITY.

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, JUNE 21, 1905.
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING SEMI-BITUMINOUS AND ANTHRACITE COAL IN THE FOLLOWING AMOUNTS:
SECTION I.—22,100 GROSS TONS OF SEMI-BITUMINOUS COAL.
SECTION II.—54,200 GROSS TONS OF ANTHRACITE COAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is until May 1, 1906.

The amount of security will be, for Section I, Fifteen Thousand Dollars (\$15,000); for Section II, Fifty Thousand Dollars (\$50,000).

The bidder will state the price for each item or article called for in the bid or estimate, per ton, 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, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Room 25, Municipal Building, Brooklyn.

JOHN T. OAKLEY,
Commissioner.

Dated JUNE 8, 1905.

j9,21

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, NEW YORK, JUNE 8, 1905.

ON TUESDAY, JUNE 20, 1905, AT 11 o'clock A. M., the Department of Water Supply, Gas and Electricity will sell at public auction to the highest bidder, by Joseph P. Day, auctioneer, at the Department Pipe Yard, foot of East Twenty-fourth street, Borough of Manhattan:

About 75 tons of scrap cast iron.
About 300 pounds of brass composition.

TERMS OF SALE.

The upset prices at which these materials will be sold are \$8 per ton of 2,000 pounds for the cast iron; 24 cents per pound for the brass composition. No bid below these prices will be considered or accepted.

Successful bidders must make cash payment in bankable funds at the time and place of sale. Bids will be received for one or more of the separate descriptions of these materials, but no bid will be considered or accepted for less than the entire quantity in each case.

The purchaser or purchasers must remove all the materials from the Pipe Yard within thirty (30) days after the sale, otherwise he or they will forfeit the money paid at the time of sale and the ownership to the material, which will thereafter be resold for the benefit of the City. The purchaser must remove the material as directed by the officer of the Department in charge at the Pipe Yard, and will not be allowed to select material for removal at will.

JOHN T. OAKLEY,
Commissioner of Water Supply,
Gas and Electricity.

j9,20

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, JUNE 14, 1905.

Boroughs of Manhattan and The Bronx.

FOR HAULING AND LAYING WATER-MAINS IN LAFAYETTE, WASHINGTON AND ST. LAWRENCE AVENUES; IN ADAMS, BEACON AND TWO HUNDRED AND THIRTY-THIRD STREETS; IN BUTLER AND LYVERE PLACES, AND IN CLASON'S POINT AND KINGSBRIDGE ROADS.

The time allowed to complete the whole work will be sixty days.

The amount of security will be Two Thousand Dollars.

FOR FURNISHING AND DELIVERING WHITE WOOD PLUGS, HYDRANT EYE, BRIDGE, CASING, TAP AND PACKING BOLTS, ROLLERS AND CATCHES, STRAPS AND FENDERS.

The time allowed for completing the delivery of the above supplies and the performance of the contract will be until December 31, 1905.

The amount of security required will be Five Hundred Dollars.

The bidder will state a price for each item of supplies called for in the bid or estimate, per pound, per linear foot, or other unit of measure, as the case may be, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for all the articles, materials or supplies specified and contained in the contract and specifications.

Bidders must be known to be well prepared and able to perform and complete the work in the manner and in the time required; and bidders will be required to furnish satisfactory proof to the Commissioner that they own or control a plant or shop which is sufficient to enable the bidder to perform and fulfill the contract and specifications, or that they are the regular authorized representatives of such plant or shop. Bids of brokers and general supply men will not be received unless they show that they have the articles, appliances and machinery or equipment in stock or present facilities for its manufacture.

Bidders will write out the total amount of their bids or estimates in addition to inserting the same in figures. All bids or estimates will be considered as informal which do not contain bids or estimates for all items for which bids or estimates are called.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13-21 Park row, Chief Engineer's office, where any additional information required will be given.

JOHN T. OAKLEY,
Commissioner.

Dated JUNE 1, 1905.

j2,14

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, JUNE 14, 1905.

Boroughs of Manhattan and The Bronx.

FOR FURNISHING AND DELIVERING PIG LEAD.

The time allowed to complete the whole work will be sixty (60) calendar days.

The amount of the security required will be One Thousand Dollars (\$1,000).

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Delivery will be required to be made from time to time and in such quantities as may be directed by the Engineer.

The bidder will state the price of each item or article called for in the bid or estimate, per ton, 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, the Borough of Manhattan, Nos. 13 to 21 Park row.

JOHN T. OAKLEY,
Commissioner.

Dated JUNE 1, 1905.

j2,14

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOROUGH OF QUEENS.

NOTICE TO TAX-PAYERS.

WATER RATES FOR 1905 AND 1906 will be due and payable May 1, 1905.

If not paid before August 1, 1905, a penalty of five per cent. is added, and if not paid before November 1, 1905, an additional penalty of ten per cent. (a total of fifteen per cent.) will be added.

Bills for water rates may be obtained on and after May 1 on personal application.

For the convenience of tax-payers and to facilitate the business of the Department, it is requested that application be made by mail for such bills, at once.

Address, George H. Creed, Deputy Commissioner, Room No. 1, Hackett Building, Long Island City.

Bills will be issued on ward, volume, block and lot numbers only. Bills will not be issued on street numbers.

Applications for bills, or payments by mail, should be accompanied by addressed, stamped envelope for return, to secure prompt attention.

JOHN T. OAKLEY,
Commissioner.

mr,jur

DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10 o'clock A. M., on

FRIDAY, JUNE 23, 1905.

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY OR REQUIRED TO COMPLETE CERTAIN ALTERATIONS AT THE WILLARD PARKER HOSPITAL, FOOT OF EAST SIXTEENTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is 65 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 at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D.,
President;

ALVAH H. DOTY, M. D.,
WILLIAM McADOO,
Board of Health.

Dated JUNE 13, 1905.

j13,23

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10 o'clock A. M., on

WEDNESDAY, JUNE 21, 1905.

FOR FURNISHING, DELIVERING AND DISTRIBUTING 32,000 QUARTS OF MILK, MORE OR LESS, AS REQUIRED, TO BE DISPENSED IN SMALL QUANTITIES TO TUBERCULOSIS PATIENTS, FROM CENTRAL STATIONS LOCATED IN THE BOROUGH OF MANHATTAN, IN THE CITY OF NEW YORK, AS DIRECTED BY THE DEPARTMENT OF HEALTH AND SET FORTH IN THE SPECIFICATIONS, DURING THE YEAR 1905.

The time for the completion of the work and the full performance of the contract is during the year 1905.

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 at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D.,
President;

ALVAH H. DOTY, M. D.,
WILLIAM McADOO,
Board of Health.

Dated JUNE 10, 1905.

j10,21

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10 o'clock A. M., on

WEDNESDAY, JUNE 21, 1905.

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY OR REQUIRED TO COMPLETE A SOLARIUM ON THE NORTHERN END OF THE SCARLET FEVER PAVILION 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 50 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 at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D.,
President;

ALVAH H. DOTY, M. D.,
WILLIAM McADOO,
Board of Health.

Dated JUNE 10, 1905.

j10,21

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICIAL PAPERS.

Morning—"The Sun," "The Morning Telegraph."

Evening—"The Globe and Commercial Advertiser," "The Daily News."

Weekly—"The Sunday Democrat," "The New York Realty Journal."

German—"The New Yorker Herald."

Designated by the Board of City Record, February 7, 1905.

BOROUGH OF THE BRONX.

OFFICE OF THE PRESIDENT OF THE BOROUGH, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND THIRD AVENUE.

I HEREBY GIVE NOTICE THAT A PETITION has been presented to me, and is on file in my office for inspection, for:

No. 471.

CONSTRUCTING SEWERS AND APPURTENANCES IN:

TREMONT AVENUE, between Pugsley avenue (Avenue E) and Rosedale avenue.

WHITE PLAINS ROAD (Cottage Grove avenue), between Tremont avenue and Guerlain street (place).

GUERLAIN STREET (place), between White Plains road (Cottage Grove avenue) and Leland avenue (Saxe avenue).

LELAND AVENUE (Saxe avenue), from the centre line of Guerlain street (place) to about 245 feet southerly.

WESTCHESTER AVENUE, between Tremont avenue and Taylor avenue (Harrison avenue), and between Tremont avenue and Pugsley avenue (Avenue E).

LELAND AVENUE (Saxe avenue), between Westchester avenue and a point about 90 feet north of the centre line of Wood avenue (Cornell avenue).

THIERIOT AVENUE, between Westchester avenue and a point about 147 feet north of the centre line of Wood avenue (Cornell avenue).

TAYLOR AVENUE (Harrison avenue), between Westchester avenue and a point about 204 feet north of the centre line of Wood avenue (Cornell avenue).

HAMMOND AVENUE (Clason avenue), between McGraw avenue and Mansion street.

ST. LAWRENCE AVENUE, between Beacon avenue (street) and Merrill street.

COMMONWEALTH AVENUE, between Beacon avenue (street) and Merrill street.

McGRAW AVENUE, between Gray street (Leggett place) and Hammond avenue (Clason avenue).

WOOD AVENUE (Cornell avenue), between White Plains road (Cottage Grove avenue) and Hammond avenue (Clason avenue).

BEACON AVENUE (street), between Hammond avenue (Clason avenue) and a point about 170 feet west of the centre line of Commonwealth avenue.

The petition for the above will be submitted by me to the Local Board having jurisdiction thereof on June 22, 1905, at 2 P. M., at the office of the President of the Borough of The Bronx, Municipal Building, Crotona Park, One Hundred and Seventy-seventh street and Third avenue.

Dated JUNE 8, 1905.

LOUIS F. HAFEN,
President of the Borough of The Bronx.

j9,10,17,22

BOROUGH OF THE BRONX, OFFICE OF THE PRESIDENT OF THE BOROUGH, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND THIRD AVENUE.

I HEREBY GIVE NOTICE THAT PETITIONS have been presented to me, and are on file in my office for inspection, for:

No. 459. Laying out on the map of The City of New York Alden place, between East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street, Webster avenue and Park avenue, Borough of The Bronx, to a width of twenty-eight (28) feet, in accordance with accompanying sketch.

No. 460. Paving with sheet asphalt the roadway of One Hundred and Eighty-fourth street, from Webster avenue to Third avenue; block asphalt and granite blocks to be used where necessary on account of grade.

No. 461. Regulating and grading, setting curbstones and flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary, in Gerard avenue, between East One Hundred and Sixty-fourth street and the summit south of McClellan street.

No. 462. Laying out on the map of The City of New York a change of line at the southwest corner of Third avenue and St. Ann's avenue, so as to discontinue the widening at that point shown on the final maps.

No. 463. Laying out on the map of The City of New York East One Hundred and Seventy-eighth street, between Hughes avenue and Crotona avenue.

No. 464. Regulating and grading, setting curbstones and flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary, in East One Hundred and Eighty-first street, from Tiebout avenue to Jerome avenue.

No. 465. Paving with sheet asphalt Fox street, from One Hundred and Fifty-sixth street to Longwood avenue, and setting curb where necessary.

No. 466. Regulating and grading, setting curbstones and flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary, in East One Hundred and Seventy-fourth street, between Topping avenue and the New York and Harlem Railroad, and building steps thereon, between Anthony avenue and Clay avenue.

No. 467. To properly provide for the surface drainage by constructing receiving basins at the northeast and southeast corners of East One Hundred and Fiftieth street and River avenue.

No. 468. Acquiring title to the lands necessary for the opening of Truxton street, from Garrison square (Longwood avenue) to the East river.

No. 469. Acquiring title to the lands necessary for the opening of Eastern Boulevard, from the property of the New York, New Haven and Hartford Railroad Company to Hunt's Point road.

No. 470. Regulating and grading, setting curbstones, flagging sidewalks a space four feet wide, laying of crosswalks, building approaches and erecting fences where necessary, in East One Hundred and Sixty-sixth street, between Morris avenue and the Grand Boulevard and Concourse.

The petitions for the above will be submitted by me to the Local Board having jurisdiction thereof, on June 22, 1905, at 2 P. M., at the office of the President of the Borough of The Bronx, Municipal Building, Crotona Park, One Hundred and Seventy-seventh street and Third avenue.

Dated JUNE 8, 1905.

LOUIS F. HAFEN,
President of the Borough of The Bronx.

j9,10,17,22

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET, CROTONA PARK, NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of The Bronx at the above office until 11 o'clock A. M. on

TUESDAY, JUNE 20, 1905.

No. 1. FOR CONSTRUCTING APPROACHES TO BRIDGES OVER THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD AND THE NEW YORK AND PUTNAM RAILROAD, AT DEPOT PLACE AND WEST ONE HUNDRED AND SEVENTY-SEVENTH STREET, UNDER AUTHORITY OF CHAPTER 423 OF THE LAWS OF 1903, TOGETHER WITH ALL WORK INCIDENTAL THERE-TO.

The Engineer's estimate of the work is as follows:

Removal and disposal of old bulkheads, piles, etc.

6,200 cubic yards excavation.

3,000 linear feet bearing piles.

30,500 cubic yards filling and back filling.

1,200 cubic yards rock filling.

2 standard receiving-basins.

3 inlets.

130 linear feet vitrified stoneware pipe, 12 inches in diameter.

100 linear feet vitrified stoneware pipe, 8 inches in diameter.

1,950 cubic yards dry rubble masonry.

400 cubic yards Class "A" concrete.

9,000 cubic yards Class "B" concrete.

10 cubic yards Class "C" concrete.

100 additional barrels Portland cement.

110 square yards waterproofing.

40,000 feet (B. M.) lumber.

3,400 linear feet new curbstone.

16,800 square feet new flagging.

1,000 square feet new bridgestone.

96 cubic feet bluestone steps and landings.

4,250 square yards granite block pavement.

560 square yards asphalt block pavement.

4,000 square yards macadam pavement.

278,000 pounds iron and steel.

19,000 pounds reinforcing bars.

3,800 square feet woven wire fabric.

2,000 linear feet ornamental railing.

400 linear feet gas-pipe railing.

150 linear feet vitrified stoneware pipe, 15 inches in diameter.

The time allowed for the completion of the work will be 150 consecutive working days.

The amount of security required will be Fifty Thousand Dollars.

No. 2. FOR REGULATING AND GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN BRYANT AVENUE, from Westchester avenue to Boston road.

The Engineer's estimate of the work is as follows:

9,800 cubic yards of earth excavation.

6,800 cubic yards of rock excavation.

10,150 cubic yards of filling.

9,350 linear feet of new curbstone, furnished and set.

37,700 square feet of new flagging, furnished and laid.

925 square feet of new bridgestone for crosswalks, furnished and laid.

350 cubic yards of dry rubble masonry in retaining-walls, culverts and gutters.

100 linear feet of vitrified stoneware pipe, 12 inches in diameter.

The time allowed for the completion of the work will be 200 working days.

No. 5. FOR CONSTRUCTING SEWER AND APPURTENANCES IN VYSE AVENUE, between Boston road and East One Hundred and Seventy-seventh street.

The Engineer's estimate of the work is as follows:

715 linear feet of pipe sewer, 12-inch.
95 spurs for house connections, over and above the cost per linear foot of sewer.

8 manholes, complete.

1,375 cubic yards of rock, to be excavated and removed.

5 cubic yards of concrete in place, exclusive of concrete in sewer sections.

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 150 working days.

The amount of security required will be Three Thousand Five Hundred Dollars.

No. 6. FOR CONSTRUCTING TEMPORARY SEWER AND APPURTENANCES IN JEFFERSON STREET, between Morris Park avenue and the property of the New York, New Haven and Hartford Railroad Company.

The Engineer's estimate of the work is as follows:

790 linear feet of pipe sewer, 12-inch.

54 spurs for house connections, over and above the cost per linear foot of sewer.

9 manholes, complete.

230 cubic yards of rock to be excavated and removed.

5 cubic yards of concrete in place, exclusive of concrete in sewer sections.

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 75 working days.

The amount of security required will be Eight Hundred 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. HAFEN,
President.

THE CITY OF NEW YORK, June 6, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, CITY OF NEW YORK, Nos. 13 to 21 PARK ROW.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock P. M., on

THURSDAY, JUNE 22, 1905.

FOR THE CONSTRUCTION OF TWO OPERATORS' HOUSES ON THE HAMILTON AVENUE BRIDGE, BOROUGH OF BROOKLYN.

The amount of security to guarantee the faithful performance of the work will be One Thousand Dollars (\$1,000).

The work must be completed by September 1, 1905.

Blank forms and specifications can be obtained at the office of the Department of Bridges.

Dated JUNE 6, 1905.

GEO. E. BEST,
Commissioner of Bridges.

See General Instructions to Bidders on the last page, last column, of the "City Record."

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office, until 2 o'clock P. M., on

THURSDAY, JUNE 15, 1905.

FOR FURNISHING AND DELIVERING LUMBER AT HARWAY AVENUE BRIDGE, OVER CONEY ISLAND CREEK, IN THE BOROUGH OF BROOKLYN.

The amount of security to guarantee the faithful performance of the work will be Five Hundred Dollars (\$500).

The work must be completed within sixty (60) calendar days.

Blank forms and specifications can be obtained at the office of the Department of Bridges.

Dated JUNE 1, 1905.

GEO. E. BEST,
Commissioner of Bridges.

See General Instructions to Bidders on the last page, last column, of the "City Record."

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office, until 2 o'clock P. M., on

THURSDAY, JUNE 15, 1905.

FOR FURNISHING AND DELIVERING YELLOW PINE LUMBER AT FRESH KILLS BRIDGE, BOROUGH OF RICHMOND.

The amount of security to guarantee the faithful performance of the work will be Five Hundred Dollars (\$500).

The work must be completed within sixty (60) calendar days.

Blank forms and specifications can be obtained at the office of the Department of Bridges.

Dated JUNE 1, 1905.

GEO. E. BEST,
Commissioner of Bridges.

See General Instructions to Bidders on the last page, last column, of the "City Record."

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office, until 2 o'clock P. M., on

THURSDAY, JUNE 15, 1905.

FOR FURNISHING AND DELIVERING LUMBER.

The time for the delivery of the lumber is as ordered during the year 1905.

The amount of security required is Five Hundred Dollars (\$500).

Blank forms and specifications can be obtained at the office of the Department of Bridges.

Dated JUNE 1, 1905.

GEO. E. BEST,
Commissioner of Bridges.

See General Instructions to Bidders on the last page, last column, of the "City Record."

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office, until 2 o'clock P. M., on

THURSDAY, JUNE 15, 1905.

FOR FURNISHING AND DELIVERING LUMBER.

The time for the delivery of the lumber is as ordered during the year 1905.

The amount of security required is Five Hundred Dollars (\$500).

Blank forms and specifications can be obtained at the office of the Department of Bridges.

Dated JUNE 1, 1905.

GEO. E. BEST,
Commissioner of Bridges.

See General Instructions to Bidders on the last page, last column, of the "City Record."

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office, until 2 o'clock P. M., on

THURSDAY, JUNE 15, 1905.

FOR FURNISHING AND DELIVERING LUMBER.

The time for the delivery of the lumber is as ordered during the year 1905.

The amount of security required is Five Hundred Dollars (\$500).

Blank forms and specifications can be obtained at the office of the Department of Bridges.

Dated JUNE 1, 1905.

GEO. E. BEST,
Commissioner of Bridges.

DEPARTMENT OF BRIDGES, 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 Bridges at the above office, until 2 o'clock P. M., on

THURSDAY, JUNE 15, 1905.

FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES.

The time for the delivery of the painters' materials and supplies is as ordered during the year 1905.

The amount of security required is One Thousand Dollars (\$1,000).

Blank forms and specifications can be obtained at the office of the Department of Bridges.

Dated JUNE 1, 1905.

GEO. E. BEST,
Commissioner of Bridges.

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

THURSDAY, JUNE 22, 1905.

FOR ALTERATIONS IN ROOMS ON BASEMENT, FIRST, SECOND, THIRD, FOURTH, FIFTH, FIFTH MEZZANINE, SIXTH, SEVENTH, EIGHTH AND ATTIC FLOORS; ALSO FOR EXTENSION TO THE ELECTRIC LIGHTING EQUIPMENT, PLUMBING AND HEATING, CARPENTER AND CABINET WORK, HARDWARE, METALLIC AND OTHER FURNITURE, PAINTING, ELECTRIC LIGHTING FIXTURES, MARBLE AND BRONZE WORK, PLASTERING, FIRE PROOFING, AND OTHER WORK FOR THE COMPLETION OF THE HALL OF RECORDS BUILDING, CHAMBERS, CENTRE, READE AND A NEW STREET, IN THE CITY OF NEW YORK, BOROUGH OF MANHATTAN.

The time allowed for doing and completing the work will be two hundred (200) days.

The security required will be Two Hundred and Fifty Thousand (\$250,000) Dollars.

Bidders must state a lump sum for the above contract, as the contract is entire and for a complete job.

Plans and drawings may be seen and blank forms of the contract 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 29, 1905.

See General Instructions to Bidders on the last page, last column, of the "City Record."

SUPREME COURT.

SECOND DEPARTMENT.

In the matter of the application of The City of New York to acquire certain real estate upon Avenue S, between East Fourteenth street and East Eighteenth street, in the Borough of Brooklyn, County of Kings, City of New York, for purposes of water supply.

NOTICE IS HEREBY GIVEN THAT upon the affidavit of Edward H. Wilson, verified the 13th day of June, 1905, and upon all the proceedings herein, an application will be made to the Supreme Court of the State of New York, at a Special Term thereof for the hearing of motions, to be held in and for the County of Kings at the County Court-house in the Borough of Brooklyn, City of New York, on the 28th day of June, 1905, at the opening of Court on that day, or as soon thereafter as counsel can be heard, for the appointment of a Commissioner of Appraisal herein, in the place and stead of Reese B. Gwillim, deceased.

Dated JUNE 13, 1905.

JOHN J. DELANY,
Corporation Counsel,

Borough Hall,
Borough of Brooklyn,

New York City, N. Y.

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 FREEMAN AVENUE (although not yet named by proper authority), from Jackson avenue to Vernon avenue, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Freeman avenue, from Jackson avenue to Vernon avenue, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the easterly line of Vernon avenue with the southerly line of Freeman avenue, as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765 of the Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence northerly for seventy-six and twenty-seven hundredths (76.27) feet along the easterly line of Vernon avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right seventy-nine degrees thirty-two minutes and thirty seconds (79° 32' 30") for two hundred and twenty-one hundredths (200.21) feet along the northerly line of Freeman avenue; thence southerly deflecting to the right ninety-five degrees forty minutes and five seconds (95° 40' 5") for seventy-five and thirty-seven hundredths (75.37) feet along the westerly line of Hamilton street to the south-

erly line of Freeman avenue; thence westerly for two hundred six and sixty-one hundredths (206.61) feet along the southerly line of Freeman avenue to the easterly line of Vernon avenue, the point of beginning.

Parcel "B."

Beginning at a point formed by the intersection of the easterly line of Hamilton street with the southerly line of Freeman avenue; running thence northerly for seventy-five and fourteen hundredths (75.14) feet along the easterly line of Hamilton street to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-seven minutes and forty-five seconds (93° 27' 45") for one thousand two hundred one and five hundredths (1,201.05) feet along the northerly line of Freeman avenue to the westerly line of Hopkins avenue; thence easterly deflecting to the left six degrees eleven minutes (6° 11') for one hundred twenty-one and fifty-seven hundredths (121.57) feet along the northerly line of Freeman avenue to the easterly line of Van Alst avenue; thence easterly deflecting to the right fifteen degrees fifty-three minutes and ten seconds (15° 53' 10") for one thousand thirteen and sixty-eight hundredths (1,013.68) feet along the northerly line of Freeman avenue to the westerly line of Crescent; thence southerly deflecting to the right ninety degrees ten minutes and five seconds (90° 10' 5") for seventy-five (75) feet along the westerly line of Crescent to the southerly line of Freeman avenue; thence westerly deflecting to the right eighty-nine degrees forty-nine minutes and fifty-five seconds (89° 49' 55") for one thousand fourteen and ninety-one hundredths (1,014.91) feet along the southerly line of Freeman avenue to the easterly line of Van Alst avenue; thence westerly deflecting to the left seven degrees thirty-three minutes and one second (7° 33' 1") for one hundred five and fifty-four hundredths (105.54) feet along the southerly line of Freeman avenue to the westerly line of Van Alst avenue; thence westerly for one thousand one hundred ninety-eight and seventy-five hundredths (1,198.75) feet along the southerly line of Freeman avenue to the easterly line of Hamilton street, the point of beginning.

Parcel "C."

Beginning at a point formed by the intersection of the easterly line of Crescent with the southerly line of Freeman avenue; running thence northerly for seventy-six and fifty-six hundredths (76.56) feet along the easterly line of Crescent to the northerly line of Freeman avenue; thence easterly deflecting to the right seventy-eight degrees twenty-five minutes and thirty-three seconds (78° 25' 33") for six hundred eighty-two and one hundredth (682.01) feet along the northerly line of Freeman avenue to the westerly line of Academy street; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and forty seconds (86° 38' 40") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Academy street to the southerly line of Freeman avenue; thence westerly for seven hundred one and seventy-six hundredths (701.76) feet along the southerly line of Freeman avenue to the easterly line of Crescent, the point of beginning.

Parcel "D."

Beginning at a point formed by the intersection of the easterly line of Academy street with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Academy street to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and twenty seconds (93° 21' 20") for two hundred and fifty-five hundredths (200.55) feet along the northerly line of Freeman avenue to the westerly line of First avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of First avenue to the southerly line of Freeman avenue; thence westerly for two hundred and fifty-five hundredths (200.55) feet along the southerly line of Freeman avenue to the easterly line of Academy street, the point of beginning.

Parcel "E."

Beginning at a point formed by the intersection of the easterly line of First avenue with the southerly line of Freeman avenue; running thence northerly for eighty (80) feet along the easterly line of First avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety degrees two minutes and seven seconds (90° 2' 7") for two hundred and twenty-four hundredths (200.24) feet along the northerly line of Freeman avenue to the westerly line of Hamilton street; thence southerly deflecting to the right eighty-nine degrees fifty-seven minutes and fifty-three seconds (89° 57' 53") for eighty (80) feet along the westerly line of Hamilton street to the southerly line of Freeman avenue; thence westerly for two hundred and twenty-four hundredths (200.24) feet along the southerly line of Freeman avenue to the easterly line of Vernon avenue, the point of beginning.

Parcel "F."

Beginning at a point formed by the intersection of the easterly line of Second avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Second avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Second avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Second avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Second avenue, the point of beginning.

Parcel "G."

Beginning at a point formed by the intersection of the easterly line of Third avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Third avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Third avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Third avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Third avenue, the point of beginning.

Parcel "H."

Beginning at a point formed by the intersection of the easterly line of Fourth avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Fourth avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Fourth avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Fourth avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Fourth avenue, the point of beginning.

Parcel "I."

Beginning at a point formed by the intersection of the easterly line of Fifth avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Fifth avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Fifth avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Fifth avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Fifth avenue, the point of beginning.

Parcel "J."

Beginning at a point formed by the intersection of the easterly line of Sixth avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Sixth avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Sixth avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Sixth avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Sixth avenue, the point of beginning.

Parcel "K."

Beginning at a point formed by the intersection of the easterly line of Seventh avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Seventh avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Seventh avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Seventh avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Seventh avenue, the point of beginning.

Parcel "L."

Beginning at a point formed by the intersection of the easterly line of Eighth avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Eighth avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Eighth avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Eighth avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Eighth avenue, the point of beginning.

Parcel "M."

Beginning at a point formed by the intersection of the easterly line of Ninth avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Ninth avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Ninth avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Ninth avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Ninth avenue, the point of beginning.

Parcel "N."

Beginning at a point formed by the intersection of the easterly line of Tenth avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Tenth avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Tenth avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Tenth avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Tenth avenue, the point of beginning.

Parcel "O."

Beginning at a point formed by the intersection of the easterly line of Eleventh avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Eleventh avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Eleventh avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Eleventh avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Eleventh avenue, the point of beginning.

Parcel "P."

Beginning at a point formed by the intersection of the easterly line of Twelfth avenue with the southerly line of Freeman avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Twelfth avenue to the northerly line of Freeman avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-two hundredths (180.52) feet along the northerly line of Freeman avenue to the westerly line of Twelfth avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Twelfth avenue to the southerly line of Freeman avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman avenue to the easterly line of Twelfth avenue, the point of beginning.

Parcel "Q."

southerly line of Graham avenue; running thence northerly for eighty (80) feet along the easterly line of First avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety degrees (90°) for one hundred eighty and twenty-one hundredths (180.21) feet along the northerly line of Graham avenue to the westerly line of Second avenue; thence southerly deflecting to the right ninety degrees (90°) for eighty (80) feet along the westerly line of Second avenue to the southerly line of Graham avenue; thence westerly for one hundred eighty and twenty-one hundredths (180.21) feet along the southerly line of Graham avenue to the easterly line of First avenue, the point of beginning.

Parcel "F."

Beginning at a point formed by the intersection of the easterly line of Second avenue with the southerly line of Graham avenue; running thence northerly for eighty (80) feet along the easterly line of Second avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety degrees (90°) for one hundred seventy-eight and fourteen hundredths (178.14) feet along the northerly line of Graham avenue to the westerly line of Third avenue; thence southerly deflecting to the right eighty-eight degrees thirty-one minutes and four seconds (88° 31' 4") for eighty and three hundredths (80.03) feet along the westerly line of Third avenue to the southerly line of Graham avenue; thence westerly for one hundred eighty and twenty-one hundredths (180.21) feet along the southerly line of Graham avenue to the easterly line of Second avenue, the point of beginning.

Parcel "G."

Beginning at a point formed by the intersection of the easterly line of Third avenue with the southerly line of Graham avenue; running thence northerly for eighty and three hundredths (80.03) feet along the easterly line of Third avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-one degrees twenty-eight minutes and fifty-six seconds (91° 28' 56") for four hundred sixty and eighteen hundredths (460.18) feet along the northerly line of Graham avenue to the westerly line of Fifth avenue; thence southerly deflecting to the right eighty-eight degrees twenty minutes and forty-six seconds (88° 20' 46") for eighty and three hundredths (80.03) feet along the westerly line of Fifth avenue to the southerly line of Graham avenue; thence westerly for four hundred sixty and eighteen hundredths (460.18) feet along the southerly line of Graham avenue to the easterly line of Third avenue, the point of beginning.

Parcel "H."

Beginning at a point formed by the intersection of the easterly line of Fifth avenue with the southerly line of Graham avenue; running thence northerly for eighty and three hundredths (80.03) feet along the easterly line of Fifth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-one degrees thirty-nine minutes and fourteen seconds (91° 39' 14") for two hundred (200) feet along the northerly line of Graham avenue to the westerly line of Sixth avenue; thence southerly deflecting to the right eighty-eight degrees eleven minutes and forty-five seconds (88° 11' 45") for eighty and four hundredths (80.04) feet along the westerly line of Sixth avenue to the southerly line of Graham avenue; thence westerly for two hundred and twenty-one hundredths (200.21) feet along the southerly line of Graham avenue to the easterly line of Fifth avenue, the point of beginning.

Parcel "I."

Beginning at a point formed by the intersection of the easterly line of Sixth avenue with the southerly line of Graham avenue; running thence northerly for eighty and four hundredths (80.04) feet along the easterly line of Sixth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-one degrees forty-eight minutes and fifteen seconds (91° 48' 15") for two hundred (200) feet along the northerly line of Graham avenue to the westerly line of Seventh avenue; thence southerly deflecting to the right eighty-eight degrees two minutes and forty-four seconds (88° 2' 44") for eighty and five hundredths (80.05) feet along the westerly line of Seventh avenue to the southerly line of Graham avenue; thence westerly for two hundred and twenty-one hundredths (200.21) feet along the southerly line of Graham avenue to the easterly line of Sixth avenue, the point of beginning.

Parcel "J."

Beginning at a point formed by the intersection of the easterly line of Seventh avenue with the southerly line of Graham avenue; running thence northerly for eighty and five hundredths (80.05) feet along the easterly line of Seventh avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-one degrees fifty-seven minutes and sixteen seconds (91° 57' 16") for two hundred (200) feet along the northerly line of Graham avenue to the westerly line of Eighth avenue; thence southerly deflecting to the right eighty-seven degrees fifty-three minutes and forty-three seconds (87° 53' 43") for eighty and five hundredths (80.05) feet along the westerly line of Eighth avenue to the southerly line of Graham avenue; thence westerly for two hundred and twenty-one hundredths (200.21) feet along the southerly line of Graham avenue to the easterly line of Seventh avenue, the point of beginning.

Parcel "K."

Beginning at a point formed by the intersection of the easterly line of Eighth avenue with the southerly line of Graham avenue; running thence northerly for eighty and five hundredths (80.05) feet along the easterly line of Eighth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-two degrees six minutes and seventeen seconds (92° 6' 17") for two hundred (200) feet along the northerly line of Graham avenue to the westerly line of Ninth avenue; thence southerly deflecting to the right eighty-seven degrees forty-four minutes and forty-three seconds (87° 44' 43") for eighty and six hundredths (80.06) feet along the westerly line of Ninth avenue to the southerly line of Graham avenue; thence westerly for two hundred and twenty-one hundredths (200.21) feet along the southerly line of Graham avenue to the easterly line of Eighth avenue, the point of beginning.

Parcel "L."

Beginning at a point formed by the intersection of the easterly line of Ninth avenue with the southerly line of Graham avenue; running thence northerly for eighty and six hundredths (80.06) feet along the easterly line of Ninth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-two degrees fifteen minutes and seventeen seconds (92° 15' 17") for one hundred ninety (190) feet along the northerly line of Graham avenue to the westerly line of Tenth avenue; thence southerly deflecting to the right ninety degrees (90°) for eighty (80) feet along the westerly line of Tenth avenue to the southerly line of Graham avenue; thence westerly for one hundred eighty-six and seven-tenths (186.7) feet along the southerly line of Graham avenue to the easterly line of Ninth avenue, the point of beginning.

Parcel "M."

Beginning at a point formed by the intersection of the easterly line of Tenth avenue with the southerly line of Graham avenue; running thence northerly for eighty (80) feet along the easterly line of Tenth avenue to the northerly line of Graham avenue; thence easterly deflecting

to the right eighty-nine degrees and fifty-six minutes (89° 56') for one thousand two hundred thirty (1,230) feet along the northerly line of Graham avenue to the westerly line of Fifteenth avenue; thence southerly deflecting to the right ninety degrees (90°) for eighty (80) feet along the westerly line of Fifteenth avenue to the southerly line of Graham avenue; thence westerly for one thousand two hundred thirty (1,230) feet along the southerly line of Graham avenue to the easterly line of Tenth avenue, the point of beginning.

Parcel "N."

Beginning at a point formed by the intersection of the easterly line of Fifteenth avenue with the southerly line of Graham avenue; running thence northerly for eighty (80) feet along the easterly line of Fifteenth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right eighty-nine degrees fifty-six minutes and ten seconds (89° 56' 10") for seven hundred seventy-five and eighty-nine hundredths (775.89) feet along the northerly line of Graham avenue to the northerly line of Jackson avenue; thence westerly deflecting to the right one hundred sixty degrees fifty minutes and forty-five seconds (160° 50' 45") for two hundred forty-three and eighty-two hundredths (243.82) feet along the northerly line of Jackson avenue to the southerly line of Graham avenue; thence westerly for five hundred forty-five and sixty-six hundredths (545.66) feet along the southerly line of Graham avenue to the easterly line of Fifteenth avenue, the point of beginning.

Graham avenue is shown on the Commissioner's Map of Long Island City, filed in the office of the County Clerk of Queens County, Jamaica, April 25, 1873.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 FRESH POND ROAD (although not yet named by proper authority), from Flushing avenue to Myrtle avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Fresh Pond road, from Flushing avenue to Myrtle avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the northerly line of Myrtle avenue with the easterly line of Fresh Pond road, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903:

1st. Running thence westerly for eighty and ninety-nine hundredths (80.99) feet along the northerly line of Myrtle avenue to the westerly line of Fresh Pond road;

2d. Thence northerly deflecting to the right eighty-one degrees three minutes and nine seconds (81° 3' 9") for one thousand one hundred and seventy-three and forty-three hundredths (1,173.43) feet along the westerly line of Fresh Pond road;

3d. Thence northerly deflecting to the left five degrees twenty-six minutes and thirty seconds (5° 26' 30") for one thousand four hundred and seventy-four and eighteen hundredths (1,474.18) feet along the westerly line of Fresh Pond road;

4th. Thence northerly deflecting to the left seven degrees forty minutes and twenty-four seconds (7° 40' 24") for one thousand and sixty and nine hundredths (1,060.09) feet along the westerly line of Fresh Pond road;

5th. Thence northerly deflecting to the right six degrees fifty-two minutes and fifteen seconds (6° 52' 15") for nine hundred and fifty-one and eighty-seven hundredths (951.87) feet along the westerly line of Fresh Pond road;

6th. Thence northerly deflecting to the right nine degrees twenty-three minutes and twenty seconds (9° 23' 20") for three thousand two hundred and thirty and sixty-one hundredths (3,230.61) feet along the westerly line of Fresh Pond road to the southerly line of Flushing avenue;

7th. Thence easterly deflecting to the right sixty-two degrees fifty-three minutes and forty-nine seconds (62° 53' 49") for eighty-nine and eighty-seven hundredths (89.87) feet along the southerly line of Flushing avenue to the easterly line of Fresh Pond road;

8th. Thence southerly deflecting to the right one hundred and seventeen degrees six minutes and eleven seconds (117° 6' 11") for three thousand two hundred and sixty-four and ninety-eight hundredths (3,264.98) feet along the easterly line of Fresh Pond road;

9th. Thence southerly deflecting to the left nine degrees twenty-three minutes and twenty seconds (9° 23' 20") for nine hundred and forty-five and five-tenths (945.5) feet along the easterly line of Fresh Pond road;

10th. Thence southerly deflecting to the left six degrees fifty-two minutes and fifteen seconds (6° 52' 15") for one thousand and sixty and six-tenths (1,060.6) feet along the easterly line of Fresh Pond road;

11th. Thence southerly deflecting to the right seven degrees forty minutes and twenty-four seconds (7° 40' 24") for one thousand four hundred and eighty-three and thirty-five hundredths (1,483.35) feet along the easterly line of Fresh Pond road;

12th. Thence southerly for one thousand one hundred and eighty-nine and eighty-three hundredths (1,189.83) feet along the easterly line of Fresh Pond road to the northerly line of Myrtle avenue, the point of beginning.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 LINDEN STREET (although not yet named

by proper authority), from Brooklyn Borough Line to Fresh Pond road, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Linden street, from Brooklyn Borough Line to Fresh Pond road, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the easterly line of Fresh Pond road with the southerly line of Linden street, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903:

1st. Running thence northerly for sixty-one and sixteen hundredths (61.16) feet along the easterly line of Fresh Pond road to the northerly line of Linden street.

2d. Thence westerly deflecting to the left seventy-nine degrees four minutes and twenty-one seconds (79° 4' 21") for one thousand four hundred ninety-two and eighty-eight hundredths (1,492.88) feet to the easterly line of Forest avenue.

3d. Thence northwesterly deflecting to the right thirty-four degrees forty-one minutes and forty-eight seconds (34° 41' 48") for eighty-eight and forty-seven hundredths (88.47) feet to the westerly line of Forest avenue.

4th. Thence southwesterly deflecting to the left sixty-nine degrees twenty-eight minutes and fifty-nine seconds (69° 28' 59") for seven hundred ninety-three and eight hundredths (793.08) feet to the northerly line of Fairview avenue.

5th. Thence southwesterly deflecting to the right one degree six minutes and forty-five seconds (1° 6' 45") for sixty and six hundredths (60.06) feet to the southerly line of Fairview avenue.

6th. Thence southwesterly deflecting to the left one degree fourteen minutes and fifty-seven seconds (1° 14' 57") for four hundred thirty-six and ninety-five hundredths (436.95) feet to the northerly line of Woodward avenue.

7th. Thence southwesterly deflecting to the right one minute and six seconds (1' 6") for sixty and five hundredths (60.05) feet to the southerly line of Woodward avenue.

8th. Thence southwesterly deflecting to the left nine minutes and eighteen seconds (9' 18") for two thousand forty and fifty-nine hundredths (2,040.59) feet to the line between the boroughs of Brooklyn and Queens.

9th. Thence southerly deflecting to the left sixty-nine degrees forty minutes and forty-five seconds (69° 40' 45") for sixty-three and four hundredths (63.04) feet along the line of the boroughs of Brooklyn and Queens to the easterly line of Linden street.

10th. Thence northeasterly deflecting to the left one hundred and ten degrees nineteen minutes and fifteen seconds (110° 19' 15") for two thousand sixty-two and ninety-seven hundredths (2,062.97) feet to the southerly line of Woodward avenue.

11th. Thence northeasterly deflecting to the right nine minutes and eighteen seconds (9' 18") for sixty and five hundredths (60.05) feet to the northerly line of Woodward avenue.

12th. Thence northeasterly deflecting to the left one minute and six seconds (1' 6") for four hundred thirty-six and eighty-one hundredths (436.81) feet to the southerly line of Fairview avenue.

13th. Thence northeasterly deflecting to the right one degree fourteen minutes and fifty-seven seconds (1° 14' 57") for sixty and six hundredths (60.06) feet to the northerly line of Fairview avenue.

14th. Thence northeasterly deflecting to the left one degree six minutes and forty-five seconds (1° 6' 45") for seven hundred sixty-one and forty-five hundredths (761.45) feet to the westerly line of Forest avenue.

15th. Thence southeasterly deflecting to the right sixty-five degrees forty-two minutes and fifty-six seconds (65° 42' 56") for eighty-three and seventy-one hundredths (83.71) feet to the easterly line of Forest avenue.

16th. Thence easterly for one thousand four hundred ninety-two and eighty-eight hundredths (1,492.88) feet along the southerly line of Linden street to the easterly line of Fresh Pond road, the point of beginning.

Linden street, from Brooklyn Borough Line to Fresh Pond road, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 WYCKOFF AVENUE (although not yet named by proper authority), from Brooklyn Borough Line to Moffat street, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Wyckoff avenue, from Brooklyn Borough Line to Moffat street, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the westerly line of Moffat street with the northerly line of Wyckoff avenue, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903:

1st. Running thence southerly for sixty and thirteen hundredths (60.13) feet along the westerly line of Moffat street to the southerly line of Wyckoff avenue;

2d. Thence westerly deflecting to the right ninety-two degrees fifty-nine minutes and twenty-two seconds (92° 59' 22") for seven hundred and seventy-four and four hundredths (774.04) feet;

3d. Thence westerly deflecting to the left three degrees thirteen minutes and twenty-six seconds (3° 13' 26") for one thousand nine hundred and twenty-seven and nine-tenths (1,927.9) feet;

4th. Thence westerly deflecting to the left thirty-five minutes and twenty-five seconds (35' 25") for four hundred and twenty-one and fourteen hundredths (421.14) feet to the line between the Boroughs of Brooklyn and Queens;

5th. Thence northerly deflecting to the right twenty-two degrees ten minutes and fifty-seven seconds (22° 10' 57") for one hundred and fifty-nine and five hundredths (159.05) feet along the line between the Boroughs of Brooklyn and Queens to the northerly line of Wyckoff avenue;

6th. Thence easterly deflecting to the right one hundred and fifty-seven degrees forty-nine minutes and three seconds (157° 49' 3") for five hundred and sixty-eight and seventy-three hundredths (568.73) feet;

7th. Thence easterly deflecting to the right thirty-five minutes and twenty-five seconds (35' 25") for one thousand nine hundred and twenty-nine and eighty-nine hundredths (1,929.89) feet;

8th. Thence easterly for seven hundred and seventy-two and six-tenths (772.6) feet to the westerly line of Moffat street, the point of beginning.

Wyckoff avenue, from Brooklyn Borough Line to Moffat street, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 PEARLSALL STREET (although not yet named by proper authority), from the Long Island Railroad to Hunter's Point avenue, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Pearlsall street, from the Long Island Railroad to Hunter's Point avenue, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the southeasterly line of Pearlsall street with the northerly line of Hunter's Point avenue, as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765, Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873;

running thence westerly for seventy-one and thirty-seven hundredths (71.37) feet along the northerly line of Hunter's Point avenue to the westerly line of Pearlsall street; thence southwestwesterly deflecting to the left fifty-seven degrees twelve minutes and forty seconds (57° 12' 40") for two thousand six hundred seventy-one and forty-four (2,671.44) feet along the northwesterly line of Pearlsall street to the northeasterly line of the Long Island Railroad; thence southeasterly deflecting to the left ninety degrees (90°) for sixty (60) feet along the northeasterly line of the Long Island Railroad to the southeasterly line of Pearlsall street; thence northeasterly for two thousand seven hundred ten and nine hundredths (2,710.09) feet along the southeasterly line of Pearlsall street to the northerly line of Hunter's Point avenue, the point of beginning.

Pearlsall street is shown on the Commissioners' Map of Long Island City, filed in the office of the Clerk of the County of Queens, at Jamaica, on April 25, 1873.

Dated New York, June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 OAK AVENUE (although not yet named by proper authority), from Seventeenth street to West street, in the Third Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Oak avenue, from Seventeenth street to West street, in the Third Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the southerly line of West avenue with the easterly line of Oak avenue, as the same is laid down on the map or plan of Ingleside and vicinity, Third Ward, Borough of Queens, pursuant to Chapter 466, Laws of 1901, approved by the Board of Estimate and Apportionment May 1, 1903; running thence westerly for sixty (60) feet along the southerly line of West avenue to the westerly line of Oak avenue; thence northerly deflecting to the right ninety (90) degrees for three hundred eighteen and seventy-two hundredths (318.72) feet along the westerly line of Oak avenue to the southerly line of Colden avenue; thence northerly deflecting to the right thirteen degrees thirty-one minutes and fourteen seconds (13° 31' 14") for sixty-one and seventy-one hundredths (61.71) feet along the westerly line of Oak avenue to the northerly line of Colden avenue; thence northerly deflecting to the right twenty-one degrees thirty-six minutes and six seconds (21° 36' 6") for two hundred seventy-seven and twenty-eight hundredths (277.28) feet along the westerly line of Oak avenue to the southerly line of Jamaica avenue; thence northerly deflecting to the right twenty-one minutes and forty-six seconds (21' 46") for eighty and nine hundredths (80.09) feet along the westerly line of Oak avenue to the northerly line of Jamaica avenue; thence northerly deflecting to the left twenty minutes and thirty-two seconds (20' 32") for one thousand five hundred sixteen and seven-tenths (1,516.7) feet along the westerly line of Oak avenue to the westerly line of Parsons avenue; thence easterly deflecting to the right nineteen degrees forty-nine minutes and fifty-seven seconds (19° 49' 57") for sixty and three hundredths (60.03) feet along the northerly line of Oak avenue to the easterly line of Parsons avenue; thence easterly deflecting to the right twenty-four degrees twenty-one minutes and twenty-nine seconds (24° 21' 29") for four hundred seventeen and thirty-nine hundredths (417.39) feet along the northerly line of Oak avenue to the easterly line of Seventeenth street; thence southerly deflecting to the right ninety (90) degrees for sixty (60) feet along the easterly line of Seventeenth street to the southerly line of Oak avenue; thence westerly deflecting to the right ninety (90) degrees for three hundred fifty-nine and twenty-two hundredths (359.22) feet along the southerly line of Oak avenue to the easterly line of Parsons avenue; thence westerly deflecting to the left seven degrees fifty-eight minutes and thirty-four seconds (7° 58' 34") for seventy-four and thirty-seven hundredths (74.37) feet along the southerly line of Oak avenue to the westerly line of Parsons avenue; thence southerly deflecting to the left thirty-six degrees twelve minutes and fifty-two seconds (36° 12' 52") for one thousand five hundred ten and eighty-six hundredths (1,510.86) feet along the easterly line of Oak avenue to the northerly line of Jamaica avenue; thence southerly deflecting to the right twenty minutes and thirty-two seconds (20' 32") for eighty and nine hundredths (80.09) feet along the easterly line of Oak avenue to the southerly line of Jamaica avenue; thence southerly deflecting to the left twenty-one minutes and forty-six seconds (21' 46") for two hundred thirty-seven and twenty-six hundredths (237.26) feet along the easterly line of Oak avenue to the northerly line of Colden avenue; thence southerly deflecting to the left ten degrees sixteen minutes and thirty-two seconds (10° 16' 32") for sixty-six and twelve hundredths (66.12) feet along the easterly line of Oak avenue to the southerly line of Colden avenue; thence southerly for three hundred eighteen and seventy-two hundredths (318.72) feet along the easterly line of Oak avenue to the southerly line of West avenue, the point of beginning.

Oak avenue, from Seventeenth street to West street, is shown on a map entitled "Map or Plan of Ingleside and vicinity, Third Ward (formerly Town of Flushing), Borough of Queens, City of New York," showing the street system and grades prepared by the President of the Borough of Queens under authority of chapter 466 of the Laws of 1901, and filed in the offices of the President of the Borough of Queens, the Corporation Counsel and the Clerk of the County of Queens, on or about the 9th day of October, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 DE KALB AVENUE (although not yet named by proper authority), from Brooklyn Borough Line to Woodward avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 DeKalb avenue, from Brooklyn Borough Line to Woodward avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the westerly line of Woodward avenue with the southerly line of DeKalb avenue, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903.

1st. Running thence northerly for sixty and five-hundredths (60.05) feet along the westerly line of Woodward avenue to the northerly line of DeKalb avenue.

2d. Thence westerly deflecting to the left eighty-nine degrees fifty minutes and thirty-seven seconds (89° 50' 37") for one thousand one hundred and eighty-seven and fifty-two hundredths (1,187.52) feet along the northerly line of

DeKalb avenue to the line between the Boroughs of Brooklyn and Queens.

3d. Thence southerly deflecting to the left sixty-nine degrees forty-one minutes and four seconds (69° 41' 4") for sixty-four and three hundredths (64.03) feet along the line between the Boroughs of Brooklyn and Queens to the southerly line of DeKalb avenue.

4th. Thence easterly for one thousand two hundred and nine and ninety-one hundredths (1,209.91) feet along the southerly line of DeKalb avenue to the westerly line of Woodward avenue, the point of beginning.

DeKalb avenue, from Brooklyn Borough Line to Woodward avenue, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 JUNIPER AVENUE (although not yet named by proper authority), from the west side of Grand street to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and appurtenances thereto belonging, required for the opening of a certain street or avenue known as Juniper avenue, from the west side of Grand street to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the northerly line of Metropolitan avenue with the easterly line of Juniper avenue, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903:

1st. Running thence westerly for eighty-three and sixty-six hundredths (83.66) feet along the northerly line of Metropolitan avenue to the westerly line of Juniper avenue.

2d. Thence northerly deflecting to the right seventy-two degrees fifty-nine minutes and three seconds (72° 59' 3") for one thousand one hundred three and thirteen hundredths (1,103.13) feet along the westerly line of Juniper avenue.

3d. Thence northerly deflecting to the left ninety degrees thirty-five minutes and fifty-one seconds (90° 35' 51") for one thousand four hundred ninety and ninety-nine hundredths (1,490.99) feet along the westerly line of Juniper avenue.

4th. Thence northerly deflecting to the right three degrees twenty-seven minutes and thirty-five seconds (3° 27' 35") for two thousand eight hundred eighty-six and sixty-nine hundredths (2,886.69) feet along the westerly line of Juniper avenue to the southerly line of Grand street.

5th. Thence easterly deflecting to the right eighty-seven degrees nineteen minutes and fifty-six seconds (87° 19' 56") for ninety-two and one-tenth (92.1) feet along the southerly line of Grand street.

6th. Thence easterly deflecting to the left four degrees forty-nine minutes and fifty-six seconds (4° 49' 56") for one hundred and ninety-five and forty-five hundredths (195.45) feet along the southerly line of Grand street to the easterly line of Fisk avenue.

7th. Thence southerly deflecting to the right one hundred twenty-five degrees ten minutes and forty-eight seconds (125° 10' 48") for four hundred forty-five and eleven hundredths (445.11) feet along the easterly line of Fisk avenue to the easterly line of Juniper avenue.

8th. Thence southerly deflecting to the left twenty-seven degrees forty minutes and forty-eight seconds (27° 40' 48") for two thousand five hundred twenty and three hundredths (2,520.03) feet along the easterly line of Juniper avenue.

9th. Thence southerly deflecting to the left three degrees twenty-seven minutes and thirty-five seconds (3° 27' 35") for one thousand five hundred two and thirty-nine hundredths (1,502.39) feet along the easterly line of Juniper avenue.

10th. Thence southerly for one thousand one hundred forty-one and forty-three hundredths (1,141.43) feet along the easterly line of Juniper avenue to the northerly line of Metropolitan avenue, the point of beginning.

Juniper avenue, from the west side of Grand street to Metropolitan avenue, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 TRAUTMAN STREET (although not yet named by proper authority), from Brooklyn Borough Line to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Trautman street, from Brooklyn Borough Line to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the southerly line of Metropolitan avenue with the easterly line of Trautman street, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903.

1st. Running thence westerly for seventy-one and fifty-nine hundredths (71.59) feet along the southerly line of Metropolitan avenue to the westerly line of Trautman street.

2d. Thence southerly deflecting to the left fifty-seven degrees and fifty-five seconds (57° 55") for one thousand four hundred and forty-four and sixty-three hundredths (1,444.63) feet along the westerly line of Trautman street to the line between the Boroughs of Brooklyn and Queens.

3d. Thence southerly deflecting to the left sixty-nine degrees thirty-nine minutes and forty-five seconds (69° 39' 45") for sixty-four and four hundredths (64.04) feet along the line between the Boroughs of Brooklyn and Queens to the easterly line of Trautman street.

4th. Thence northerly for one thousand five hundred and fifteen and eighty-seven hundredths (1,515.87) feet along the easterly line of Trautman street to the southerly line of Metropolitan avenue, the point of beginning.

Trautman street, from Brooklyn Borough Line to Metropolitan avenue, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 PUTNAM AVENUE (although not yet named by proper authority), from Brooklyn Borough Line to Fresh Pond road, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Putnam avenue, from Brooklyn Borough Line to Fresh Pond road, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the westerly line of Fresh Pond road with the northerly line of Putnam avenue, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903.

1st. Running thence southerly for sixty and fifteen hundredths (60.15) feet along the westerly line of Fresh Pond road to the southerly line of Putnam avenue.

2d. Thence westerly deflecting to the right ninety-three degrees fifteen minutes and seven seconds (93° 15' 7") for eight hundred ten and thirty-eight hundredths (810.38) feet.

3d. Thence westerly deflecting to the left three degrees twenty-seven minutes and four seconds (3° 27' 4") for six hundred thirty-three and thirty-four hundredths (633.34) feet to the easterly line of Forest avenue.

4th. Thence southerly deflecting to the left eighty-six degrees forty-four minutes and fourteen seconds (86° 44' 14") for eighty-two and thirty-two hundredths (82.32) feet along the easterly line of Forest avenue to the easterly line of Putnam avenue.

5th. Thence southwesterly deflecting to the right fifty-five degrees sixteen minutes and three seconds (55° 16' 3") for six hundred sixty-eight and forty-three hundredths (668.43) feet.

6th. Thence southwesterly deflecting to the right eight minutes and fourteen seconds (8' 14") for two thousand three hundred eighty-seven and forty-two hundredths (2,387.42) feet to the northerly line of Wyckoff avenue.

7th. Thence southwesterly deflecting to the left thirty-one minutes and thirty-four seconds (31' 34") for sixty and seven hundredths (60.07) feet to the southerly line of Wyckoff avenue.

8th. Thence southwesterly deflecting to the left thirty-two minutes and thirteen seconds (32' 13") for one hundred twenty-nine and fifty-four hundredths (129.54) feet to the line between the Boroughs of Brooklyn and Queens.

9th. Thence northerly deflecting to the right one hundred eleven degrees twenty-one minutes and forty-seven seconds (111° 21' 47") for sixty-four and forty-eight hundredths (64.48) feet along the line between the Boroughs of Brooklyn and Queens to the westerly line of Putnam avenue.

10th. Thence northerly deflecting to the right sixty-eight degrees thirty-eight minutes and thirteen seconds (68° 38' 13") for one hundred

five and nineteen hundredths (105.19) feet to the southerly line of Wyckoff avenue.

11th. Thence northerly deflecting to the right thirty minutes and forty-four seconds (30' 44") for sixty and seven hundredths (60.07) feet to the northerly line of Wyckoff avenue.

12th. Thence northerly deflecting to the right thirty-three minutes and three seconds (33' 3") for two thousand three hundred eighty-nine and thirty-two hundredths (2,389.32) feet.

13th. Thence northerly deflecting to the left eight minutes and fourteen seconds (8' 14") for six hundred twenty-nine and fifty-nine hundredths (629.59) feet to the westerly line of Forest avenue.

14th. Thence northerly deflecting to the left fifty-five degrees sixteen minutes and three seconds (55° 16' 3") for one hundred eleven and four-tenths (111.4) feet along the westerly line of Forest avenue to the northerly line of Putnam avenue.

15th. Thence easterly deflecting to the right eighty-six degrees forty-four minutes and four-tenths (86° 44' 14") for six hundred ninety-seven and eighty-nine hundredths (697.89) feet.

16th. Thence easterly for eight hundred eight and seventy-eight hundredths (808.78) feet along the northerly line of Putnam avenue to the westerly line of Fresh Pond road, the point of beginning.

Putnam avenue, from Brooklyn Borough Line to Fresh Pond road, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 SEVENTEENTH AVENUE (although not yet named by proper authority), from Wilson avenue to Jackson avenue, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Seventeenth avenue, from Wilson avenue to Jackson avenue, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the northerly line of Jackson avenue with the southerly line of Graham avenue, as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765, Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence westerly for fifty-three and seventy-two hundredths (53.72) feet along the westerly line of Jackson avenue; thence westerly on the arc of a circle whose radius is eighteen hundred forty-three and ten hundredths (1,843.10) feet for thirty-seven and thirteen hundredths (37.13) feet along the northerly line of Jackson avenue to the westerly line of Seventeenth avenue; thence northerly deflecting to the right twenty degrees twenty-two minutes and thirty seconds (20° 22' 30") from the prolongation of the radius of the previous curve for two thousand seventeen and four-tenths (2,017.4) feet along the westerly line of Seventeenth avenue to the southerly line of Jamaica avenue; thence easterly deflecting to the right eighty-nine degrees forty-three minutes and twenty-three seconds (89° 43' 23") for sixty (60) feet along the southerly line of Jamaica avenue to the easterly line of Seventeenth avenue; thence southerly deflecting to the right ninety degrees sixteen minutes and thirty-seven seconds (90° 16' 37") for one thousand nine hundred and eighty-seven and forty-six hundredths (1,987.46) feet along the easterly line of Seventeenth avenue to the southerly line of Graham avenue; thence easterly for twenty-five and sixty-six hundredths (25.66) feet along the southerly line of Graham avenue to the northerly line of Jackson avenue to the point of beginning.

Parcel "B." Beginning at a point formed by the intersection of the northerly line of Jamaica avenue with the easterly line of Seventeenth avenue; running thence westerly for sixty (60) feet along the northerly line of Jamaica avenue to the westerly line of Seventeenth avenue; thence northerly deflecting to the right ninety degrees (90°) for two thousand eight hundred and forty-two and two-tenths (2,842.2) feet along the westerly line of Seventeenth avenue to the northern line of Wilson avenue; thence easterly deflecting to the right ninety degrees (90°) for sixty (60) feet along the northern line of Wilson avenue to the easterly line of Seventeenth avenue; thence southerly for two thousand eight hundred and forty-two and two-tenths (2,842.2) feet along the easterly line of Seventeenth avenue to the northerly line of Jamaica avenue to the point of beginning.

Seventeenth avenue is shown on the Commissioners' Map of Long Island City, filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 EIGHTEENTH AVENUE (although not yet named by proper authority), from Jackson avenue to the East river, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Eighteenth avenue, from Jackson avenue to the East river, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Parcel "A."

Beginning at a point formed by the intersection of the northerly line of Jackson avenue with the easterly line of Eighteenth avenue, as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765, Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence westerly for sixty-three and fifty-four hundredths (63.54) feet along the northerly line of Jackson avenue to the westerly line of Eighteenth avenue; thence northerly deflecting to the right one hundred and nine degrees thirteen minutes and fifteen seconds (109° 13' 15") for one thousand nine hundred and twenty-seven and four-tenths (1,927.4) feet along the westerly line of Eighteenth avenue to the southerly line of Jamaica avenue; thence easterly deflecting to the right eighty-nine degrees forty-six minutes and forty seconds (89° 46' 40") for sixty (60) feet along the southerly line of Jamaica avenue to the easterly line of Eighteenth avenue; thence southerly for one thousand nine hundred and six and seventy-two hundredths (1,906.72) feet along the easterly line of Eighteenth avenue to the northerly line of Jackson avenue, the point of beginning.

Parcel "B."

Beginning at a point formed by the intersection of the northerly line of Jamaica avenue with the easterly line of Eighteenth avenue; running thence westerly for sixty (60) feet along the northerly line of Jamaica avenue to the westerly line of Eighteenth avenue; thence northerly deflecting to the right ninety degrees (90°) for three thousand eight hundred and eighty-five and sixty-six hundredths (3,885.66) feet along the westerly line of Eighteenth avenue to the southerly line of Flushing avenue; thence northerly deflecting to the right eight degrees forty-one minutes and twenty-nine seconds (8° 41' 29") for ninety and nine-tenths (90.9) feet along the westerly line of Eighteenth avenue to the northerly line of Flushing avenue; thence northerly deflecting to the right two degrees forty-one minutes and thirty-one seconds (2° 41' 31") for four thousand six hundred and thirty-two and fifty-three hundredths (4,632.53) feet along the westerly line of Eighteenth avenue to the northerly line of Berrian avenue; thence easterly deflecting to the right ninety degrees (90°) for seventy (70) feet along the northerly line of Berrian avenue to the easterly line of Eighteenth avenue; thence southerly deflecting to the right ninety degrees (90°) for four thousand five hundred and ninety and forty-three hundredths (4,590.43) feet along the easterly line of Eighteenth avenue to the northerly line of Flushing avenue; thence southerly deflecting to the right six degrees twenty-one minutes and ten seconds (6° 21' 10") for one hundred and sixty-eight hundredths (100.68) feet along the easterly line of Eighteenth avenue to the southerly line of Flushing avenue; thence southerly for three thousand nine hundred and seven and seven hundredths (3,907.07) feet along the easterly line of Eighteenth avenue to the northerly line of Jamaica avenue, the point of beginning.

Eighteenth avenue is shown on the Commissioners' Map of Long Island City, filed in the office of the Clerk of the County of Queens, at Jamaica, on April 25, 1873.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

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 lands required for the opening and extending of BOULEVARD (although not yet named by proper authority), from Vernon avenue and Broadway to Nott avenue, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Boulevard, from Vernon avenue and Broadway to Nott avenue, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the northerly line of Nott avenue with the easterly line of Boulevard as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765, Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence westerly for eighty (80) feet along the northerly line of Nott avenue to the westerly line of Boulevard; thence northerly deflecting to the right ninety degrees (90°) for eight hundred sixty and eighteen hundredths (860.18) feet along the westerly line of Boulevard to the southerly line of Bodine street; thence northerly deflecting to the right twenty-eight degrees twenty-nine minutes and four seconds (28° 29' 4") for sixty (60) feet along the westerly line of Boulevard to the northerly line of Bodine street; thence northerly deflecting to the left nine degrees thirty minutes and fourteen seconds (9° 30' 14") for two hundred and ninety-nine and seventy-nine hundredths (299.79) feet along the westerly line of Boulevard to the southerly line of Harris avenue; thence northerly deflecting to the right fourteen minutes and thirty-seven seconds (14' 37") for eighty (80) feet along the westerly line of Boulevard to the

northerly line of Harris avenue; thence northerly deflecting to the right three degrees thirteen minutes and thirty-four seconds (3° 13' 34") for two thousand eight hundred ninety and eight hundredths (2,890.08) feet along the westerly line of Boulevard to the southerly line of Freeman avenue; thence northerly deflecting to the left ten degrees forty-one minutes sixteen seconds (10° 41' 16") for seventy-five and one hundredth (75.01) feet along the westerly line of Boulevard to the northerly line of Freeman avenue; thence northerly deflecting to the left forty-five minutes and fifty seconds (45' 50") for two thousand four hundred thirty-three and thirty-six hundredths (2,433.36) feet along the westerly line of Boulevard to the southerly line of Graham avenue; thence northerly deflecting to the right thirty seconds (30") for eighty (80) feet along the westerly line of Boulevard to the northerly line of Graham avenue; thence northerly deflecting to the right three minutes and thirty seconds (3' 30") for one thousand one hundred sixteen and thirty-four hundredths (1,116.34) feet along the westerly line of Boulevard to the southerly line of Broadway; thence easterly deflecting to the right one hundred degrees thirty-six minutes and fifty-five seconds (100° 36' 55") for eighty-one and thirty-nine hundredths (81.39) feet along the southerly line of Broadway to the easterly line of Boulevard; thence southerly deflecting to the right seventy-nine degrees twenty-three minutes and five seconds (79° 23' 5") for one thousand one hundred eleven and thirty-six hundredths (1,111.36) feet along the easterly line of Boulevard to the northerly line of Graham avenue; thence southerly deflecting to the left four minutes (4') for two thousand five hundred three and three-tenths (2,503.3) feet along the easterly line of Boulevard to the northerly line of Freeman avenue; thence southerly deflecting to the left twenty-eight minutes and thirty-nine seconds (28' 39") for seventy-five (75) feet along the easterly line of Boulevard to the southerly line of Freeman avenue; thence southerly deflecting to the right eleven degrees fifty-five minutes and forty-five seconds (11° 55' 45") for two thousand nine hundred one and forty-four hundredths (2,901.44) feet along the easterly line of Boulevard to the northerly line of Harris avenue; thence southerly deflecting to the left three degrees seven minutes and fifteen seconds (3° 7' 15") for eighty (80) feet along the easterly line of Boulevard to the southerly line of Harris avenue; thence southerly deflecting to the left twenty minutes and fifty-six seconds (20' 56") for three hundred twelve and thirty-four hundredths (312.34) feet along the easterly line of Boulevard to the northerly line of Bodine street; thence southerly deflecting to the right twenty-seven minutes and twenty-five seconds (27' 25") for sixty and sixty-six hundredths (60.66) feet along the easterly line of Boulevard to the southerly line of Bodine street; thence southerly for eight hundred seventeen and eighty-three hundredths (817.83) feet along the easterly line of Boulevard to the northerly line of Nott avenue, the point of beginning.

Boulevard, from Vernon avenue and Broadway to Nott avenue, is shown on the Commissioners' Map of Long Island City, filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
City of New York.
j12,23

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BATHGATE AVENUE (although not yet named by proper authority), from East One Hundred and Eighty-eighth street to Pelham avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 13th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, James H. Goggin, Wallace S. Fraser and Patrick Gordon were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said James H. Goggin, Wallace S. Fraser and Patrick Gordon will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

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 EAST TWO HUNDRED AND THIRTEENTH STREET (although not yet named by proper authority), from Jerome avenue to Woodlawn road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 13th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, Henry W. Illwitzer, Max Bendit and George Burchill were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said Henry W. Illwitzer, Max Bendit and George Burchill will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

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 FOX STREET (although not yet named by proper authority), from Prospect avenue to Leggett avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, John J. O'Brien, Henry W. Illwitzer and Pierre G. Carroll were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said John J. O'Brien, Henry W. Illwitzer and Pierre G. Carroll will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

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 EAST ONE HUNDRED AND FIFTIETH STREET (although not yet named by proper authority), from Brook avenue to St. Ann's avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, John Rooney, Peter J. Everett and Albert Elterick were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said John Rooney, Peter J. Everett and Albert Elterick will attend at a Special Term of said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

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-THIRD STREET (although not yet named by proper authority), from Broadway to Fort Washington avenue, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 9th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, John C. Coleman, John J. Mackin and Edward D. Farrell were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said John C. Coleman, John J. Mackin and Edward D. Farrell will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

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 EIGHTY-SEVENTH STREET (although not yet named by proper authority), from Amsterdam avenue to new avenue bounding Highbridge Park, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 9th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, William H. Gentzinger, Edward W. Murphy and Ferdinand Leby were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said William H. Gentzinger, Edward W. Murphy and Ferdinand Leby will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person

having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

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-FOURTH STREET (although not yet named by proper authority), from Broadway to Fort Washington avenue, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 9th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, John J. Mackin, Joseph P. Casey and Moses Barnett were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said John J. Mackin, Joseph P. Casey and Moses Barnett will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

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 FORD STREET (although not yet named by proper authority), from Tiebout avenue to Webster avenue, as laid out on section 14 of the Final Maps of the Twenty-third and Twenty-fourth Wards, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 13th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, Stanislaus J. Vanecek, Gerald J. Barry and Francis W. Pollock were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said Stanislaus J. Vanecek, Gerald J. Barry and Francis W. Pollock will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

SECOND JUDICIAL DISTRICT.**NOTICE.**

In the matter of acquiring title by The City of New York to certain lands and premises situated on the southeasterly side of NOLL STREET, distant two hundred feet west of Central avenue, in the Twenty-seventh Ward of the Borough of Brooklyn, in the City of New York, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT AN application will be made to the Supreme Court of the State of New York, at a Special Term thereof 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 22d day of June, 1905, at the opening of Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of a Commissioner of Estimate in the above-entitled matter to fill the vacancy caused by the resignation of James F. Quigley, Esquire, heretofore appointed a Commissioner.

Dated Borough of Brooklyn, New York City, June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
Borough Hall,
Borough of Brooklyn,
New York City.
j10,21

FIRST 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, lands filled in, wharf property, terms, easements, emoluments and privileges necessary to be taken for the improvement of the waterfront of The City of New York on the NORTH RIVER, between West Twenty-second and West Twenty-third streets, Eleventh and Thirteenth avenues, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, by virtue of a certain order of the Supreme Court bearing date the 24th day of February, 1905, and filed and entered in the office of the Clerk of the County of New York on the 11th day of March, 1905, were appointed Commissioners of Estimate and Assessment in the above entitled proceeding, for the purpose of making a just and equitable estimate of the loss and damage to the respective

owners, lessees, parties and persons entitled to or interested in the property hereinafter described, and not now owned by The City of New York, and situated in the Borough of Manhattan, in The City of New York, to be taken herein for the improvement of the water-front on the North river, in the Borough of Manhattan, and which said property so to be taken is bounded and described as follows:

All the lands, lands filled in, terms, easements, emoluments and privileges of and to said lands and lands filled in, with the buildings and structures thereon, in the block bounded by the northerly side of West Twenty-second street, the southerly side of West Twenty-third street, the westerly side of Eleventh avenue, and the easterly side of Thirteenth avenue.

All parties and persons interested in the said property taken or to be taken for the said improvement of the water-front of The City of New York on the North river, 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, Room No. 401, on the fourth floor of the building No. 258 Broadway, in The City of New York, Borough of Manhattan, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice, and we, the said Commissioners, will be in attendance at our office above specified on the 30th day of June, 1905, at 10.30 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, or at such other or further times and places as we may appoint, we shall hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs or allegations as may be then offered by such owners or on behalf of The City of New York.

Dated New York, June 9, 1905.

EMANUEL BLUMENSTIEL,
MICHAEL J. MURRAY,
EDWARD DUFFY,
Commissioners.

JOSEPH M. SCHENCK,
Clerk.

j9,29

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CAMERON PLACE (although not yet named by proper authority), from Jerome avenue to Morris avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, J. C. Julius Langbein, George J. Clarke and George Burchill were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said J. C. Julius Langbein, George J. Clarke and George Burchill will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.

j10,21

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 SEVENTY-THIRD STREET (although not yet named by proper authority), from Broadway to Fort Washington avenue, in the Twelfth Ward, Borough of Manhattan, 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 27th day of June, 1905, 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, June 13, 1905.

THOMAS P. WICKES,
CHARLES E. BENDEL, JR.,
LEWIS M. ISAACS,
Commissioners.

JOHN P. DUNN,
Clerk.

j13,23

SECOND DEPARTMENT.

In 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 BROOK AVENUE (although not yet named by proper authority), from Hatfield place to Charles avenue, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 29th day of March, 1905, and duly entered in the office of the Clerk of the County of Richmond, at his office in the Borough of Richmond, in The City of New York, on the 10th day of April, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the

application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond on the 10th day of April, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4 of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 20th day of June, 1905, 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 the proofs of such claimant or claimants, or such additional proofs or allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, New York City, May 24, 1905.

DAVID B. VAN NAME,
WM. J. WELSH,
WM. A. GALLOWAY,
Commissioners.

JOHN P. DUNN,
Clerk.

m24,j16

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to STARR STREET (although not yet named by proper authority), from Brooklyn Borough Line to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, 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 and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title 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 Starr street, from Brooklyn Borough Line to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz:

Beginning at a point formed by the intersection of the southerly line of Metropolitan avenue with the easterly line of Starr street, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903.

1st. Running thence westerly for seventy-one and fifty-nine hundredths (71.59) feet along the southerly line of Metropolitan avenue to the westerly line of Starr street.

2d. Thence southerly deflecting to the left fifty-seven degrees fifty-five seconds (57° 55") for one thousand seven hundred and nine and ninety-four hundredths (1,709.94) feet along the westerly line of Starr street to the line between the Boroughs of Brooklyn and Queens.

3d. Thence southerly deflecting to the left sixty-nine degrees thirty-nine minutes and forty-five seconds (69° 39' 45") for sixty-four and four hundredths (64.04) feet along the line between the Boroughs of Brooklyn and Queens to the easterly line of Starr street.

4th. Thence northerly for one thousand seven hundred and seventy-one and seventeen hundredths (1,771.17) feet along the easterly line of Starr street to the southerly line of Metropolitan avenue, the point of beginning.

Starr street, from Brooklyn Borough Line to Metropolitan avenue, is shown on a certain map entitled "Topographical Map, showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.

j12,23

SECOND DEPARTMENT.

In 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 an unnamed street, between William and Beach streets, extending from St. Paul's avenue to Jackson avenue, in the Second Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 29th day of March, 1905, and duly entered in the office of the Clerk of the County of Richmond, at his office in the Borough of Richmond, in The City of New York, on the 10th day of April, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees,

parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond on the 10th day of April, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4 of the Greater New York Charter as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 26th day of June, 1905, at 4 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 the proofs of such claimant or claimants, or such additional proofs or allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, New York City, June 2, 1905.

HERMAN S. BUTLER,
J. J. WORRELL,
JAMES BURKE, Jr.,
Commissioners.

JOHN P. DUNN,
Clerk.

j2,24

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BLACKFORD AVENUE (although not yet named by proper authority), from Grant street and Nicholas avenue to a point about 170 feet east of Grant street, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 29th day of March, 1905, and duly entered in the office of the Clerk of the County of Richmond at his office in the Borough of Richmond, in The City of New York, on the 10th day of April, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond on the 10th day of April, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4, of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 20th day of June, 1905, at 12.30 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 the proofs of such claimant or claimants, or such additional proofs or allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, New York City, May 26, 1905.

THOMAS GARRETT, JR.,
JUGUSTUS ACKER,
JOHN DUNN,
Commissioners.

JOHN P. DUNN,
Clerk.

m26,j19

SECOND DEPARTMENT.

In 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 INDIANA AVENUE (although not yet named by proper authority), between Jewett avenue and a point 198.08 feet westerly from Wooley avenue, in the First Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 29th day of March, 1905, and duly entered in the office of the Clerk of the County of Rich-

mond at his office in the Borough of Richmond, in The City of New York, on the 10th day of April, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond on the 10th day of April, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4, of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 20th day of June, 1905, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs or allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, New York City, May 25, 1905.

GEO. S. SCOFIELD,
J. F. SMITH,
J. H. MALOY,
Commissioners.

JOHN P. DUNN,
Clerk.

m25,j17

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 inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department for which the work is to be done. Plans and drawings of construction work may also be seen there.