

# THE CITY RECORD.

VOL. XXXVII.

NEW YORK, THURSDAY, JANUARY 7, 1909.

NUMBER 10846.

## THE CITY RECORD.

OFFICIAL JOURNAL OF THE CITY OF NEW YORK.

Published Under Authority of Section 1526, Greater New York Charter, by the

### BOARD OF CITY RECORD.

GEORGE B. McCLELLAN, Mayor.

FRANCIS K. PENDLETON, CORPORATION COUNSEL.

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Published daily, at 9 a. m., except legal holidays.

Subscription, \$9.30 per year, exclusive of supplements. Three cents a copy.

SUPPLEMENTS: Civil List (containing names, salaries, etc., of the city employees), 25 cents; Official Canvass of Votes, 10 cents; Registry and Enrollment Lists, 5 cents each assembly district; Law Department and Finance Department supplements, 10 cents each; Annual Assessed Valuation of Real Estate, 25 cents each section.

Published at Room 2, City Hall (north side), New York City.

Entered as Second-class Matter, Post Office at New York City.

### TABLE OF CONTENTS.

Aldermen, Board of—		
Minutes of Stated Meeting of January 4, 1909.....	139	Official Papers..... 195
Aqueduct Commissioners—		Parks, Department of—
Proposals.....	186	Proposals..... 189
Assessors, Board of—		Police Department—
Public Notices.....	185	Owners Wanted for Lost Property.... 190
Bellevue and Allied Hospitals—		Public Charities, Department of—
Minutes of Meeting of Board of Trustees, November 24, 1908.....	137	Proposals..... 186
Proposals.....	186	Public Service Commission for the First District—
Board Meetings.....	184	Calendar of Hearings..... 137
Bridges, Department of—		Street Cleaning, Department of—
Proposals.....	184	Ashes, etc., for Filling in Lands.... 189
Bronx, Borough of—		Proposals..... 189
Proposals.....	189	Supreme Court, First Department—
Change of Grade Damage Commission—		Acquiring Title to Lands, etc..... 195
Public Notice.....	190	Proposals..... 195
Changes in Departments, etc.....	181	Supreme Court, Second Department—
Education, Department of—		Acquiring Title to Lands, etc..... 196
Proposals.....	184	Supreme Court, Third Judicial District—
Estimate and Apportionment, Board of—		Acquiring Title to Lands, etc..... 199
Public Notices.....	190	Notices of Applications for the Appointment of Commissioners of Appraisal
Finance, Department of—		Supreme Court, Ninth Judicial District—
Notices to Property Owners.....	186	Acquiring Title to Lands, etc..... 200
Sureties Required on Various Classes of Contracts.....	189	Notices of Applications for the Appointment of Commissioners of Appraisal
Manhattan, Borough of—		Taxes and Assessments, Department of—
Proposals.....	195	Public Notice..... 184
Municipal Civil Service Commission—		Water Supply, Board of—
Public Notices.....	186	Proposals..... 185
Notice to Contractors.....	200	Water Supply, Gas and Electricity, Department of—
Official Borough Papers.....	184	Auction Sale..... 185
Official Directory.....	182	

## PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,

No. 154 NASSAU STREET, NEW YORK.

### CALENDAR OF HEARINGS.

The following hearings will be held during the remainder of the week beginning Monday, January 4, 1909:

Thursday, January 7—10:30 a. m.—Mr. Harkness' Room.—CITY OF NEW YORK AND DEGNON CONTRACTING COMPANY.—"Arbitration of determination of Henry B. Seaman, Chief Engineer."—L. T. Harkness of Counsel.

Friday, January 8—11:30 a. m.—Room 310.—Regular meeting of the Public Service Commission for the First District.

2:00—p. m.—Room—305.—INTERBOROUGH RAPID TRANSIT CO.—"Block signal systems—Subway Local Tracks."—Chairman Willcox.

2:30 p. m.—Room 310.—Order 790.—NEW YORK, NEW HAVEN & HARTFORD R. R. Co.—"Unsanitary methods in loading cars in Harlem River yards."—Commissioner Eustis.

Regular meetings of the Commission are held every Tuesday and Friday, at 11:30 a. m., in Room 310.

## BELLEVUE AND ALLIED HOSPITALS.

A regular meeting of the Board of Trustees of Bellevue and Allied Hospitals was held in the Staff Room of Bellevue Hospital on Tuesday, November 24, 1908.

Present—Dr. Brannan, the President, in the Chair; Messrs. Barry, Sachs, Stern, O'Keeffe, Robbins and Paulding, Trustees, and Mr. Hebbard, the Commissioner of Public Charities.

The proposed lists of changes of positions, involving increases of salary, were referred in the case of the Bellevue employees to the Committee on Salaries and Offices, and in the case of employees of the other hospitals to the respective Committees of the Month; it was also

Resolved, That the Committee on Salaries and Offices be requested to prepare a form in which such changes of salary shall hereafter be certified to the Board.

The following bills were presented for approval and on motion, duly seconded, it was

Resolved, That they, having been duly audited by the Finance Committee, be forwarded for payment:

Higgins & Sieter.....	\$14 93	McKim, Mead & White.....	2,450 76
The Kny-Scheerer Company....	7 50	McKim, Mead & White.....	1,995 95
Hodgman Rubber Company....	2 50	Hahn & O'Rielly.....	2,000 00
The Western Union Telegraph Company.....	1 62	The Phoenix Construction Company.....	4,472 25
J. F. Gylsen.....	13 20	John J. Parker Company.....	3,995 00
Burton & Davis Company.....	646 45	Parish & Schroeder.....	125 12
Burton & Davis Company.....	6 40	Charles F. Mattlage.....	54 37
Verde Brothers.....	18 60	Armour & Co.....	102 82
P. J. O'Rielly.....	75 03	John Falco Donovan.....	127 66
New York Telephone Company.	434 85	Abram L. Hirsh.....	10 11

Samuel Lewis.....	1 95	Lewis Manufacturing Company.	860 00
Frank Richards Laundry Supply Company.....	4 48	Schieffelin & Co.....	269 80
John Falco Donovan.....	11 52	Chas. Kohlmann & Co.....	3,297 50
Abraham & Straus.....	9 30	Armour & Co.....	63 72
White, Van Gilhan & Co.....	4 70	Abram L. Hirsh.....	17 90
Cavanagh Bros. & Co.....	2 10	Peter J. Constant.....	415 80
O. M. Dawson.....	49 25	John Falco Donovan.....	36 88
Joseph F. Curren.....	25 00	The Manhattan Supply Company	2,236 43
New York Linoleum Company.	42 50	A. B. Lovejoy.....	71 10
Abram L. Hirsh.....	22 40	Abraham & Straus.....	26 22
Peter J. Constant.....	3 64	Siegel-Cooper Company.....	132 60
Charles A. Foersch.....	27 36	Samuel Lewis.....	9 70
Cavanagh Bros. & Co.....	6 72	Cavanagh Bros. & Co.....	4 83
Wm. P. Youngs & Bros.....	62 28	Hemphill Engineering Company	89 86
Charles H. Heinsohn.....	60 45	The Kny-Scheerer Company....	27 85
John Greig.....	61 50	Ernst Leitz.....	224 70
Pittsburgh Plate Glass Company	5 00	J. F. Gylsen.....	174 84
Murtha & Schmohl Company....	1 83	Burton & Davis Company.....	213 30
Hemphill Engineering Company.	1 77	Louis C. Owens.....	26 20
Cavanagh Bros. & Co.....	4 40	Charles F. Mattlage.....	297 69
The Manhattan Supply Company	2 13	Armour & Co.....	94 20
Eidt & Weyand.....	127 50	Foster-Scott Ice Company....	724 98
The I. S. Remson Manufacturing Company.....	16 00	The Manhattan Supply Company	41 25
The Blue Ribbon Auto and Carriage Company.....	95 00	Knickerbocker Mills Company..	2 05
Samuel Lewis.....	48 00	James Rowland.....	59 95
The Hospital Supply Company.	4,750 01	Sheffield Farms-Slawson-Decker Company.....	4,280 45
Bloomington Brothers.....	2,696 66	Hunter & Trimm Company....	401 25
John U. Constant.....	597 51	A. Silz, Inc.....	809 09
Abraham & Straus.....	19 00	J. F. Gylsen.....	85 11
The Dean Plaster Company....	360 03	Conron Brothers Company....	4,136 04
Johnson & Johnson.....	370 00	Samuel E. Hunter.....	504 74
		R. P. Lawless.....	475 12

Mr. M. J. Rickard, the Acting Superintendent, reported as follows:

From November 8 to November 21, inclusive, sixty operations were performed at Bellevue Hospital, fifteen at Gouverneur Hospital, twenty-nine at Harlem Hospital and eighteen at Fordham Hospital, at all of which the Attending Surgeons or their Assistants were present.

In accordance with the rules a fire drill was held at all of the hospitals during the week.

Permission is requested to secure the necessary supplies to provide a Thanksgiving dinner for the inmates and employees of the hospital, as in past years.

Messrs. McKim, Mead & White desire to know whether provision should be made for the installation of a watchman's system, fire alarm system, telephone and push button calls in the new laundry building, and it is recommended that the wiring for these be installed so that the various fixtures may be connected at any time in the future, but that no provision be made in the specifications for the fixtures.

Dr. Healy of Fordham Hospital requests that a platform be erected in the operating room of that hospital to enable Surgeons and Students to witness the operations without interfering in any way with the work of the operator, and it is recommended that this be allowed.

It will be necessary to make some slight changes so as to permit easy access of the stretcher cases in Pavilions A and B, and it is recommended that this matter be referred to the Building Committee for consideration.

The correspondence which has been had with the Kny-Scheerer Company relative to the installation of an observation stand in the operating room of Harlem Hospital is submitted herewith. The firm offered to construct a stand as specified for \$87.50, and when about completed it was found impossible to get it into the operating room, and it was necessary to reconstruct it in sections, the increased cost of which was \$107, making a total charge for the stand of \$196.50. No order was issued by the Department for this extra work. The firm, however, claims that they were asked by Dr. Luckett to construct the stand in sections.

No provision was made for ward desks in Pavilions A and B of the new Bellevue Hospital, and as it was necessary to secure these as quickly as possible, bids were received from the Hospital Supply Company and the Kny-Scheerer Company. On the recommendation of Miss Goodrich that of the former, amounting to \$451.50 was accepted, the bid of the latter being \$472.50.

A petition received from the house staff of Bellevue Hospital for four overcoats to be used for the ambulance service is submitted herewith, and it is recommended that these be allowed, the overcoats to remain the property of the Department.

Miss Stowers, Supervising Nurse at Gouverneur Hospital, requests four additional telephone extensions, for the Medical Board room, office for general business, Engineers' room and priest's house, and it is recommended that this matter be referred to the Building Committee.

Dr. Alexander Lambert, Visiting Physician of the Fourth Medical Division, requests permission to appoint a substitute interne to assist Dr. Guile in the tuberculosis and alcoholic wards, and it is recommended that this be granted.

A report is submitted herewith from Mr. Jones, Supervising Engineer, relative to the proposed extension of the engine house at Fordham Hospital as a workshop and storeroom, also recommending a change in the location of the hot water tank at that hospital. It is recommended that these reports be referred to the Building Committee.

A letter received from Miss Goodrich, under date of November 18, in reference to increases in salaries of employees in the Training School, is submitted herewith, and it is recommended that this matter be referred to the Committee on Salaries and Officers.

A report from Miss Jessie A. Stowers, Supervising Nurse, Gouverneur Hospital, and one from Mr. Jones, Supervising Engineer, in reference to the situation and construction of the coal vault at Gouverneur Hospital, are submitted herewith, and it is recommended that these communications be referred to the Building Committee.

It is proposed to change the Dental Clinic from Ward 31 to a larger room (the old laboratory) adjoining, and permission is requested to authorize the necessary change in the plumbing which this will incur.

Dr. Alexander Lambert, Visiting Physician on the Fourth Medical Division, desires to establish a post-alcoholic service and requests the appointment of two Nurses, in order that he may establish a special system of dietary for these patients. As one Nurse would be required for night service and two for day service to care for these patients, five Nurses will be required altogether, and Miss Goodrich requests permission to appoint, temporarily, five Graduate Nurses, at a rate of \$50 a month.

Reports from the Supervising Engineer and the Department of Water Supply show that it would involve an amount of about \$2,200 to make the changes proposed by Dr. Miller on the ferryboat "Westfield." As there is no available appropriation from which this can be drawn it is recommended that only such temporary changes be made at the present time as are required to continue the day camp, until the appropriation for 1909 is available.

In an effort to do away with the transferring of patients from Wards 38 and 39 by the front entrances, it is suggested that the tennis court adjoining the Mills Training School be utilized as an entrance to the rear of these wards, and reports from Dr. Gregory and Mr. Jones are submitted herewith. It is recommended that this matter be referred to the Building Committee.

Miss Jessie A. Stowers asks that Walter George, a Plumber, be allowed to remain at Gouverneur instead of dividing his time between Gouverneur and Fordham Hospital, as she states there is plenty of work for him to do at Gouverneur. She also submits a communication in reference to Max Volinsky, a Junior Clerk at that institution.



The General Medical Superintendent on this date vacated the house at No. 144 East Thirty-seventh street. A Caretaker has been assigned temporarily, and instruction is requested as to what is desired to be done to care for the property of the City which is in the house.

Permission is requested to accept the lowest of the following bids:

Repairs to Dumb Waiter, Gouverneur Hospital (Only Bid Requested).  
Marine Engine and Machine Company (manufacturers)..... \$65 00

Repairs to Sterilizers, Bellevue Hospital (Only Bid Requested).  
Kny-Scheerer Company (manufacturers)..... \$69 80

One Hundred Gross Tons Pea Coal, Fordham Hospital.  
O. J. Stephens..... \$455 00

Nine other quotations asked as follows:

Burns Brothers, no bid; S. Trimmer & Sons, no bid; F. R. Thorn & Sons, no bid; S. Stewart, no bid; M. J. Bird, no bid; H. S. Bowns, no bid; Leonard Brothers, no bid; Gordon Brothers, no bid; J. H. Meyer, no bid.

One Hundred Gross Tons Pea Coal, Gouverneur.  
The Muhlenberg Coal Company (100 tons gross)..... \$415 00  
Curtis & Blaisdell (2,000 pounds)..... 399 00

George F. Sinram (.90 gross ton; no sample submitted).

Seven other quotations asked as follows:

O. J. Stephens, no bid; J. H. Meyer, no bid; J. Rheinfrank Company, no bid; M. J. Bird, no bid; Burns Brothers, no bid; H. S. Bowns, no bid; H. L. Hubert & Co., no bid.

Exchange of One Old Typewriter for New Machine (Dr. Gregory).  
Underwood Typewriter Company..... \$102 50  
Allowance for old machine..... 43 00

Amount to be paid in cash..... \$59 50

Furnishing Fourteen Nurses' Desks (Pavilions A and B).  
Hospital Supply Company..... \$451 50  
Kny-Scheerer Company..... 472 50

For Furnishing Ice Cream (Only Bid Asked).  
Horton Ice Cream Company—  
Bellevue..... \$65 00  
Harlem..... 21 00  
Fordham..... 5 60  
Gouverneur..... 8 40

Furnishing Fruits, Cranberries and Celery, Bellevue.  
M. O'Brien & Sons..... \$83 12  
Richard Webber..... 108 96  
S. E. Hunter..... 111 85

Wm. G. Ihrig, no bid.

For Furnishing Cider, Raisins, Crackers, Nuts, etc., Bellevue.  
John S. Sills & Sons..... \$73 06  
Burton & Davis..... 79 08  
O'Neill-Adams Company..... 92 12

F. H. Leggett & Co., no bid; L. C. Owens, no bid; J. F. Gylsen, no bid.

Furnishing Multiple Baby Carriage, Food Truck, Ice Truck (Pavilions A and B).  
Kny-Scheerer Company..... \$114 15  
Hospital Supply Company..... 118 00

No other bids requested.

For Furnishing Food Truck and Ice Truck (Only).  
Kny-Scheerer Company..... \$71 00  
Hospital Supply Company..... 72 00

No other bids requested.

Repairing Steam Jacketed Boilers (in Corporation Kitchen).  
Duparquet, Huot & Moneuse..... \$65 00

No other bids requested.

Two Swinging Doors in Lavatory (Pavilion A).  
J. H. Adamson..... \$70 00  
C. W. Klapperts Sons..... 85 00  
J. C. Corbin..... 100 00  
John H. Carl..... 144 00

On motion, duly seconded and carried, the request to secure the necessary supplies to provide for a Thanksgiving dinner for the inmates and employees of the hospital was approved.

On motion, duly seconded and carried, the matter of installing a watchman's system, fire alarm system, telephone and push button calls in the new laundry building was referred to the Building Committee.

On motion, duly seconded, it was  
Resolved, To obtain estimates on an iron platform to be erected in the operating room of Fordham Hospital.

On motion, duly seconded and carried, the recommendation of the Acting Superintendent, to make some slight changes so as to permit easy access of the stretcher cases in Pavilions A and B, was referred to the Building Committee.

On motion, duly seconded and carried, the correspondence of Kny-Scheerer Company, in regard to the installation of an observation stand at Harlem (which when completed would not fit in the operating room, and was reconstructed into sections at an increased cost), was referred to the Committee on Supplies.

On motion, duly seconded and carried, the bid of the Hospital Supply Company, for ward desks for Pavilions A and B, new Bellevue Hospital, \$451.50, was approved, it being the lower of the two bids received.

On motion, duly seconded and carried, the petition of the House Staff of Bellevue Hospital, for four overcoats to be used for the ambulance service, same to remain the property of the Department, was referred to the Committee on Supplies.

On motion, duly seconded and carried, the request of Miss Stowers, Supervising Nurse, Gouverneur Hospital, for four additional telephone extensions, was referred to the Building Committee.

On motion, duly seconded and carried, the appointment of a substitute interne on the Fourth Medical Division, to assist Dr. Guile in the Tuberculosis and Alcoholic Wards, was granted, providing it had the approval of the Medical Board.

On motion, duly seconded and carried, the report of the Supervising Engineer, in relation to the proposed extension of the engine house at Fordham Hospital, and recommending a change in the location of the hot water tank at that hospital, was referred to the Building Committee.

On motion, duly seconded and carried, the communication of Miss Goodrich, in reference to increases in salaries of employees in the Training School, was referred to the Committee on Salaries and Offices.

On motion, duly seconded and carried, the reports from Miss Stowers and Mr. Jones, in regard to the situation and construction of the coal vault at Gouverneur Hospital, were referred to the Building Committee.

On motion, duly seconded and carried, the recommendation of the Acting Superintendent, to change the Dental Clinic from Ward 31 to a larger room adjoining, was approved, provided the necessary plumbing work could be attended to by the men in the hospital.

On motion, duly seconded and carried, the request of Miss Goodrich to appoint, temporarily, five graduate Nurses, at \$50 a month each, for day and night duty, to care for a post alcoholic service to be established by Dr. Lambert, was approved until the first of January.

On motion, duly seconded and carried, the reports of Mr. Jones and the Department of Water Supply, Gas and Electricity, in reference to the proposed changes on the ferryboat "Westfield," involving an amount of over \$2,200, were referred to the Building Committee.

On motion, duly seconded and carried, the reports from Dr. Gregory and Mr. Jones, in reference to using the tennis court adjoining the Mills Training School as an entrance to the rear of Wards 38 and 39, were referred to the Building Committee.

On motion, duly seconded and carried, the request of Miss Stowers, to have Walter George, a Plumber, remain full time at Gouverneur Hospital, was referred to the Superintendent for report.

On motion, duly seconded and carried, the communication from Miss Stowers, in reference to a Junior Clerk at Gouverneur Hospital, was referred to the Committee on Salaries and Offices, with power.

On motion, duly seconded and carried, it was decided to have the Holmes Electric Protective Company supply some one to take care of the house at No. 141 East Thirty-seventh street.

On motion, duly seconded and carried, the list of bids was referred to the Committee on Supplies.

Dr. Brannan reported progress in the matter of the application of Dr. Darling for appointment as X-ray photographer at Bellevue Hospital.

The Building Committee reported progress in the matter of employing an expert to see after the ground at the various hospitals.

The Building Committee reported upon the bids received for furnishings of new Women's Training School, recommending that the matter be continued in the hands of the Committee, in order that they might obtain samples of articles to be furnished by the lowest bidders, and, on motion, duly seconded, it was

Resolved, To approve this recommendation.

The Building Committee reported in favor of accepting the rebate offered by the John H. Parker Company on omitting the kalsomining for the ceilings in new Training School, and, on motion, duly seconded, it was

Resolved, To approve this recommendation.

Mr. Barry, for the Building Committee, reported upon the matter of the butts on the doors of the new Training School, and, on motion, duly seconded, it was

Resolved, That the matter be continued in his hands for further recommendation.

Mr. Paulding, for the Committee on Supplies, reported on the specifications for the year 1909, and, on motion, duly seconded, it was

Resolved, That they be approved for being put into proof, with the understanding that they should then be submitted once more to the Committee on Supplies for final approval.

The Building Committee reported in favor of returning to the Ostermoor Company their check for \$260, received as a deposit in the matter of supplying cushions for the new Training School, inasmuch as the same is not required for protection on the order, and, on motion, duly seconded, it was

Resolved, To approve this recommendation.

Dr. Brannan reported receipt of the following bids on coal for the various institutions, and it was moved that the lowest bid in each case be accepted, subject to the approval of the Corporation Counsel and the Comptroller:

	Gouverneur. 250 Tons.	Harlem. 150 Tons.	Fordham. 250 Tons.
W. P. W. Haff (no sample).....	\$3 90	\$4 00	\$4 50
Muhlenberg Coal Company.....	3 95	....	....
George F. Sinram Company (no sample).....	3 90	....	....
Olin J. Stephens.....	....	4 15	4 60
S. Trimmer & Sons.....	....	4 14	4 69

On motion, duly seconded, it was

Resolved, That the bid of the Muhlenberg Coal Company for coal for Gouverneur Hospital be accepted, and that the contract for the delivery of 250 tons of coal be and the same is hereby awarded to the Muhlenberg Coal Company, subject to the approval of the sureties by the Comptroller of The City of New York, in accordance with the provisions of section 420, chapter 10 of the Greater New York Charter.

On motion, duly seconded, it was

Resolved, That the bid of Olin J. Stephens for coal for Fordham Hospital be accepted, and that the contract for the delivery of 250 tons of coal be and the same is hereby awarded to Olin J. Stephens, subject to the approval of the sureties by the Comptroller of The City of New York, in accordance with the provisions of section 420, chapter 10 of the Greater New York Charter.

On motion, duly seconded, it was

Resolved, That the bid of S. Trimmer & Sons for coal for Harlem Hospital be accepted, and that the contract for the delivery of 150 tons of coal be and the same is hereby awarded to S. Trimmer & Sons, subject to the approval of the sureties by the Comptroller of The City of New York, in accordance with the provisions of section 420, chapter 10 of the Greater New York Charter.

Dr. Brannan also reported upon receipt of the following bids:

Iron Fence Around Pavilions A and B and Pathological Department.	
William Horne Company.....	\$15,900 00
Kelly & Kelley.....	16,491 00
Bart Dunn.....	17,000 00
Thos. Cockerell & Son.....	17,300 00
Joseph di Beredetto.....	17,950 00
John H. Parker Company.....	17,950 00
The T. M. McLeod Company.....	20,500 00

On motion, duly seconded, it was

Resolved, That the bid of William Horne Company be accepted, it being the lowest of the seven bids received, and that the contract for constructing the fence be and the same is hereby awarded to William Horne Company, subject to the approval of the sureties by the Comptroller of The City of New York, in accordance with the provisions of section 420, chapter 10 of the Greater New York Charter.

Mr. Paulding, for the Committee on Salaries and Offices, reported that it was still in doubt concerning its power in the matter of certain increases recommended, and asked for instruction from the Board.

On motion, duly seconded, it was

Resolved, That the matter continue in the hands of the Committee on Salaries and Offices for further investigation.

The Building Committee reported upon a leak in the pipes discovered in the elevator pit at Gouverneur Hospital, and, on motion, duly seconded, the Superintendent was empowered to employ steamfitters to make temporary repairs.

Mr. Barry, from the Building Committee, reported upon the following matters: The new transfer room at Bellevue Hospital; plans for the new isolating rooms at Bellevue, the Paul System at Bellevue Hospital and sketch for proposed new bath rooms at Bellevue.

On motion, duly seconded, it was

Resolved, That all of these matters be continued in the hands of the Building Committee for report at the next meeting.

Mr. Barry also reported upon the contractor's bill for extension of the tennis court at Harlem Hospital, and, on motion, duly seconded, the matter was referred to him with power.

Mr. Barry also reported upon the conditions at the coal vault at Gouverneur Hospital, and on motion, duly seconded, the matter was referred to the Building Committee to consult with the architects.

Dr. Brannan reported upon the proposed separation of the Children's Service, as rendered in the report of the Medical Board, Bellevue Hospital, and it was

Resolved, That such proposed separation be not made on account of the small size of the Children's Service.



## Communications.

A communication dated November 16 was received from the Department of Finance, together with a report from the Chief Accountant and Bookkeeper of that Department, relative to the accounting methods in Bellevue and Allied Hospitals. On motion, duly seconded and carried, they were referred to the Committee on Finance for investigation and report.

A communication dated November 18 was also received from the Finance Department, refusing to pay balance due Mr. Almirall upon his contract for the reconstruction of Gouverneur Hospital. On motion, duly seconded and carried, this was likewise referred to the Committee on Finance for report.

A communication dated November 19 was received from the Law Department, in regard to the assignment of J. D. Fowler, and placed on file.

On motion, duly seconded and carried, the assignment requested by Mr. Fowler was ordered approved as advised by the Corporation Counsel.

A communication dated November 9 was received from the New York City Visiting Committee, referring to a previous letter of theirs, together with a reply from the President of the Board of Trustees. On motion, duly seconded and carried, these were placed on file, and copies of the correspondence ordered supplied to each member of the Board.

A communication dated October 28 was received from Dr. S. W. Lambert, submitting two letters from Dr. Meara, one in which he tenders his resignation as Visiting Physician to the Children, Out-Patient Department, the other recommending that Dr. Malcolm Goodridge be appointed in his place. On motion, duly seconded and carried, these communications were referred to the Conference Committee of the First Division, Bellevue Hospital, for report.

A communication dated November 18 was received from the Law Department, recommending rejection of certain bids for furnishings for new Training School, and the same was placed on file. On motion, duly seconded and carried, upon the advice of the Corporation Counsel, the bids referred to, as follows, were rejected by the Board:

1. Bid of Siegel Cooper as to line 324, which covers pianos, the bidder submitting a make not named in specifications. To be rejected unless the piano bid upon is undoubtedly equal in every respect to the Chickering, Knabe or Vose.
2. Bid of J. F. Donovan, the bid sheet not being filled in.
3. The bid of Bloomingdale Brothers wherein the time for performing the work has been increased by the bidder.
4. The bid of George Poll & Co., the bidder not having appeared before a Notary; the deposit being less than that required.
5. The bid of L. Barth & Son not verified.

A communication dated November 20 was received from the Board of Managers of the Training School, in reference to the McPhail piano, and on motion, duly seconded and carried, the matter was referred to the Secretary for settlement.

A communication dated November 16 was received from the Art Commission, approving designs for fences and walls for the new Training School, and on motion, duly seconded and carried, the same was placed on file.

A communication dated November 17 was received from the Board of Estimate and Apportionment, transmitting certified copy of resolution adopted by that Board on November 13, 1908, transferring \$40,000 within the appropriation made to Bellevue and Allied Hospitals for the year 1908. On motion, duly seconded and carried, the same was placed on file.

A communication dated November 11, 1908, was received from the Municipal Civil Service Commission, approving the transfer of Louis E. Bonnaud from the position of Inspector of Masonry in the Board of Water Supply to that of General Superintendent of Construction at Gouverneur Hospital. On motion, duly seconded and carried, the same was placed on file.

## New Business.

On motion of Mr. Paulding the Acting Superintendent was instructed to get an estimate from the telephone company for connecting Pavilions A and B with the switchboard in the main hospital, for the purpose of outside calls.

On motion of Mr. Stern it was Resolved, That the Board subscribe to the newspaper clipping agency of Romeike, for the purpose of securing newspaper clippings referring to Bellevue Hospital, and that the same, when secured, be pasted in a book to be left for the inspection of the Trustees, it being understood that the expense of such subscription shall not exceed \$50 in any one year.

On motion of Mr. Hebbard it was Resolved, That the matter of bringing the payroll into agreement with the Budget allowed for the coming year be referred to the Committee on Salaries and Offices.

On motion, duly seconded, the Acting Superintendent was instructed to get an estimate upon making a clothes room on the first floor of Gouverneur Hospital.

The Board then went into executive session.

On resuming regular session the Board adjourned.

J. K. PAULDING, Secretary.

## THE BOARD OF ALDERMEN OF THE CITY OF NEW YORK.

### STATED MEETING.

Monday, January 4, 1909, 12 o'clock m.

The Board met in the Aldermanic Chamber, City Hall.

Present:

Hon. Patrick F. McGowan, President of the Board of Aldermen.

Aldermen

Timothy P. Sullivan, Vice-Chairman;	Joseph Flanagan.	John J. McDonald,
Thomas F. Baldwin,	John Sylvester Gaynor,	Adolf Moskowitz,
Thomas F. Barton,	Bernhard Goldschmidt,	Otto Muhlbauer,
Herman W. Beyer,	Henry F. Grimm,	Thomas J. Mulligan,
B. W. B. Brown,	John D. Gunther,	John Mulvaney,
James W. Brown,	Edward V. Handy,	Arthur H. Murphy,
Michael J. Carter,	William J. Heffernan,	Percival E. Nagle,
L. Barton Case,	John J. Hickey,	James J. Nugent,
Charles P. Cole,	Frederick C. Hochdorffer,	Lewis M. Potter,
Daniel R. Coleman,	Tristram B. Johnson,	Thomas M. Quinn,
George A. Colgan,	Joseph D. Kavanagh,	James W. Redmond,
Percy L. Davis,	William P. Kenneally,	David S. Rendt,
John Diemer,	Francis P. Kenney,	William P. Sandiford,
Frank L. Dowling,	Max S. Levine,	Joseph Schloss,
Robert F. Downing,	Frederick Linde,	George J. Schneider,
William Drescher,	John Loos,	James J. Smith,
George Emener,	James F. Martyn,	Michael Stapleton,
O. Grant Esterbrook,	Samuel Marx,	Jacob J. Velten,
James H. Finnigan,	Thomas J. McAleer,	John F. Walsh,
	John McCann,	William Wentz.

George Cromwell, President, Borough of Richmond.

Lawrence Gresser, President, Borough of Queens.

Louis F. Haffen, President, Borough of The Bronx, by John F. Murray, Commissioner of Public Works.

The Clerk proceeded to read the minutes of the Stated Meeting of December 22, 1908.

On motion of Alderman Smith further reading was dispensed with and the minutes were approved as printed.

At this point the President expressed to all the members of the Board his best wishes for a Happy New Year, not only for themselves, but for all their friends and families.

## MESSAGES FROM HIS HONOR THE MAYOR.

The President laid before the Board the following message from his Honor the Mayor:

No. 1393.

City of New York—Office of the Mayor, }  
January 4, 1909. }

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

Gentlemen—I return herewith, disapproved, proposed resolution No. 1393, entitled "Resolution recommending that the salary of the District Attorney of Queens be fixed at \$8,000."

The reason for this action is that section 56 of the Charter provides that the Board of Aldermen are to fix salaries on the recommendation of the Board of Estimate and Apportionment. I am of the opinion that the matter should be presented to the Board of Estimate and Apportionment for action, and thereafter sent to your Honorable Board for approval.

Respectfully,

GEO. B. McCLELLAN, Mayor.

The Committee on Salaries and Offices, to which was referred, on November 24, 1908 (Minutes, page 1392), the annexed resolution in favor of fixing the salary of the District Attorney of the County of Queens at eight thousand dollars (\$8,000), respectfully

## REPORTS:

That, in view of the onerous and increasingly important duties devolving on this office, the rate of salary suggested is proper, and therefore recommends that the said resolution be adopted.

Resolved, That the salary of the District Attorney of the County of Queens be fixed at the sum of eight thousand dollars (\$8,000) per year, to take effect on January 1, 1909.

R. S. DOULL, P. F. FLYNN, T. P. SULLIVAN, MICHAEL STAPLETON, SAMUEL MARX, A. H. MURPHY, Committee on Salaries and Offices.

Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

The President laid before the Board the following message from his Honor the Mayor:

No. 1430.

City of New York, Office of the Mayor, }  
January 4, 1909. }

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

Gentlemen—I return herewith, disapproved, proposed resolution No. 1430, entitled: "Resolution authorizing Superintendent of School Supplies, Board of Education, to draw upon Comptroller," etc.

I am of the opinion that the method proposed by the Board of Education is loose and unbusinesslike. There is no evidence before me that agreements could not be made in accordance with the Charter for all the supplies necessary.

Respectfully,

GEO. B. McCLELLAN, Mayor.

The Committee on Finance, to which was referred on December 1, 1908 (Minutes, page 1428), the annexed resolution authorizing Superintendent of School Supplies to draw on Comptroller for a sum not exceeding \$2,500 for articles needed in cookery teaching, respectfully

## REPORTS:

That, having examined the subject, it believes the proposed authorization to be necessary to facilitate the work of the Board of Education in this important direction. It therefore recommends that the said resolution be adopted.

Resolved, That for the purpose of reimbursing Teachers of Domestic Science in the amounts expended by them for supplies necessary to teach this subject in the schools of The City of New York the Superintendent of School Supplies, Board of Education, may by requisition draw upon the Comptroller for a sum not exceeding twenty-five hundred dollars (\$2,500). The Superintendent of School Supplies may in like manner renew the draft as often as he may deem necessary to the extent of the appropriation set apart for Supplies, Special School Fund of the Department of Education, but no such renewal shall be made until the money paid upon the preceding draft shall be accounted for to the Comptroller by the transmittal of a voucher or vouchers certified by the said Superintendent of School Supplies covering the expenditure of money paid thereon.

T. P. SULLIVAN, WM. P. KENNEALLY, JAMES W. REDMOND, FRANK L. DOWLING, JOHN D. GUNTHER, JOHN J. COLLINS, JOHN DIEMER, Committee on Finance.

Which was laid over, ordered to be printed in the minutes and published in full in the CITY RECORD.

## PETITIONS AND COMMUNICATIONS.

No. 1528.

New York Society of Architects,  
Grand Union Hotel, Park avenue and Forty-second Street.  
Brooklyn, N. Y., December 28, 1908. }

To the Honorable the Board of Aldermen, City Hall, Manhattan, New York City:

Gentlemen—At the regular monthly meeting of the New York Society of Architects, held December 22, at the Grand Union Hotel, Manhattan, a resolution was passed favoring an increase in the hours of work of the clerical force in all City Departments by one hour per diem; this recommendation to apply especially to the Building Bureau and Tenement House Department. The Secretary to notify the Board of Aldermen of the adoption of the foregoing resolution.

Respectfully submitted,

THE NEW YORK SOCIETY OF ARCHITECTS,

By C. Whitley Mullin, Secretary.

Which was referred to the Committee on Salaries and Offices.

## COMMUNICATIONS FROM CITY, COUNTY AND BOROUGH OFFICERS.

The President laid before the Board the following communication from the President, Borough of The Bronx:

No. 1529.

Office of the President of the Borough of The Bronx, }  
Municipal Building, Crotona Park,  
December 28, 1908. }

Hon. PATRICK F. McGOWAN, President, Board of Aldermen:

Dear Sir—In order to keep the present force of Laborers, etc., now employed in the Bureau of Highways of this office during the year 1909, and properly provide for supplies, etc., incidental thereto, the sum of \$220,000 will be required, in addition to the budgetary appropriation for said purpose for 1909.

The budgetary appropriation for the year 1908 for the purposes as above stated was \$823,500, to which amount must be added the total amount of transfers from other accounts, which was \$28,600, making a grand total for the purposes described of \$852,100. The appropriation for 1909 is \$634,176, or a total of \$217,924 less than the amount required for 1908. Request is therefore made that the Board of Aldermen adopt a resolution requesting the Board of Estimate and Apportionment to issue Special Revenue Bonds to the amount of \$220,000, the proceeds thereof to be applied to the paying of wages, etc., in connection with the Maintenance of Highways, Borough of The Bronx, for the year 1909.

Yours truly,

LOUIS F. HAFFEN, President, Borough of The Bronx.

Which was referred to the Committee on Finance.



The President laid before the Board the following communication from the Commissioner of Street Cleaning:

No. 1530.

Department of Street Cleaning,  
Nos. 13 to 21 Park Row, New York,  
December 29, 1908.

Hon. PATRICK F. MCGOWAN, President of the Board of Aldermen, City Hall,  
New York City:

Sir—I request that your Board (in accordance with the provisions of subdivision 8 of section 188 of the Greater New York Charter) recommend to the Board of Estimate and Apportionment the issue of Special Revenue Bonds to the amount of twenty-three thousand five hundred dollars (\$23,500), to provide for the deficiency in the appropriation allowed in the Budget for 1909 of this Department for the final disposition of garbage in the Borough of The Bronx, the contract for which was authorized by the Board of Estimate and Apportionment on December 18, 1908, to be awarded to the New York Sanitary Utilization Company for the period beginning December 1, 1908, and ending August 1, 1911.

This request is made in accordance with the recommendation of the Comptroller, dated December 6, 1908, and I enclose a form of resolution for the same.

Respectfully,

FOSTER CROWELL, Commissioner.

Whereas, The Commissioner of Street Cleaning, on the suggestion of the Comptroller of The City of New York, has requested the Board of Aldermen to recommend to the Board of Estimate and Apportionment an issue of Special Revenue Bonds to the amount of twenty-three thousand five hundred dollars (\$23,500), to provide for the deficiency in the appropriation to be allowed to the Department of Street Cleaning in the Budget of 1909 for the final disposition of garbage in the Borough of The Bronx, the contract for which was authorized by the Board of Estimate and Apportionment on December 18, 1908, to be awarded to the New York Sanitary Utilization Company for a period beginning December 1, 1908, and ending August 1, 1911.

Resolved, That the Board of Aldermen does hereby recommend to the Board of Estimate and Apportionment that it authorize an issue of Special Revenue Bonds to the said amount and for the said purpose.

Which was referred to the Committee on Finance.

The President laid before the Board the following communication from the Justices of the Municipal Court, Borough of Richmond:

No. 1531.

Municipal Court of the City of New York,  
Borough of Richmond, Second District,  
Stapleton, Staten Island, December 21, 1908.

Honorable Board of Aldermen of The City of New York, New York City:

Dear Sirs—We, the undersigned, Justices of the Municipal Court for the Borough of Richmond hereby respectfully request your Honorable Board to create the position of Municipal Court Interpreter in the Borough of Richmond. No official Interpreter at present exists and it is necessary to hunt up persons in the neighborhood or who may happen to be in court for the purpose of interpreting at the trials of litigants. About one-third of the cases now tried in this court are between parties who are not conversant with the English language, and it is absolutely necessary for the proper conduct of the business of the court that an Interpreter be provided, as vexatious delays, and often grave injustice is caused by the fact that no official Interpreter exists. No new appropriation will be necessary for such purpose, there being at present to the credit of the Municipal Courts the sum of \$1,930, being a balance unused and which can be transferred by the Board of Estimate and Apportionment for the purposes of paying such Interpreter when the position is legally created.

If you will give this matter your attention you will greatly oblige us.

Yours truly,

GEO. W. STAKE,  
THOMAS C. BROWN,  
Justices.

Which was referred to the Committee on Salaries and Offices.

The President laid before the Board the following communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond:

No. 1532.

Department of Parks, Manhattan and Richmond,  
The Arsenal, Central Park,  
December 30, 1908.

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

Gentlemen—Pursuant to an opinion of the Corporation Counsel, application is hereby made to your Honorable Board to pass a resolution authorizing this Department to transfer, in the discretion of the Commissioner, to other Departments of The City of New York, any old material, no longer needed for the use of this Department, and that would otherwise be discarded. I inclose herewith a copy of the opinion of the Corporation Counsel in relation to the same.

Respectfully,

HENRY SMITH, Commissioner.

Law Department  
Office of the Corporation Counsel,  
New York, December 18, 1908.

Hon. HENRY SMITH, Commissioner of Parks, Boroughs of Manhattan and Richmond:

Sir—I am in receipt of your communication dated November 16, 1908, which reads as follows:

"Requests are made from time to time by different City Departments for some slight amount of work peculiar to this Department, to be performed on property of the Departments referred to.

"I desire to co-operate with the other City Departments and lend whatever aid is necessary for the best interests of the City, but before so doing, I would like to be advised if I am justified by law in performing the work and furnishing the material from this Department. With reference to material I refer, of course, to condemned articles. It has been the custom of this Department, for instance, to receive condemned fire hose for use in the parks from the Fire Department.

"Will you please advise me in this matter, and oblige."

The subject of transferring from one Department to another personal property was considered by Hon. George L. Rives, Corporation Counsel, in an opinion rendered to the Fire Commissioner on April 22, 1903 (Vol. 15, p. 594), wherein he said:

"Title of all City property is vested in The City of New York, and not in the Commissioner or head of any Department. It is only within the control of the heads of the respective Departments, and when the Department which controls it has no further use for it and it is needed by some other Department, it is my opinion that such property may be transferred. \* \* \*

"Whether the property now within your control may be transferred to the Street Cleaning Department without the concurrence of any other agents of the City is a question which involves some doubt. In order that your right to lend or transfer the property to the Commissioner of Street Cleaning and his right to accept the same may be perfectly clear, I recommend that application be made to the Board of Aldermen for a resolution empowering such transfer."

The Street Cleaning Department at that time desired from the Fire Department a loan of hose which was no longer in condition to be used at fires.

I am constrained to advise you that the application must be made to the Board of Aldermen for a resolution empowering your Department to transfer material, no longer needed in your Department, to other Departments.

As to that part of your communication referring to some slight amount of work peculiar to your Department, to be performed on property of different City Departments, I think it is advisable that more specific information be given as to the character of the work. While it appears from your communication that the matter is of little or no importance, yet a precedent might be established which would be prejudicial to the City.

Respectfully, yours,

(Signed) G. L. STERLING, Acting Corporation Counsel.

Which was referred to the Committee on Parks.

The President laid before the Board the following communications from the Police Commissioner:

No. 1533.

Police Department of The City of New York,  
No. 300 Mulberry Street,  
January 2, 1909.

To the Honorable Board of Aldermen:

Gentlemen—The following proceedings were this day directed by the Police Commissioner:

Whereas, For the prompt and efficient operation of the Police Department it is necessary and expedient that its horses be boarded and stabled at such points and in such numbers as to give the best results; and

Whereas, The expenditure for this purpose exceeds \$1,000 in the aggregate for one year;

Ordered, That the Board of Aldermen be and is hereby respectfully requested to authorize the Police Commissioner to purchase the necessary boarding and stabling of Department horses, where the same cannot be cared for at Department stables, without advertising for competing bids or proposals.

Respectfully,

THEO. A. BINGHAM, Police Commissioner.

No. 1534.

Police Department of The City of New York,  
No. 300 Mulberry Street,  
January 2, 1909.

To the Honorable Board of Aldermen:

Gentlemen—The following proceedings were this day directed by the Police Commissioner:

Whereas, For the prompt and efficient operation of the Police Department it is necessary and expedient that its horses be shod at such points and in such numbers as to give the best results; and

Whereas, The expenditure for this purpose exceeds \$1,000 in the aggregate for one year;

Ordered, That the Board of Aldermen be and is hereby respectfully requested, in pursuance of the provisions of section 419 of the Charter, to authorize the Police Commissioner to purchase the necessary horse shoeing for the Department without advertising for competing bids or proposals.

Respectfully,

THEO. A. BINGHAM, Police Commissioner.

Which were severally referred to the Committee on Public Letting.

The President laid before the Board the following communication from the Commissioner of Jurors of Kings County:

No. 1535.

Office of the Commissioner of Jurors,  
Room No. 5, County Court House,  
Borough of Brooklyn, N. Y., December 29, 1908.

To the Honorable Board of Aldermen:

Gentlemen—In compliance with the requirements of the Laws of the State of New York (article 2, title 4, chapter 10), chapter 48, I have the honor to submit the following report of the business of this Department from August 30, 1907, to August 30, 1908, inclusive.

The Department of Taxes and Assessments of The City of New York, whose duty it is to furnish the names of persons for jury duty, residing within the County limits, failed to furnish such list to this Department.

The Commissioner of Jurors, according to chapter 1135, Laws of 1891, of the State of New York, selected 48,046 persons, all of whom were examined by him under chapter 601, Laws of New York.

After an examination and correction as to their qualities, etc., 18,591 were exempt and disqualified by reason of military service, over age, physical incapacity, illiteracy, no property, aliens, discharged volunteer firemen, election officials, etc.; 356 were absent from city and county; 542 were deceased; 1,595 were non-residents; 4,509 could not be found; 2,453 did not answer; 236 were duplicated; 3,844 were selected as Municipal jurors; 2 were set apart for the special jury list, and 15,918 as being qualified for jury duty for the year 1907-1908.

In accordance with chapter 451, Laws of 1907, I have returned to the Municipal Judges of the First, Second, Third, Fourth, Fifth, Sixth and Seventh District Courts of the Borough of Brooklyn 500 each, making a total of 3,500 jurors to serve during the year.

In accordance with chapter 257, Laws of 1904, I have submitted to the Honorable Board for the selection of grand jurors a list of persons who have qualified before me to act as jurors during the next ensuing year. From this list they have selected and returned to me the names of 626 persons as being suitable for service as grand jurors.

During the year covered by this report, August 30, 1907, to August 30, 1908, there has been drawn from the list 15,918 who have qualified and were listed; 13,944 trial jurors and 480 grand jurors, all of whom have been summoned to attend the several Courts held in this County during the interval referred to above.

The number of jurors drawn and the Courts to which they were summoned, the number who served, the number of persons fined, etc., is shown in the following statement:

For the Supreme Court of the State of New York there were drawn 8,944 trial jurors and 40 extraordinary grand jurors.

For the Kings County Court there were drawn 5,000 trial jurors and 440 grand jurors.

Grand total, 14,424 jurors drawn.

By referring to the returns made to this Department by the Clerks of the Supreme and County Courts, it will be seen that out of a total of 13,944 persons summoned as trial jurors, 10,157 served; 2,455 were excused by the Judges of the Courts; 11 were legally exempt from jury duty; 86 were returned as having been fined for non-attendance; 1,236 were returned by the officers serving the jury notices as not to be found after diligent search and inquiry on the part of the jury notice servers.

Of the 480 grand jurors drawn, 275 served; 171 were excused by the Court; 1 was fined, and 33 were returned as not to be found.

I also state that from the official returns of the several Courts, as will be shown upon examination, I have received the names of 86 delinquents, who were fined. Of this number the Board of Judges examined the whole, of which 50 were remitted; 28 could not be found, and 8 cases are awaiting the action of the Board.

On the date of my last report there were remaining on my hands awaiting the action of the Board of Judges 3 cases. They have been disposed of as follows: Two cases remitted and 1 could not be found.

The excuses and answers offered for the remission of fines, and the cause of such remissions, are stated and placed opposite the name of each person on the list hereto annexed.

Respectfully submitted,

JACOB BRENNER, Commissioner of Jurors.



Supreme Court, June Term, 1907.

No.	Name.	Amount.	Cause of Remission.
11961	Harry L. Hill.....	\$125 00	Not found.
11915	Frank Prosser .....	125 00	Remitted by Board.

Supreme Court, October Term, 1907.

No.	Name.	Amount.	Cause of Remission.
1809	William McCrodden .....	\$100 00	No notice.
1101	M. B. Kitt.....	125 00	Not found.

Supreme Court, November Term, 1907.

No.	Name.	Amount.	Cause of Remission.
2314	John R. Esperauza.....	\$125 00	Not found.
2443	Emanuel F. Rendt.....	100 00	Not found.

Supreme Court, December Term, 1907.

No.	Name.	Amount.	Cause of Remission.
2359	John J. O'Neill.....	\$125 00	Remitted by Board.

Supreme Court, January Term, 1908.

No.	Name.	Amount.	Cause of Remission.
5241	H. Latshaw .....	\$125 00	No notice.
3572	Garrett Galvin .....	125 00	Remitted by Board.
5586	Robert S. Priest.....	125 00	Remitted by Board.
5949	Norman J. MacDougal.....	125 00	Remitted by Board.
5031	John A. Sprout.....	125 00	No notice.
5047	Arthur Stern .....	125 00	Not found.

Supreme Court, February Term, 1908.

No.	Name.	Amount.	Cause of Remission.
6951	Henry G. Sibell.....	\$8 00	Remitted by Board.
7536	Enoch Wishard .....	125 00	Not found.

Supreme Court, March Term, 1908.

No.	Name.	Amount.	Cause of Remission.
8704	William J. Coote.....	\$125 00	Not found.
3805	Frank Kloer .....	125 00	Remitted by Board.
12218	Clarence B. Wisner.....	125 00	Not found.
9278	Nathan Shapiro .....	125 00	Not found.
9510	Antonio Saverese .....	100 00	Erroneously fined.
9528	W. B. Stillwell.....	100 00	No answer.

Supreme Court, April Term, 1908.

No.	Name.	Amount.	Cause of Remission.
10196	B. Kupferberg .....	\$125 00	No notice.
3713	Robert L. Searcy.....	125 00	Not found.
10318	Edw. Israelson .....	125 00	Not found.
10889	James E. Laird.....	125 00	Remitted by Board.
11286	Louis G. Harris.....	100 00	Not found.

Supreme Court, May Term, 1908.

No.	Name.	Amount.	Cause of Remission.
1009	William E. Stone.....	\$100 00	Not found.
11836	Robert H. Israelson.....	100 00	Not found.
10398	Frank P. Reimers.....	100 00	Not found.
12460	Chas. R. Buckalew.....	75 00	Not found.
12654	J. B. Adams.....	50 00	Not found.

Supreme Court, June Term, 1908.

No.	Name.	Amount.	Cause of Remission.
5592	William J. Reineking.....	\$125 00	Remitted by Board.
13477	Theodore W. White.....	125 00	Not found.
3840	Peter J. Rogers.....	125 00	Remitted by Board.
13500	Joseph N. Billins.....	100 00	No notice.
10303	Robert H. Hunton.....	100 00	Remitted by Board.

County Court, May Term, 1907.

No.	Name.	Amount.	Cause of Remission.
10123	William E. Shand.....	\$25 00	No notice.

County Court, September Term, 1907.

No.	Name.	Amount.	Cause of Remission.
9839	Belvin T. Wilson.....	\$125 00	Remitted by Board.
161	Peter Gould .....	125 00	No notice.
6493	James S. Hall.....	125 00	Remitted by Board.
11484	David Nowak .....	125 00	Remitted by Board.
11555	Thomas W. Pierce.....	125 00	Remitted by Board.

County Court, October Term, 1907.

No.	Name.	Amount.	Cause of Remission.
80	Thomas Clougher .....	\$500 00	Not found.
265	Harry A. Harding.....	125 00	Non-resident.
354	Frank Keller .....	125 00	Erroneously fined.
380	E. H. Leadbeater.....	125 00	Not found.
467	A. W. Harrington.....	100 00	Absent from City and County.
481	August Hallblom .....	75 00	Remitted by Board.
727	Charles Germond .....	100 00	Not found.

County Court, November Term, 1907.

No.	Name.	Amount.	Cause of Remission.
1977	John Glen .....	\$125 00	No notice.
2107	John Forsman .....	125 00	No notice.
2111	James A. Giff.....	125 00	Not found.

County Court, December Term, 1907.

No.	Name.	Amount.	Cause of Remission.
4082	Thomas Rock .....	\$100 00	No notice.
4154	Robert N. Nelson.....	125 00	No notice.
4196	Joseph Bamberger .....	75 00	No notice.
2039	Maxwell F. Bowers.....	75 00	Remitted by Board.

County Court, January Term, 1908.

No.	Name.	Amount.	Cause of Remission.
4384	Thomas F. Clarke.....	\$125 00	No answer.
4626	Nathaniel Tooth .....	75 00	Not found.
4639	Patrick F. Reilly.....	75 00	No answer.
4756	James W. Barrett.....	125 00	Not found.

County Court, February Term, 1908.

No.	Name.	Amount.	Cause of Remission.
6231	John C. Meyer.....	\$125 00	Remitted by Board.
6249	Fredk. Graff .....	125 00	Absent from City and County.
6550	Samuel Bergmann .....	100 00	Remitted by Board.
2216	Fletcher P. Scofield.....	100 00	Remitted by Board.
6570	Frank J. Kelly.....	75 00	No notice.
6767	Edmund O'Connor .....	50 00	No answer.

County Court, March Term, 1908.

No.	Name.	Amount.	Cause of Remission.
8074	Edwd. A. Blaisdell.....	\$125 00	Not found.
8493	Samuel Pitzele .....	100 00	No notice.

County Court, April Term, 1908.

No.	Name.	Amount.	Cause of Remission.
9786	Granville H. Rome.....	\$25 00	No answer.
9819	Chas. B. Heyward.....	100 00	Not found.
10024	John H. Corrigan.....	25 00	No notice.
10155	Chas. Nelson .....	25 00	Remitted by Board.

County Court, May Term, 1908.

No.	Name.	Amount.	Cause of Remission.
4819	Alex. Mann .....	\$100 00	Remitted by Board.
11434	Herman Kahlmeyer .....	100 00	No notice.
8220	Herman Bosse .....	100 00	Not found.
11463	Hermann Schocke .....	100 00	No answer.
11475	Michael H. Collins.....	100 00	Remitted by Board.
11518	William H. Meharry.....	100 00	No answer.
11519	Louis H. Meht.....	100 00	No notice.
4836	F. Schmidt .....	100 00	Remitted by Board.
12895	Louis C. Buttrick.....	100 00	No answer.

County Court, June Term, 1908.

No.	Name.	Amount.	Cause of Remission.
13002	Geo. A. Wilson.....	\$100 00	Remitted by Board.
6578	Christian Wildermuth .....	100 00	Remitted by Board.
9858	Alex. Shlikerman .....	50 00	Remitted by Board.
13088	Charles H. Platt.....	125 00	Not found.
13733	Clarence E. Russell.....	100 00	Not found.

County Court, July Term, 1908.

No.	Name.	Amount.	Cause of Remission.
13822	Chas. Grossman .....	\$100 00	Remitted by Board.
13841	Paul F. Kelly.....	100 00	Remitted by Board.
13939	Joseph F. Rhatigan.....	100 00	Physical incapacity.

Which was ordered on file.

The President laid before the Board the following communication from the Board of Education:

No. 1536.

Board of Education,  
Park Avenue and Fifty-ninth Street,  
New York, December 28, 1908.

Mr. P. J. SCULLY, Clerk, Board of Aldermen:

Dear Sir—I am instructed by the Committee on High Schools and Training Schools of this Board to transmit herewith a copy of a report made by the Board of Superintendents relative to providing a high school for boys and girls in the vicinity of Atlantic avenue, Vanderbilt avenue and the East River, Borough of Brooklyn.

Respectfully yours,

A. EMERSON PALMER, Secretary.

December 14, 1908.

Hon. CORNELIUS J. SULLIVAN, Chairman, Committee on High Schools and Training Schools, City of New York:

Dear Sir—In compliance with the request of your Committee, the Board of Superintendents has considered the attached resolutions adopted by the Board of Aldermen on November 10 last, recommending that a high school be provided for boys and girls in the vicinity of Atlantic avenue, Vanderbilt avenue and the East River, Borough of Brooklyn.

The following is an extract from a report presented to the Board of Superintendents by its Committee on High Schools with reference to this matter:

"The locality \* \* \* is rather indefinite as to area and bounds.

"The Board of Education has recently designated a site for a high school in the eastern part of Brooklyn, and has selected a site for another school in the southern part of Brooklyn.

"In the opinion of your Committee this provision is all that can be expected or hoped for at this time."



The following resolution was adopted by the Board of Superintendents at a meeting held on the 10th inst:

"Resolved, That in the opinion of the Board of Superintendents, because of reasons stated above, it is inexpedient at this time to attempt the establishment of a high school in the territory named in the resolutions of the Board of Aldermen, namely, the vicinity of Atlantic avenue, Vanderbilt avenue and the East River, Borough of Brooklyn."

Respectfully submitted,  
WILLIAM H. MAXWELL, Chairman, Board of Superintendents.

Attest:  
Thomas E. Bussey, Secretary, Board of Superintendents.

Which was ordered on file.

MOTIONS, ORDINANCES AND RESOLUTIONS.

At this point the Vice-Chairman asked and obtained unanimous consent to introduce the following:

No. 1537.

The people of The City of New York, through their representatives in the Board of Aldermen, join with the world in an expression of sympathy to the people of Italy at the awful catastrophe which has befallen so many of their countrymen. This, the greatest calamity in the annals of Christendom, if not in the history of the world, so ruthless in its devastation of life and property, exciting the commiseration of the people of every clime and creed, has struck one dominant note—not lamentation, but succor, swift and adequate, for the wounded and helpless.

The actions of the King and Queen of Italy in their efforts of personal aid demonstrate the truth that "One touch of nature makes the whole world kin."

Resolved by the Board of Aldermen, for the People of The City of New York, That the sympathy and commiseration of the metropolis of the western hemisphere be extended to the King and Queen of Italy, their people and subjects, on the disastrous visitation by which they have been overtaken and so sorely afflicted.

Which was unanimously adopted by a rising vote.

REPORTS OF STANDING COMMITTEES.

Report of Committee on Finance—

No. 1467.

The Committee on Finance, to which was referred on December 15, 1908 (Minutes, page 1485), the annexed resolution in favor of an issue of \$110,000 Corporate Stock for new bridge over Dutch Kills, respectfully

REPORTS:

That, having examined the subject, it believes the proposed improvement to be necessary in order to facilitate the immensely increased traffic which must be diverted to this locality through the operation of the new transit facilities.

It therefore recommends that the said resolution be adopted.

AN ORDINANCE providing for an issue of Corporate Stock in the sum of one hundred and ten thousand dollars (\$110,000) to provide means for the erection of a new bridge over Dutch Kills Creek on the line of Hunters Point avenue, in the Borough of Queens.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The Board of Aldermen hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment December 11, 1908, and authorizes the Comptroller to issue Corporate Stock of The City of New York to the amount and for the purposes therein specified:

"Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York, to an amount not exceeding one hundred and ten thousand dollars (\$110,000) for the erection of a new bridge over Dutch Kills Creek, on the line of Hunters Point avenue, in the Borough of Queens; and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding one hundred and ten thousand dollars (\$110,000), the proceeds whereof to be applied to the purposes aforesaid."

T. P. SULLIVAN, FRANK L. DOWLING, JAMES W. REDMOND, JOHN MULVANEY, JOHN DIEMER, JOHN D. GUNTHER, Committee on Finance.

The President put the question whether the Board would agree to accept such report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Beyer, B. W. B. Brown, J. W. Brown, Carter, Case, Cole, Colgan, Davis, Dowling, Drescher, Emener, Finnigan, Flanagan, Gaynor, Grimm, Handy, Hochdorffer, Kavanagh, Kenney, Levine, Linde, Loos, Martyn, Marx, McAleer, McDonald, Moskowitz, Muhlbauer, Mulvaney, Nagle, Nugent, Potter, Schloss, Schneider, Smith, Stapleton, Walsh, Wentz, President Cromwell, President Gresser, President Haffen, by John F. Murray, Commissioner of Public Works, and the Vice-Chairman—43.

At this point the President appointed the Vice-Chairman and Aldermen Gunther and Dowling a committee to meet the Mayor's Secretary and escort him to the Chamber.

The committee brought the Mayor's Secretary before the Board, and, on behalf of his Honor the Mayor, he presented to the President the following annual message:

No. 1538.

THE MESSAGE.

New York, January 4, 1909.

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

Gentlemen—In compliance with the requirements of the Charter, I have the honor to transmit to you a general statement of the finances of the City which has been furnished to me by the Comptroller:

Debt Statement as of January 1, 1909.

THE CITY DEBT.

Funded Debt (Including Special Revenue Bonds).

	December 31, 1906.	December 31, 1907.	December 31, 1908.
Gross Funded Debt.....	*\$665,697,392 06	†\$735,014,965 05	‡\$808,433,984 09
Less amount thereof held by the Commissioners of the Sinking Fund.....	*191,044,186 94	†197,437,164 02	‡210,421,340 02
Net Funded Debt.....	\$474,653,205 12	\$537,577,801 03	\$598,012,644 07
		474,653,205 12	537,577,801 03
Increase in the year 1907 of Net Funded Debt.....		\$62,924,595 91	
Increase in the year 1908 of Net Funded Debt.....			\$60,434,843 04
Add increase in the year 1907 of Net Funded Debt.....			62,924,595 91
Total increase in the years 1907 and 1908 of Net Funded Debt.....			\$123,359,438 95

\* Includes \$40,750,000 of General Fund Bonds, issued pursuant to chapter 103 of the Laws of 1903.

† Includes \$54,250,000 of General Fund Bonds, issued pursuant to chapter 103 of the Laws of 1903.

‡ Includes \$68,750,000 of General Fund Bonds, issued pursuant to chapter 103 of the Laws of 1903.

TEMPORARY DEBT.

	December 31, 1906.	December 31, 1907.	December 31, 1908.
Revenue Bonds Issued in Anticipation of Taxes.			
Amounts Outstanding—			
Revenue Bonds of 1902.....	\$3,130,000 00	\$100,000 00	.....
Revenue Bonds of 1903.....	7,800,000 00	5,000,000 00	\$10,000 00
Revenue Bonds of 1904.....	9,225,000 00	1,000,000 00	2,570,000 00
Revenue Bonds of 1905.....	10,150,000 00	7,000,000 00	7,400,000 00
Revenue Bonds of 1906.....	20,107,270 00	9,397,210 00	9,160,000 00
Revenue Bonds of 1907.....	.....	31,148,826 92	13,625,000 00
Revenue Bonds of 1908.....	.....	.....	41,241,600 00
	\$50,412,270 00	\$53,646,036 92	\$74,006,600 00
		50,412,270 00	53,646,036 92
Increase in the year 1907 in Temporary Debt.....		\$3,233,766 92	
Increase in the year 1908 in Temporary Debt.....			\$20,360,563 08
Add increase in the year 1907 in Temporary Debt.....			3,233,766 92
Total increase in the years 1907 and 1908 in Temporary Debt.....			\$23,594,330 00

SUMMARY.

Increase in the year 1907 in Net Funded Debt.....	\$62,924,595 91	
Increase in the year 1907 in Temporary Debt.....	3,233,766 92	
Total increase in the year 1907 in Net Bonded Debt.....		\$66,158,362 83
Increase in the year 1908 in Net Funded Debt.....	\$60,434,843 04	
Increase in the year 1908 in Temporary Debt.....	20,360,563 08	
Total increase in the year 1908 in Net Bonded Debt.....		80,795,406 12
Total increase for the years 1907 and 1908 in Net Funded Debt..	\$123,359,438 95	
Total increase for the years 1907 and 1908 in Temporary Debt...	23,594,330 00	
Total increase for the years 1907 and 1908 in Net Bonded Debt.....		\$146,953,768 95

The foregoing statement displays the debt of the City so far as its funded and temporary debts are concerned.

To ascertain the borrowing capacity or margin for incurring further indebtedness we must take into consideration an item not shown in the foregoing statement. That item consists of obligations incurred by the City in connection with contracts entered into, the liability accruing for lands acquired in condemnation proceedings and not paid for, and the liability of the City on account of judgments in litigations not yet liquidated.

The condition of the City's finances in relation to its borrowing capacity or margin for incurring further indebtedness on October 1, 1908, was as follows:

Ten (10) per cent. of the Assessed Valuation of Taxable Real Estate for 1908.....	\$672,241,578 90
Net Funded Debt (chargeable against Constitutional Limitation).....	\$543,869,679 09
Net Contract Liability (chargeable against Constitutional Limitation).....	45,487,533 22
For Lands Acquired (Estimated) (chargeable against Constitutional Limitation).....	18,935,961 76
	\$608,293,174 07
Revenue Bonds of 1902 issued in 1905, outstanding October 1, 1908.....	\$100,000 00
Revenue Bonds of 1903 issued in 1905, outstanding October 1, 1908.....	5,000,000 00
Revenue Bonds of 1904 issued in 1905 and 1907, outstanding October 1, 1908.....	3,249,000 00
Revenue Bonds of 1905 issued in 1907, outstanding October 1, 1908.....	7,000,000 00
Revenue Bonds of 1906 issued in 1907, outstanding October 1, 1908.....	9,376,210 00
	24,725,210 00
	633,018,384 07
	\$39,223,194 83
There remains at October 1, 1908, of the Proceeds of the Sale of Bonds, the following amount, which has not been apportioned and transferred to the credit of the various Accounts on account of which said Bonds were authorized to be sold..	5,110,361 28
Estimated Margin at October 1, 1908.....	\$44,333,556 11

[End of the Comptroller's statement.]

There are three subjects now uppermost in the public mind, concerning which I have addressed you in previous messages. They are:

- Uncollected Taxes.
- The City Debt.
- City Expenditures

UNCOLLECTED TAXES.

In my message of January, 1905, I pointed out the danger to the City's finances and credit of making inadequate provision for uncollectible taxes, and presented an estimate of the arrears for which no provision had been made amounting at that time to over thirty million dollars. I appointed a Commission to consider this subject and to suggest methods of more prompt collection.

As a result of the work of that Commission provision has been made for funding the uncollectible arrears then existing and for adequate provision for subsequent uncollectible arrears. The Commission also recommended and the Legislature enacted a law for the prompt collection of real estate taxes.

DEBT.

During the last five years the borrowing power of the City has increased one hundred and ninety-seven millions, or a little more than thirty-nine millions a year on the average. In my message of 1905 I stated that debt for ordinary purposes should not be incurred to the extent of more than thirty to thirty-five millions annually. I have caused to be prepared a statement of the Corporate Stock issued since January 1, 1904, showing the amount issued for purposes to which the City was committed prior to that date, and the amounts issued for purposes authorized subsequent to that date. The statement is printed as an appendix to this message.



The total issue of Corporate Stock has been \$298,945,094, and of this amount the sum of \$151,330,602 was issued for purposes to which the City was committed prior to 1904. The remainder, \$146,935,186, was issued for purposes authorized since 1903 and averages somewhat less than thirty millions a year.

The main items of the total issue are as follows:

Water .....	\$39,625,098 00
Rapid Transit .....	19,440,825 00
Schools .....	55,638,230 00
Public Buildings .....	27,312,420 00
Bridges .....	40,950,183 00
Public Works (Streets and Roads).....	47,995,936 00
Docks and Ferries.....	41,404,422 00
All other purposes.....	26,577,980 00
Total.....	\$298,945,094 00

The same items of the issues for purposes authorized since January 1, 1904, are as follows:

Water .....	\$21,269,636 00	14.5 %
Rapid Transit .....	3,389,602 00	2.32%
Schools .....	38,787,300 00	26.4 %
Public Buildings .....	8,546,668 00	5.83%
Bridges .....	514,372 00	.35%
Public Works (Streets and Roads).....	22,233,398 00	15.1 %
Docks and Ferries.....	35,789,732 00	24.3 %
All other purposes.....	16,404,478 00	11.2 %
Total.....	\$146,935,186 00	100 %

More than one-quarter of this entire debt has been incurred for schools, in the effort to keep pace with the ever-increasing number of children demanding education. Nearly another quarter has been spent for docks and ferries, an expense in large part forced upon the City.

More than eleven million dollars have been spent in the last five years on the Chelsea improvement alone, \$4,333,219.93 having been devoted to the acquisition of property.

The water supply was necessary to the very existence of the City, and the great expense for repaving was urgently demanded for comfort and convenience, besides being essential for the preservation of proper sanitary conditions. These four items account for over 80 per cent. of the Corporate Stock issued for purposes authorized since January 1, 1904.

BUDGET EXPENDITURES.

The population has increased 17.2 per cent. in five years, and besides the increase of population, the increase in the prices of commodities and the general cost of living must be taken into account in any consideration of the increase in current expenses. This increase may conservatively be stated as 15 per cent., so that 32 per cent. is the least increase which might be expected in the cost of supplies and salaries not fixed by law, without making allowance for other important causes which have affected the City's expenditures.

In order that the Budget increase may be studied and easily comprehended, I have caused to be prepared a statement showing the appropriations for 1904 and 1909, together with the increase for each item and the percentage which the increase in each separate appropriation is of the total increase in the Budget for 1909 over the Budget for 1904. This statement appears in the appendix previously referred to.

The City Budget for 1909, exclusive of the County Budgets and the item for deficiency in the collection of taxes, exceeds the City Budget for 1904 by \$45,483,644. This is a great sum, and if there were reason to believe that the expenditures of the City must continue to increase at the same rate, there might be cause for alarm. There is, however, no ground for such fear, if the same care continues to be exercised in estimating City expenses and preparing the Budget.

The first nine items on the statement account for 80 per cent. of the increase, and the first item accounts for 38½ per cent. This first item is the payment on account of principal and interest of the City debt. As appears from the statement of the issues of Corporate Stock, vast undertakings were in progress five years ago, for which over one hundred and fifty-one millions of Corporate Stock have been issued.

The last five years has been a period of development and expansion rendered necessary by the expansion of the territory of the old City of New York from sixty-two square miles to three hundred and twenty-seven, and the extension of City methods and conveniences over a large part of this vast area. What has been done and what it cost more fully appear in the description of the work of the various City Departments.

While the increase in expenditure has been very great, the growth in the actual value of real estate, together with certain changes in financial methods, have reduced the average tax burden on the true value of property below what it was before or immediately after consolidation.

It is easily demonstrated that Brooklyn, Queens and Richmond do not pay anything like the money spent upon them, and partly because of this fact the total taxes levied in Richmond in 1908 were \$59,078 less than the total taxes levied in 1901. In many of the old parts of Brooklyn, where real estate has not been much improved and values have not greatly increased, the taxes levied in 1908 were less than in 1897. For example, in all or parts of Wards 1 to 12, also 20, 21 and 23, the aggregate taxes in 1897 were \$4,280,364, and in 1908 \$3,909,049, so that the aggregate taxes paid in 1908 were less by \$371,314 than the taxes on the same property in

1897, in spite of new buildings on which the tax was \$220,242, which is included in the total for 1908.

Even in Manhattan, where values have risen enormously, there are some blocks, as, for example, blocks 478, 480, 497, 499, 500 and 514, in the neighborhood of Broadway and Spring street, where the aggregate tax levied on real estate in 1908 is less than the tax for 1899 by the sum of \$39,779, in spite of the new buildings erected.

In considering taxes levied the impulse is to regard merely the totals. This gives a mistaken and misleading impression. The tax rate is always a percentage on assessed value, and if the base on which the tax is levied increases enormously, the total of taxes ought to rise. This is the case in The City of New York. Land values have increased tremendously to the enrichment of the owners, and the tax has not increased proportionately.

The first nine items of the Budget with the increase of 1909 over 1904, which account for 80 per cent. of the total increase, are as follows:

BUDGET INCREASE 1909 OVER 1904.

	Increase 1909 over 1904.	Per Cent. of Total Inc. of Budget of 1909 over 1904.
Debt service (principal, interest and installments)....	\$17,511,788 00	38.501
Department of Education .....	6,557,719 00	14.417
Police Department .....	2,156,401 00	4.740
Fire Department .....	2,071,265 00	4.553
Department of Street Cleaning.....	1,970,587 00	4.332
Charitable Institutions .....	1,914,401 00	4.209
Department of Water Supply, Gas and Electricity.....	1,711,291 00	3.762
Department of Health .....	1,375,467 00	3.024
Department of Parks .....	1,319,731 00	2.910

These Departments have to do with the care of life, health, education and property. The difficulty and cost of this duty is immensely affected by the fact that New York is the great port of entry for immigrants, and during the last four years and five months over 3,700,000 immigrants landed at this port. Many of them became residents of New York, more of them stayed here temporarily and still others passed through.

We have a great duty thrust upon us to the strangers who come to us and to their children. If we fail to perform it we shall surely suffer from disease and the demoralization of our institutions.

There are always some who urge upon us an increase in every appropriation planned, but generally they wish this increase at the expense of some other equally important activity. The Board of Estimate and Apportionment, and even the Legislature, have been besieged on behalf of every one of these eight Departments. In the interest of a proper balance in City expenditures it has even been necessary for me to veto bills granting to one Department or another an excessive advance. The Department of Education represents 14½ per cent. of the total Budget increase, and this has been due to the maintenance of the new schools, costing over fifty millions of dollars, the pay of the new Teachers, the automatic increase in the salaries of old Teachers, the extension of playgrounds, recreation centres and the proper provision for the care of the children.

The increase in the appropriation for the Police has only about kept pace with the population, and the appropriation has been less than has been strongly urged upon us by the Commissioner.

The increase for the Fire Department has been chiefly due to the extension of the paid Department to the rural sections of the city, formerly served by volunteers.

Our people are no longer satisfied with the old methods of street cleaning, and the number of miles of streets cleaned has increased from 971 to 1,216.

The Department of Charities has broadened its activities, and the increase in the population brings a greater burden than the mere figures indicate.

The Department of Water Supply, Gas and Electricity has practically relighted the City in the last five years, has greatly extended the water supply, and the revenue of the Department was \$2,000,000 more last year than in 1903, a much greater increase of revenue than the increase in the expenditure. The daily supply of water in Manhattan and The Bronx was 40,000,000 gallons more than in 1903, and in Brooklyn 45,000,000.

The Health Department has not only cost a great deal of money, but it has imposed additional expense on the Board of Education by greatly increasing the school attendance through improving the health of the children and keeping them alive. The growth of population inevitably increases the expenses of the Health Department in increasing ratio. But no one can object when money so spent produces the remarkable decrease in the death rate, more fully explained in the description of the activities of the Department.

The acquisition of new parks brings with it an increase in the expenses of the Park Department, which is now caring for 277 additional acres of parks, and 9,860 additional feet of parkway. The employees are now paid out of the Budget allowances instead of from Corporate Stock, as was previously done on the theory that their work was a permanent betterment; a theory which is manifestly absurd.

The increase for the appropriation of the City Record has been partly to make up the deficiency which existed in 1904. For hospitals and correction the increase is due to the increase of population. The volume of litigation has required a large increase in the appropriation for the Law Department. The new bridges have made necessary a largely increased expenditure by the Department of Bridges. In regard to appropriations for the Tenement House Department, we have been urged on the one hand to increase the appropriations, because the force was inadequate, and on the other, we have been urged to decrease the appropriations on the ground that



the Department was too active. The increase in the appropriation has been substantial and the efficiency of the Department has kept pace with the increase in the appropriation. The Department of Taxes and Assessments has only received sufficient appropriation to keep pace with the growth of population. The Commissioners of Accounts have needed more money for the extensive investigations that have been instituted. The Board of Elections has had imposed upon it new duties by the election law, and the double primary of last year imposed a heavy expense. The Budget for the mayoralty has been increased by the transfer of the salaries of some thirty Police in the Bureau of Licenses to the payroll of the Executive Department. The Civil Service Commissioners have had an extraordinary number of examinations, due to the creation of the Board of Water Supply, besides the natural increase of 10 per cent. a year in the number of applications for examination. The work of the Board of Assessors has been increased by the opening of new streets and other local improvements. The office of the Commissioner of Licenses was organized in 1904, hence the entire expense appears as an increased appropriation.

#### TAXES AND ASSESSMENTS.

In 1904 the appropriation for the expenses of the Department of Taxes and Assessments equalled \$69.77 per million dollars of the assessed value of real estate. In 1908 the appropriation equals \$67.71 per million, a decrease of \$2.06 since 1904. The assessed value of real estate has increased 34 per cent., the number of employees in the Department has increased 39 per cent., and the number of assessment districts has increased 46 per cent., while the appropriation has increased only 30 per cent.

The law requiring the separate statement of the value of land in the assessment of real estate was drafted by the present President of the Tax Department, and in the first year of my administration the value of land was for the first time stated separately on the record of the assessed valuation. Through this public exhibition of the details of the assessment the taxpayers have become better acquainted with the system long in use of assessing real estate by the use of unit values for land and square foot factors for buildings. Deputy Tax Commissioners are more accurate in their work because they know that it can be analyzed and carelessness will be apparent, and unfair assessments are more easily discovered and corrected. When taxpayers appreciate that the assessment of real estate is methodical and scientific they are more readily satisfied with the judgment of the Department.

The improvements in the Department during the last few years would have been absolutely impossible without an increase in the force. In 1904 each deputy in Brooklyn, on the average, had to assess over 16,400 separate parcels of real estate, and each deputy in Queens had to assess over sixteen square miles of territory; in the other Boroughs the districts were also too large. It was physically impossible to do the work as it should be done. Now there are nineteen assessment districts in Brooklyn, instead of twelve, and fourteen in Queens, instead of eight.

In 1907 the Tax Department secured an amendment to the Charter by which the duty of apportioning the assessment of divided parcels of real estate was transferred from the Finance Department to the Tax Department, and apportionment at any period of the year was made lawful. Under the old law no apportionment was possible until taxes were due and persons were compelled to wait for their bills, sometimes for months, and obliged to pay penalties and interest. Under the new law taxpayers this year were able to obtain bills as soon as the tax was payable on 9,712 parcels assessed for over ninety-four millions of dollars.

A card index of all exempt real estate, consisting of over ten thousand parcels, has been prepared, and this for the first time presents all City property classified according to its use.

In the assessment of personal property persistent efforts have been made to eliminate from the assessment rolls the names of persons and corporations not properly liable to personal assessments by the inspection of court and bankruptcy proceedings, by the co-operation of the attorney for the collection of arrears of personal taxes, and many millions of dollars of unproductive assessments have been stricken from the rolls. At the same time the greatest care is exercised to assess all persons who may be liable, and to this end the records of the Surrogates' Courts in numerous counties of New York and New Jersey are annually examined, and all other sources of information are fully utilized.

The forms on which corporations apply for the reduction of personal assessments have been revised so as to present with the utmost clearness the details of assets and deductions. The methods of assessing personal property of corporations have been changed, with the result that the tentative assessment has been decreased from the absurd figure of one billion, four hundred million dollars to about 10 per cent. of this amount, and the final assessment has been increased. By fair and careful methods certiorari proceedings for the correction of personal assessments have steadily decreased until for last year only five such proceedings have been instituted.

In the last two years seven different bills, prepared by the Tax Department, amending the Charter or the Tax Law, have been enacted. These measures have improved and simplified procedure, saved trouble and annoyance to taxpayers, saved expense to the City, and in one case, that of the repeal of the undesigned exemption of the shares of banks held by trust companies, has saved the City many thousands of dollars a year.

The Tax Commissioners have been as vigilant to protect individual citizens as to conserve the rights of the City. The duties of Tax Commissioners are judicial, and this fact has been consistently impressed upon the public. Citizens do not regard Tax Commissioners as prosecutors but as impartial judges.

The reports of the Department are regarded as works of such value to economists and administrators that they are in demand in all parts of this country and in Europe. The methods of assessing real estate and of presenting the results have been so clearly set forth that The City of New York has taken its proper place as an example for the whole country to imitate.

#### HALF A MILLION DOLLARS SAVED BY ABOLISHING REBATES.

Upon the suggestion of the Department of Finance and the Tax Department the Charter was amended in 1908 so as to do away with rebates for the prompt payment of taxes. Those who obtained the advantage of rebates were chiefly the largest taxpayers and the expense fell on all taxpayers.

Owing to the change in the law the amount collected in October and November, 1908, exceeded the sum collected for the tax of 1907 from October to April 1, 1908.

The collections during October and November, 1908, amounted to \$83,180,968.67, as against the collections during October and November, 1907, of \$66,205,131.49.

The rebate allowed on the October payments of the tax of 1907 and 1906 was:

Tax of 1907.....	\$489,840 15
Tax of 1906.....	526,353 39

Owing to the abolition of the rebate the volume of work in 1908 decreased materially from prior years. The payments came in gradually, increasing in amount daily, until they reached the maximum at the end of October.

The temporary Clerks assigned to the Receiver's Bureau became proficient in their duties before the work gained in volume, as the Bureau was enabled to assign the best of them to the most important work, thereby avoiding the errors caused in prior years by being compelled to assign, on the day of their appointment, inexperienced clerks in the preparation of tax bills and the entering of payments on the cash books at a time when the volume of work was at its maximum.

This simple amendment has saved nearly half a million dollars and rendered possible the prevention of irritating and costly clerical errors. The results are most gratifying and reflect great credit on those who conceived it and secured its enactment.

#### WORK OF THE ADVISORY COMMISSION ON TAXATION AND FINANCE.

In accordance with the policy announced in my message to the Board of Aldermen on January 2, 1905, I appointed in February of that year a Commission to consider certain defects in the financial methods of the City and to recommend remedies. This Commission has recently made its final report to the effect that it has considered all the subjects submitted to it and has recommended bills which have been enacted.

My message to the Board of Aldermen on January 6, 1908, described at some length the subjects considered by the Commission up to that time, and their relation to the financial system of the City. A brief summary of the Commission's work is here presented:

The deficiency due to uncollectible taxes in excess of all provisions theretofore made was provided for by the authorization of an issue of Corporate Stock. Annual deficiencies thereafter arising were provided for by requiring the Board of Estimate and Apportionment to insert in the Budget annually an amount sufficient to cover such deficiency.

The constitutional limit of indebtedness was considered by the Commission and an amendment to the Constitution suggested. The amendment adopted by the Legislature of 1908 was based upon the report of the Commission.

In December, 1907, a report was presented by the Commission on the collection of arrears of real estate taxes and assessments. This report reviewed the existing method of enforcing the payment of arrears of real estate taxes, assessments and water rents, and found that these methods were wholly inadequate to enforce the rights of the City. Accordingly the Commission reported a bill to amend the Greater New York Charter relative to sales of lands for taxes, assessments and water rents, which was enacted by the Legislature of 1908, and went into effect on October 1, 1908.

By the provisions of this act the old method of enforcing such charges by the sale of a lease was abolished and in its place is substituted a method requiring the sale of the lien of the City for the arrears of taxes, assessments and water rents, with interest, penalties and charges to the person who bids the lowest rate of interest for which he will advance the amount to the City. The lien to the City is to be transferred to the purchaser by an instrument to be known as a "transfer of tax lien," and which by the terms of the act is assimilated as closely as possible to a mortgage on real estate. The delinquent taxpayer is allowed three years in which to pay off and discharge this transfer of tax lien, and in the event of his default the tax lien may be foreclosed in a court of record, by a procedure similar to the foreclosure of a mortgage. The substance of this change is the substitution of a judicial foreclosure whereby the rights of all parties in interest are protected for the administrative act of the Collector of Assessments and Arrears in an ex parte proceeding.

The report of the Commission advising against a change in the time for the collection of taxes; the report on the constitutional limit of indebtedness, on the taxation of personal property, on City accounts, on the collection of taxes and on the deficiencies arising from uncollectible taxes, constitute a valuable study of the financial affairs of the City. The legislation enacted as a result of the work of the Commission is of great worth and far-reaching importance. The thanks of the City are due to these men who have given time and thought to the City's service without reward.

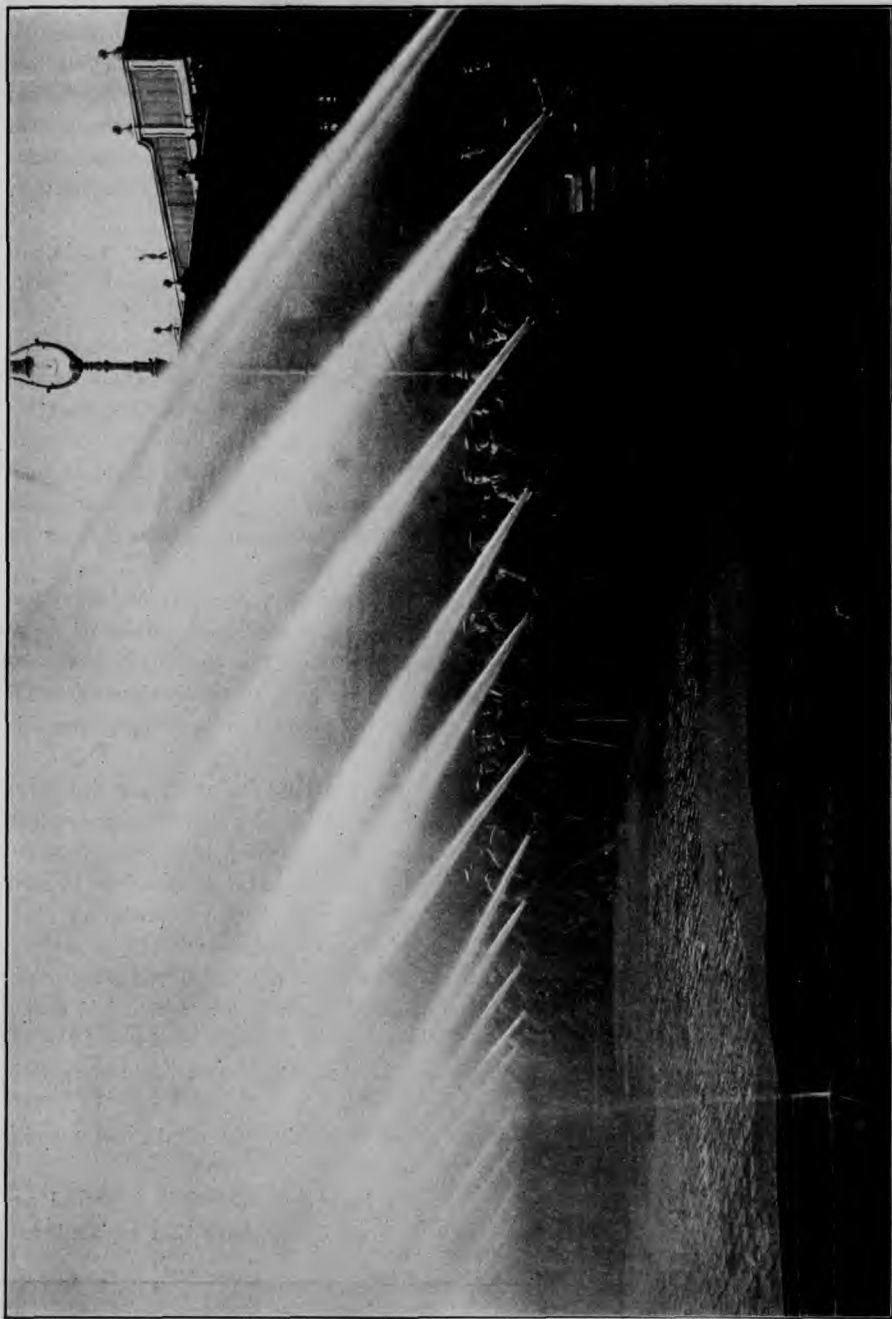
#### WATER SUPPLY.

##### HIGH PRESSURE FIRE SERVICE.

The many large fires in November, 1903, followed by the disastrous conflagrations in Baltimore and Rochester, brought The City of New York face to face with a situation which had to be met without delay.

In spite of the efficiency of our Fire Department, and the excellence of the system under which it was being operated, our own large fires and those in other cities showed plainly that in our congested districts a fire unchecked for any length of time would result in a conflagration that would be nothing short of a national calamity.





NEW HIGH-PRESSURE SYSTEM—Battery of Streams in Action.

After going fully into the subject, we decided upon the installation of the high pressure, or, as it is more popularly known, the Salt Water Fire Service. I called for public hearings on the subject, and in the end plans were prepared and have been carried out in Coney Island, Brooklyn and Manhattan.

The utmost care was exercised in the preparation of the plans and specifications for this work, while the inspection at the foundries, at the shops and on the ground was thorough and efficient. At the same time the work was so actively and ably conducted that the whole distribution system was completed in seventeen working months, or at the rate of 17,500 feet per month, or 700 feet per day, the daily rate sometimes reaching 1,400 feet, a time record hitherto unequalled in this kind of work. It is all the more remarkable considering the exacting requirements of the specifications and the well-nigh indescribable difficulties under which the work was conducted.

As a result, we have now completely installed, thoroughly tried and tested, both during construction and after completion, and in actual and most successful operation since July 6, a high pressure fire system provided with all the safeguards that modern engineering science can devise, and the skill of mechanics carry out, to secure regular and continuous operation and meet all emergencies. It is capable of pumping at the rate of fifty million gallons of water in twenty-four hours, against a pressure of 350 pounds per square inch, and this enormous force, against which no imaginable conflagration could stand, can be concentrated at any point within the High Pressure Fire District, and made available within two minutes after the alarm of fire is given. It is consequently ready for operation long before the firemen can reach their posts and stretch their hose lines; while telephone signal boxes are so located that a fire at any point within the protected district can be readily observed and orders directly communicated therefrom, either to Fire Headquarters or to the pumping stations.

No other city in the world possesses a system of fire protection equaling ours in magnitude and efficiency, and it safeguards, among others, our dry goods district, with its enormous values, a bad fire in which has long been the dread of merchants and fire insurance companies, since such a conflagration would bankrupt every large fire insurance company doing business in the United States.

The system in Coney Island protects an area of about 145 acres, and has 8,500 feet of mains. The cost of installation was \$100,000. The capacity of the station is 3,600 gallons per minute, which may be increased to 4,500 gallons per minute against a pressure of 150 pounds. Salt or fresh water may be used.

The pumping station is fitted with three triplex pumps, operated by gas engines. This system has been in successful operation for nearly two years, and was for the first time severely tested in the Coney Island fire of last July. This fire had already destroyed many of the frame buildings with which Coney Island is covered, and the whole island seemed doomed, when the high pressure fire system was brought into

play and a line of hydrants, forming a compact water curtain at 150 pounds pressure, quickly arrested its progress.

The Brooklyn system protects the dry goods and high office building district, covering an area of about 1,400 acres. It has 123,000 feet of mains, 740 hydrants and two pumping stations. One of these stations has a capacity of 15,000 gallons per minute, consisting of three centrifugal pumps with a capacity of 5,000 gallons per minute each, against a pressure of 300 pounds. The other station has three similar pumps, so that its capacity is 9,000 gallons per minute, and the total capacity of the system is therefore 24,000 gallons per minute, against a pressure of 300 pounds.

At the main station either fresh or salt water can be used. The cost of the system was \$1,400,000, and it is now complete. The pumps are electrically driven.

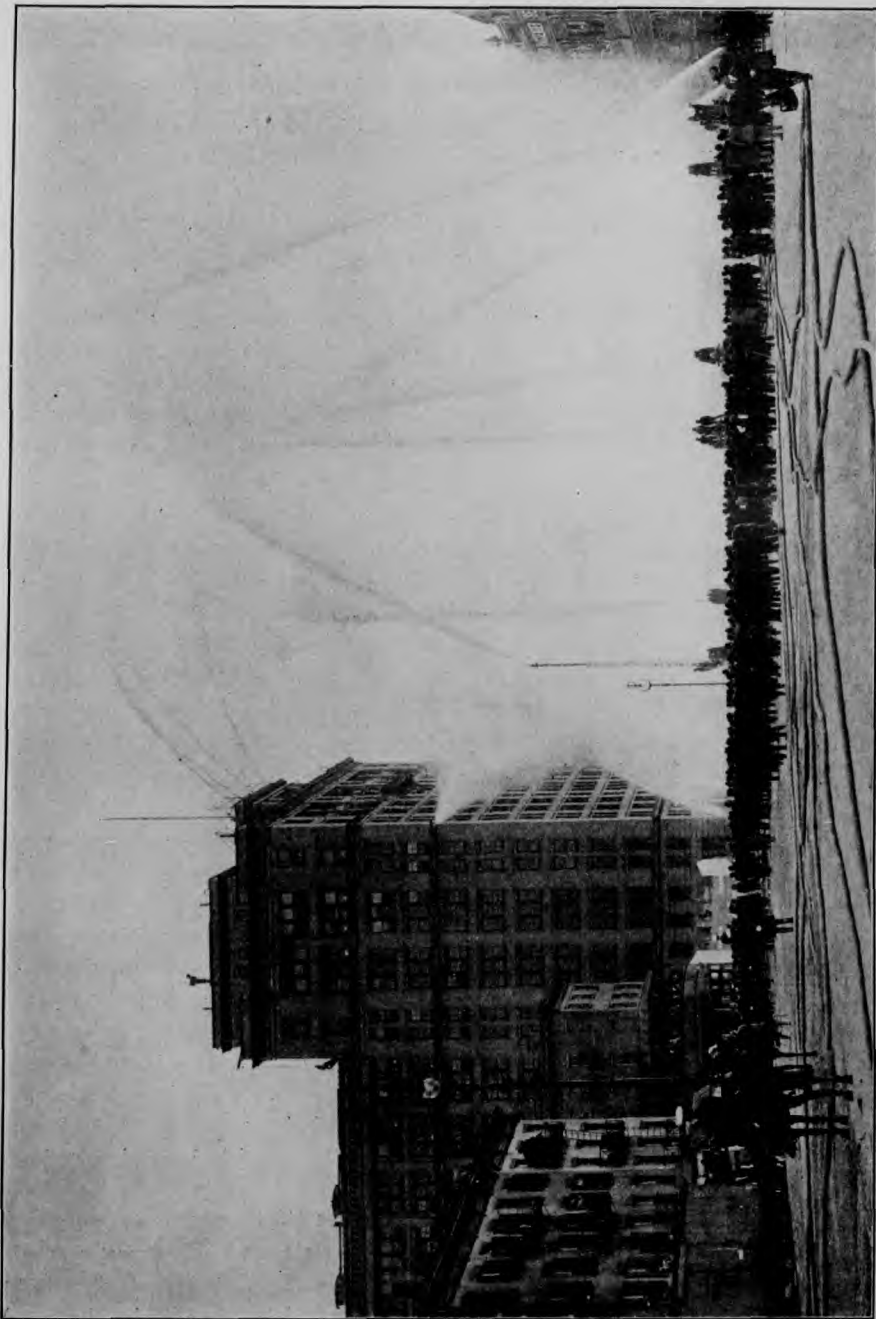
The Manhattan system comprises an area of about 1,456 acres, extending from Chambers street to Twenty-third street, and from the North River to Broadway, Fourth avenue and the Bowery. It has 297,000 feet, or fifty-six miles of mains, with 1,274 hydrants, 2,191 valves and 214 telephone fire alarms. It has two pumping stations, one at Gansevoort and West streets, and the other at Oliver and South streets, so located, therefore, that they can never be in the centre of a conflagration, but must be at either the beginning or the end of one. Provision has been made in both stations for the use of either Croton water or river water, in the latter case one station drawing from the North River and the other from the East River. Both stations are absolutely fireproof, and provided with exterior water curtains which not only afford additional protection, but serve to give the men operating the pumps a sense of security and comfort while doing their work, in case of a large fire in the adjoining buildings.

Each station is equipped with five pumps, electrically driven. Under actual test, each has pumped 3,600 gallons per minute against a pressure of 350 pounds, so that the total capacity of the two stations, under these conditions, is 36,000 gallons per minute, or in round figures, 52,000,000 gallons in twenty-four hours, while at lower pressures, which will be those more generally used, the capacity may be increased as much as 30 per cent.

The unqualified success of the Manhattan High Pressure Fire Service System, both in design, construction and operation, is now well established and recognized, not only by our Fire Department, but by the experts sent from other cities.

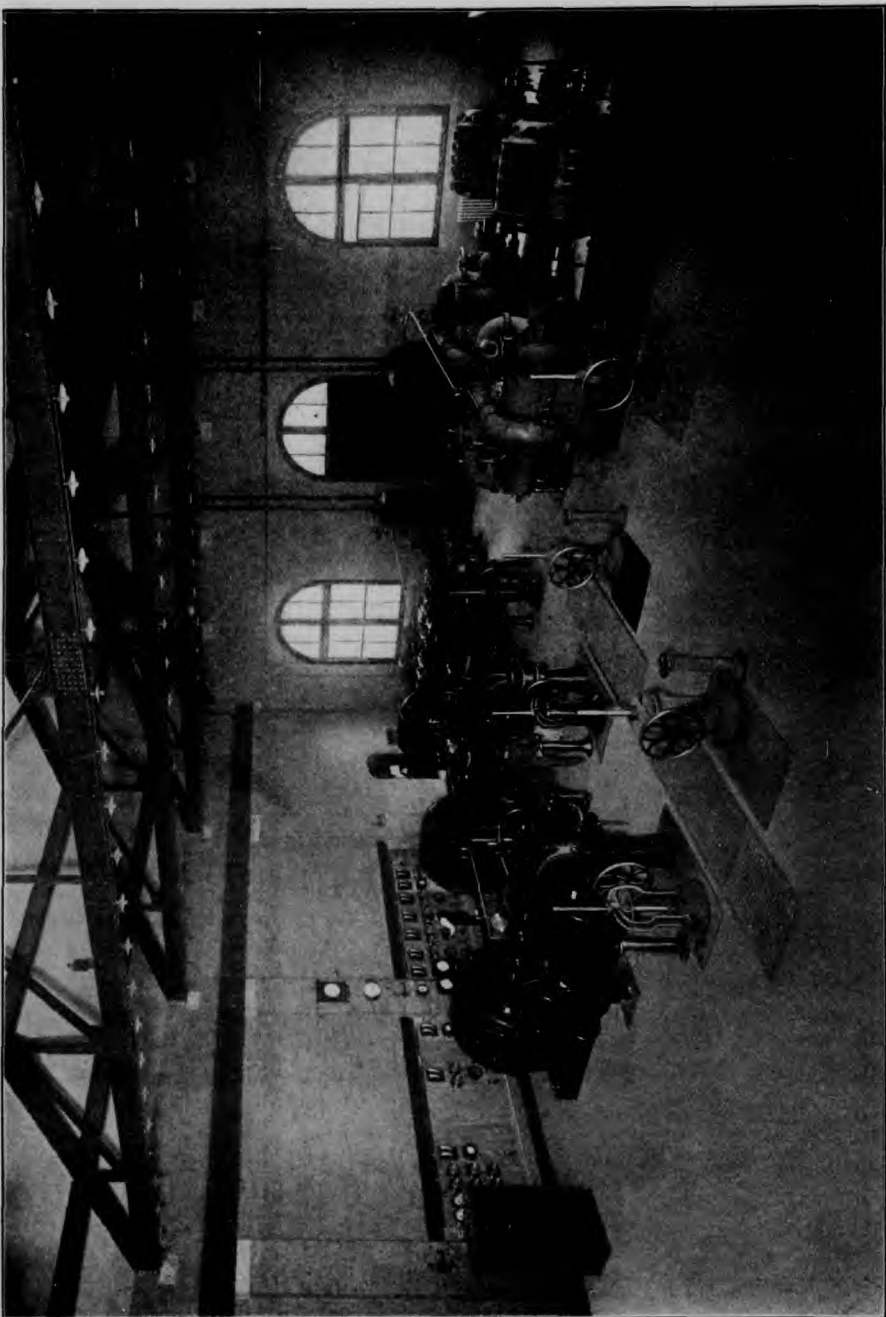
Notwithstanding its magnitude and difficulties, this work has been done with record speed and at a cost well within the estimates and appropriations granted for that purpose, while the total expenses of inspection, supervision, engineering, etc., have amounted to less than 5 per cent. of the cost of the work.

Plans have been prepared and the requisite appropriations obtained for extending the high pressure fire service in Coney Island, and also in the Borough of Manhattan, in the congested district from Houston to Chambers street, and from the Bowery and Park row to the East River, and the work will be actively prosecuted.



NEW HIGH-PRESSURE SYSTEM—Street Exhibition, Showing Height of Streams.





INTERIOR NEW HIGH-PRESSURE STATION, MANHATTAN.

The almost immediate effect on insurance rates is one of the most gratifying results of the installation of the high pressure service. On December 9 last, the New York Fire Insurance Exchange ordered a general reduction of rates in the Manhattan high pressure zone. This reduction, I am reliably informed, will mean an immediate saving in premiums of \$500,000 a year, and is to be followed shortly by another reduction.

Of the great reduction in Brooklyn, due to improved water supply, about \$250,000 is directly due to the installation of the high pressure system, so that this great improvement has already earned at least three-quarters of a million dollars return, annually, to the taxpayers. The system is, therefore, not only to be regarded as a primal protection to life and property, but also one of the most productive investments of the City.

#### CROTON WATER SUPPLY, ETC.

Apart from the Catskill water system, which is dealt with in another place, I wish to call the attention of your Honorable Board to what has been done in the development of the water resources at hand during the past five years.

The supply of water furnished from municipal works, which in 1903 averaged 397,000,000 gallons daily, reached over 479,000,000 gallons daily in 1908, an increase of 82,000,000 gallons daily, of which 43,000,000 gallons are used in Manhattan and The Bronx, and 38,000,000 gallons in the Borough of Brooklyn. By the sale of this water the City's revenues have been increased \$2,000,000 annually.

In the Croton system, the storage capacity of the reservoirs, which in 1903 amounted to 46,000,000,000 gallons, has been increased to 88,000,000,000 gallons, and, with the completion of the Croton Falls reservoir, 16,000,000,000 gallons additional will be secured.

In Brooklyn the development of the available watershed has been most successfully carried out, resulting in an addition to the supply of about 75,000,000 gallons daily. In this connection the extraordinary yield of the infiltration galleries at Wantagh and Massapequa, far exceeding the estimates, deserves particular notice. The increase available in the Borough of Brooklyn, since January 1, 1904, is equivalent to about 70 per cent. of the total amount supplied during 1903, while in regard to the quality of the water the improvement is still more marked.

In the Borough of Queens, improvements in the six Municipal pumping stations, including the reconstruction of Station No. 2, which was destroyed in 1902, and the utilization of the waters of Oakland Lake, by filtration, soon to be completed, have materially increased the supply from municipal sources. The greater part of the water supply in this Borough, however, is furnished by private companies, which sell directly to consumers and also to the City. The amount purchased by the City has increased from about 4,000,000 gallons daily in 1903 to about 6,500,000 gallons daily in 1908.

In that Borough the areas available for further development of the supply, at a reasonable cost, are held by a private company. I deem the acquisition of this company advantageous, if the purchase can be made at a reasonable price. In this way the development of existing sources and the extension of the distribution system can be carried out with the sole view of improving the public service. By this means we will also be enabled to discontinue the operation of some of the smaller Municipal plants in Queens, particularly those at Long Island City and Whitestone, which, owing to their small yield, are run at a heavy expense.

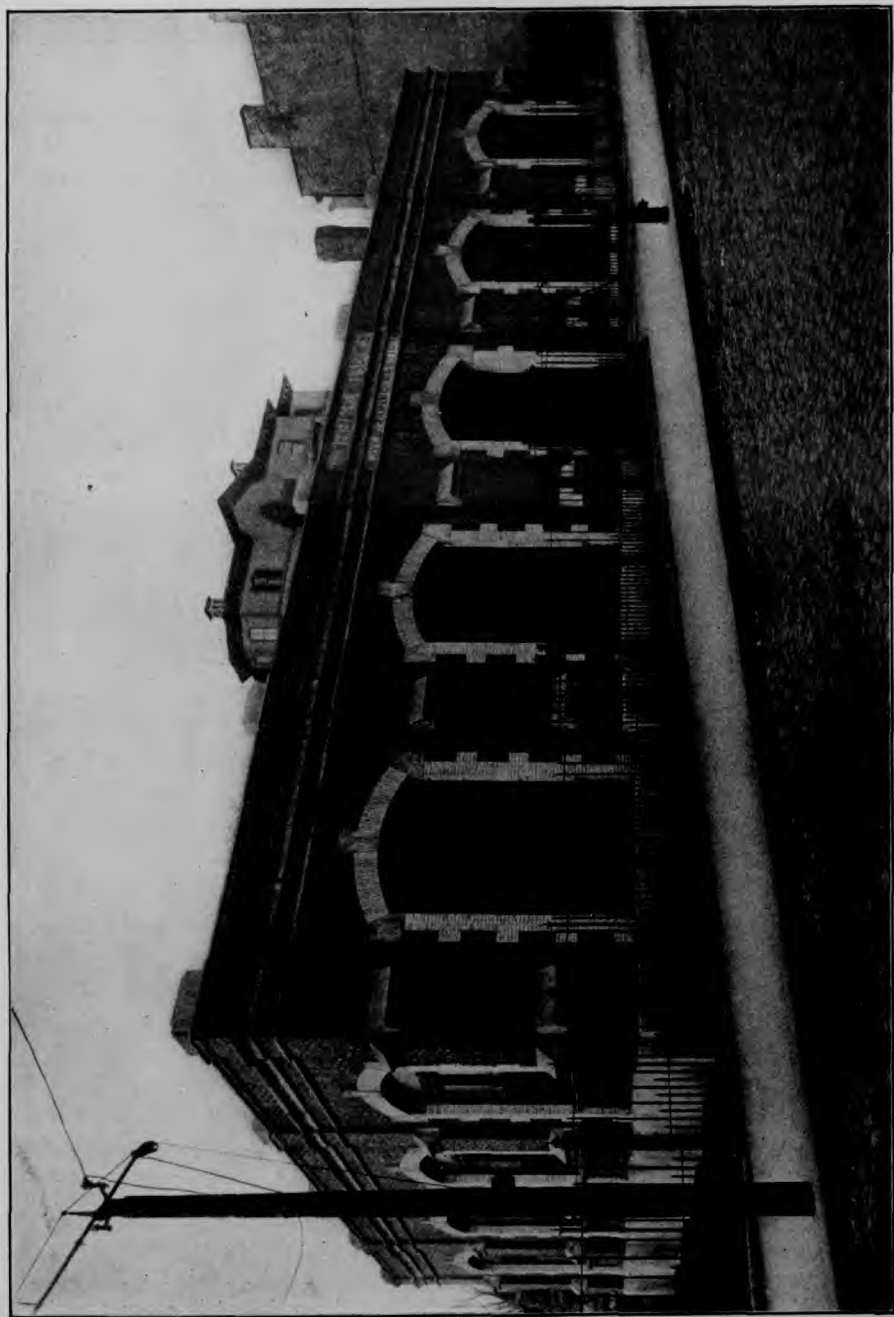
In the Borough of Richmond the City owns only one Municipal plant, at Tottenville. It has acquired two private water companies, but is not yet operating them, owing to questions of title transfer.

In spite of all efforts to add to our water supply, it is evident that a shortage may be experienced before water from the Catskills is available, so that it is essential to husband our resources and check preventable waste. This can best be effected by metering the system. This question has received my careful attention, and in compliance with legislative enactment a report has been prepared and presented to the Board of Estimate and Apportionment, for the installation of meters in typical districts, in order to acquire the necessary data to properly solve this important question and, at the same time, prevent the illegal use of water.

While an adequate supply is obviously all important, the distribution system affects the consumer directly, as he is dependent on its efficiency. Mains of insufficient capacity mean unsatisfactory and costly domestic service and increased fire insurance rates, while, on the other hand, a properly designed distribution system means proper protection and quick development of property, with resultant improvement in public health and increase in values.

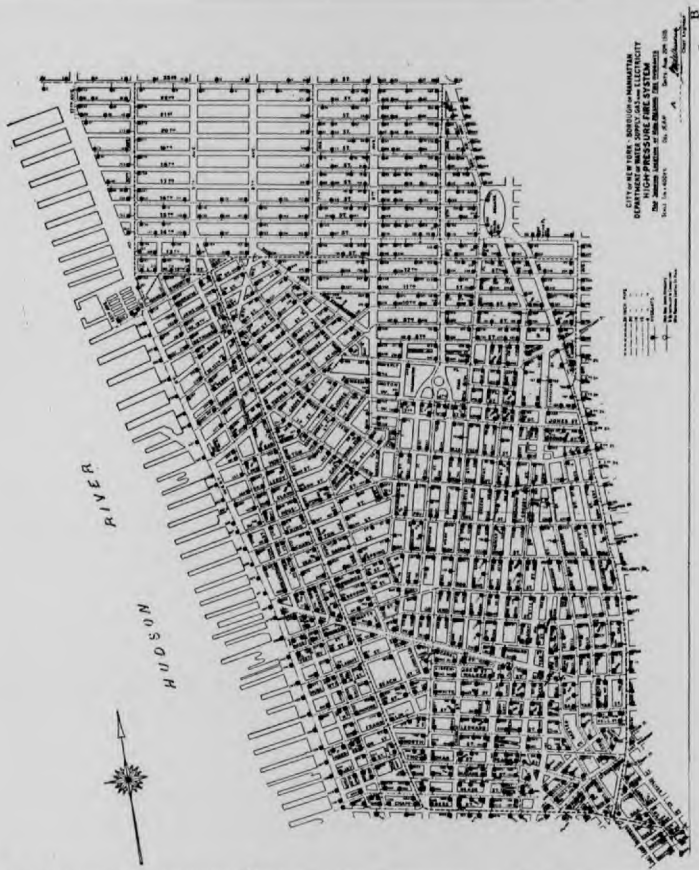
In no other respect has the improvement been so marked during the last five years. There have been laid, during that period (exclusive of the high pressure fire system), not less than 564 miles of mains in the five Boroughs, to which have been connected 12,000 hydrants. As an instance of the value of these mains, I refer briefly to their effect in the Borough of Brooklyn. In accordance with plans, prepared four years ago, 211 miles of new mains have been laid, and 47 miles of tuberculated pipe cleaned, in that Borough. This represents 30 per cent. of the total mileage of mains comprised within that system on January 1, 1904, and nearly three times the amount laid during the previous five years. Aside from the improvement in domestic service and the development of unsettled districts, the reduction in insurance rates already allowed in the more important business sections of the City, has been \$600,000 annually. This sum, capitalized at 5 per cent., represents many times the cost of the water mains laid in the districts described.

The pumping stations in all five Boroughs have been materially improved and extended. The older ones have been remodeled, old boilers have been replaced, new



HIGH-PRESSURE FIRE SERVICE STATION—Furman and Joralemon Streets, Brooklyn.

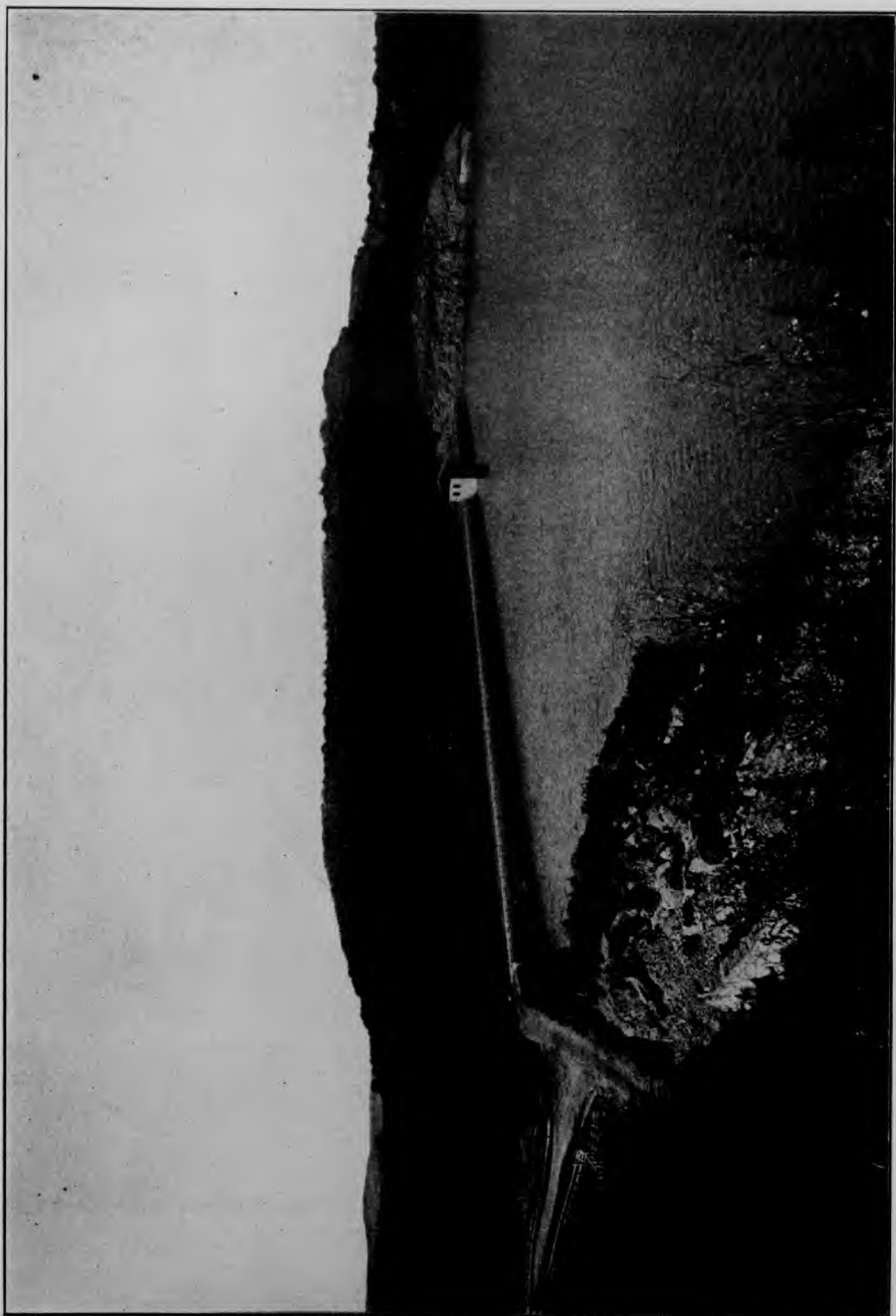




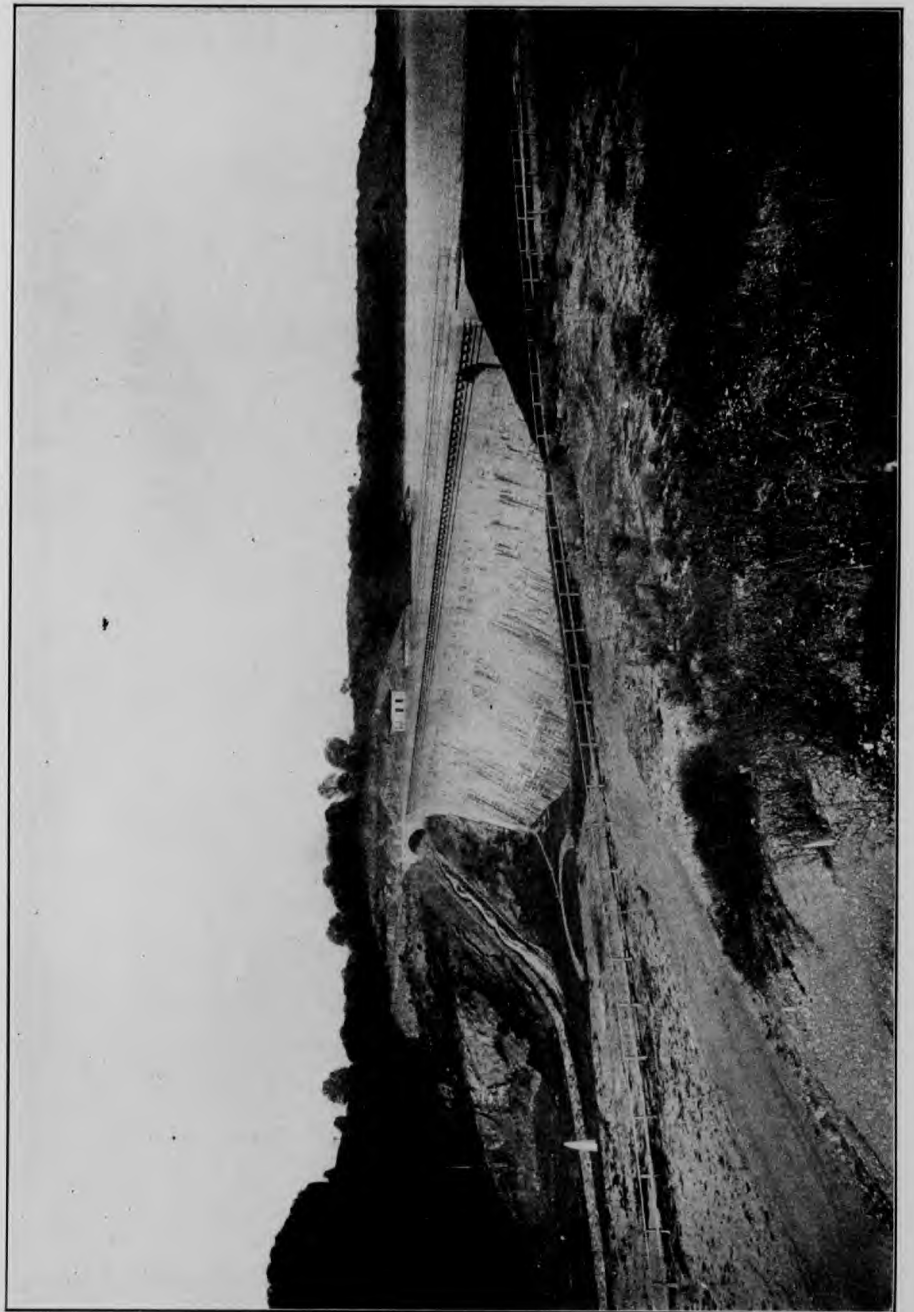
HIGH-PRESSURE DISTRICT—Each Dot Represents a High-Pressure Hydrant.

engines have been installed, while at the Jerome Avenue Station, two new pumping units with a capacity of 25,000,000 gallons a day, are ready for installation by the Board of Water Supply, so that the City may, if required, dispense with the Kensico Reservoir, pending the construction of the new reservoir there. These pumps can be used either for the Williamsbridge Reservoir, or for the high service in The Bronx.

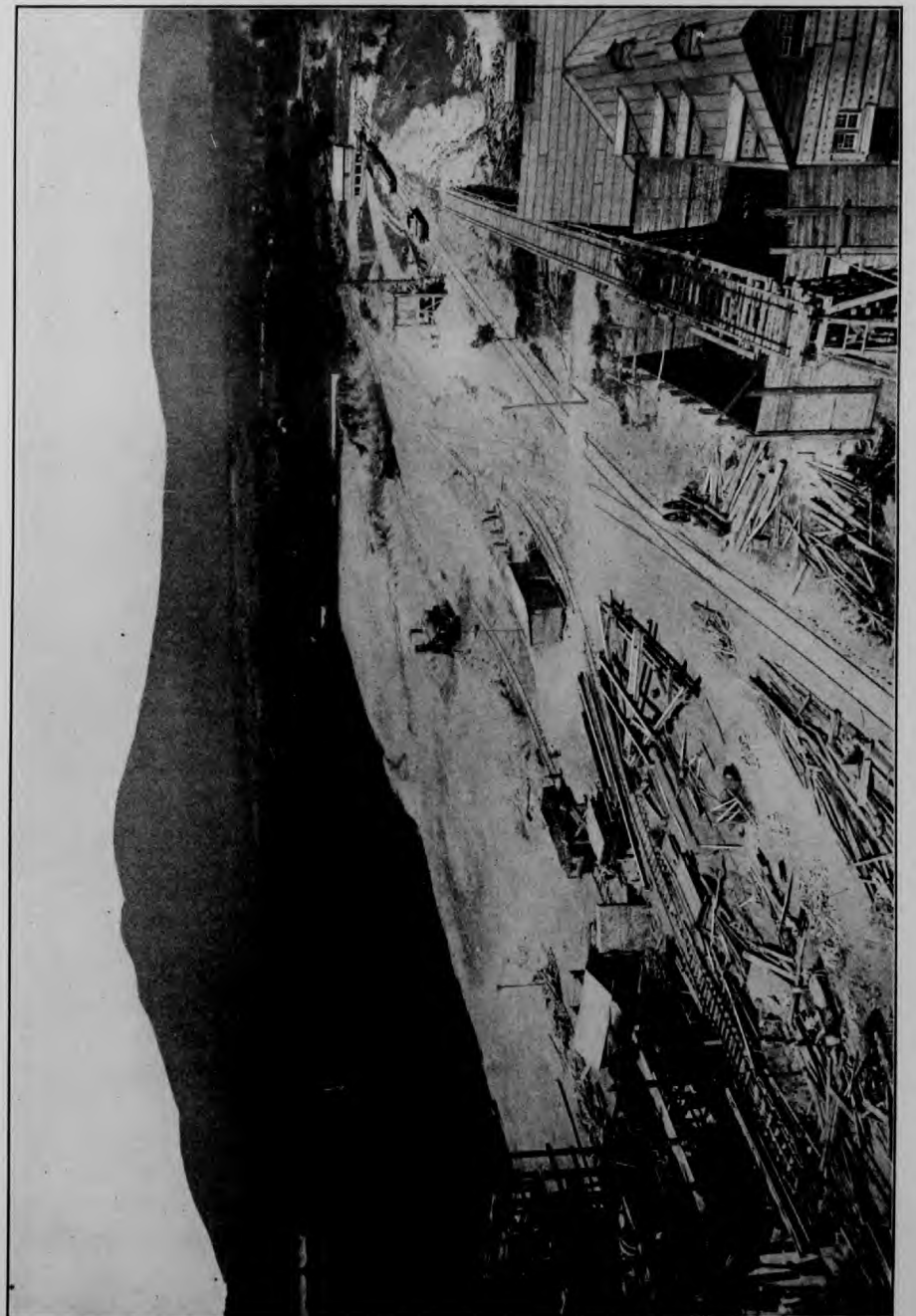
Provision has also been made in Brooklyn to increase the conduit capacity, the lack of which has, at times, prevented the delivery of an adequate supply to Brooklyn, even when available in the watershed, by laying a six-foot steel pipe from the Borough line to Massapequa, a distance of twenty-three miles. About nine miles of this pipe was placed under contract in the early part of 1908, and has been completed and put into use. The final contract for this line has been let, and when completed it will have a capacity of 50,000,000 gallons daily, or about 40 per cent. of the total capacity of all the other conduits.



CROSS RIVER DAM, CROTON AQUEDUCT—General View, Showing Up-Stream Face.

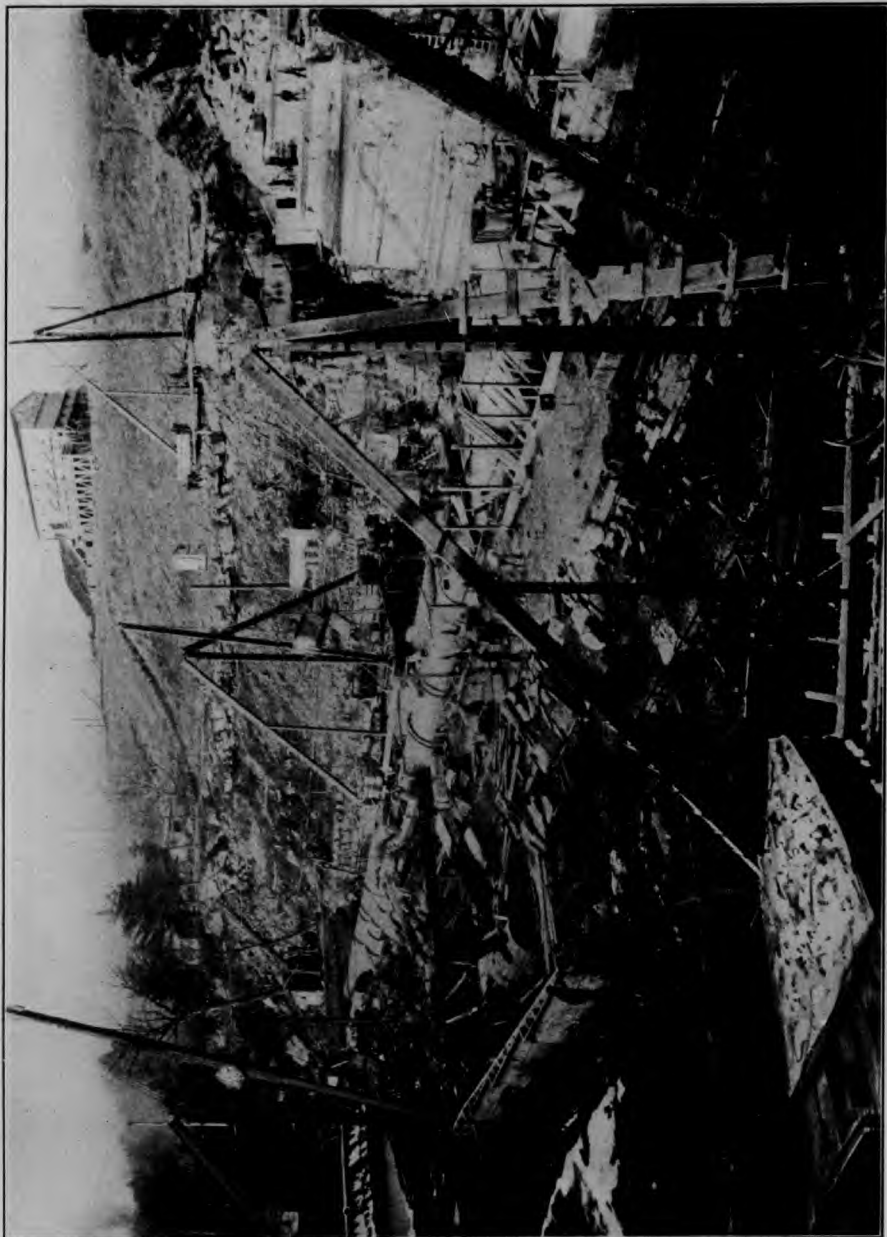


CROSS RIVER DAM, CROTON AQUEDUCT—General View, Showing Down-Stream Face.



OLIVE BRIDGE DAM, CATSKILL AQUEDUCT—Excavation at Block Yard Location—View from Head Tower.





THE NEW AQUEDUCT—OLIVE BRIDGE DAM, MASONRY SECTION—Showing Invert and First Frames of Timber Lining of Conduit, Upstream End.

The protection of the water supply from pollution has received careful attention. A most thorough and systematic inspection of the watersheds, especially that of the Croton, has been maintained during the past five years, and constant laboratory analyses and examinations have been made.

The most threatening danger of contamination has been for several years the discharge of the sewage from Mount Kisco into one of the tributaries of the Croton. After several years of negotiations, an agreement has been made with the Village of Mount Kisco for the installation of sewers, already under construction, and a disposal plant for the treatment of the sewage, which will effectually eliminate all danger from that source. The City has, furthermore, secured the installation at the Montefiore Home for Consumptives of a disposal plant for the proper treatment of the sewage, which, as previously discharged into a tributary stream of the Croton, was a dangerous source of pollution.

It must be added, however, that while these temporary expedients will be continued to the fullest extent of our resources, the danger from pollution increases yearly with the increase of population in the watershed and can only be guarded against by the filtration of the Croton water.

In my last annual message I called the attention of your Honorable Board to the fact that the engineers of the Department, assisted by the most eminent experts in the United States, had made an exhaustive study of this question. Their conclusion was that the best place available was the east basin of the Jerome Park Reservoir, and accordingly all other construction work there was stopped. This has led to some criticism on the part of persons ignorant of the City's plans for this property. There has been some delay caused by the preparation of plans for the work and by the City's financial condition. The situation at present is that the Commissioner of Water Supply has made application for an appropriation of \$4,000,000 for the masonry part of the filtration plant, including the basin for the treated water, that the Board of Estimate, following the usual custom, has referred the matter to the Department of Finance, and that that Department has not yet reported on it. The Water Department is prepared to start work as soon as the money is available.

#### AQUEDUCT COMMISSION.

I have no reason to change my recommendation of last year that the Aqueduct Commission be abolished. What little work there remains to be done can be done more effectively by either the Department of Water Supply, Gas and Electricity or the Board of Water Supply. In the hands of either of these departments a great financial saving can be accomplished.

Under the amended law, which permits the Commission to exist until its work is completed, it is apparent that the members contemplate perpetual life. Although the new Croton Dam was completed in 1906 and the Cross River Dam was finished a year

ago, neither has yet been turned over to the control of the water department, which is the proper superintendent of maintenance.

Plans for a new storage reservoir in the northeast corner of the Croton Watershed, at a cost of \$3,500,000, have been prepared by the Commission without so much as consulting the Department of Water Supply, which is responsible for the supply, as to the necessity for it. Other expenditures are also in contemplation by the Commission, and it is impossible to escape the conviction that these works are planned for the purpose of keeping the Commission in existence.

If this bi-partisan Commission has the power, as it apparently has, to involve the City in unnecessary expenditures without consulting the local authorities, then it should be wiped out without delay. It is my purpose to again recommend such legislation at this session of the Legislature.

#### THE BOARD OF WATER SUPPLY.

Criticism of the work of obtaining an additional water supply in the Catskill Mountain shed should not be that it is extravagant and unnecessary, but that The City of New York should have begun the work long before it did. We should be actually getting water now from the Catskills or some equally good source. Our shortage to-day would be far more serious but for the plentiful rainfall of 1907.

The water shortage danger is an ever increasing one, not only because of the demands of a constantly increasing population, but because of the indications of a diminution in the abnormally abundant rainfall of recent years. On account of this situation the City is not only hastening the construction of the Catskill Aqueduct between Ashokan Reservoir and the Croton watershed, but is working on the temporary development of a supply from sources east of the Hudson River.

As early as 1899 the inadequacy of the City's water supply began to give concern. On several occasions the City was only saved from a serious shortage by a lucky rainfall. An attempt was made in this emergency to commit the City to a contract with the Ramapo Company, but so much opposition developed to this that it was abandoned. Investigation showed that the Croton supply would last, if properly husbanded, but that there was, nevertheless, urgent need of seeking sources of additional supply.

In December, 1902, the Burr-Hering-Freeman Commission was created "to make a thorough, complete, exhaustive examination and investigation of the City's need of water." Its work was limited strictly to sources lying within the State of New York. This Commission reported in November, 1903. The watersheds studied in detail were those of Fishkill Creek, Roeliff Jansen Kill and Wappinger Creek, east of the Hudson; Rondout, Esopus, Schoharie and Catskill Creeks, in the Catskill Mountains.



THE CATSKILL AQUEDUCT—The Figures in the Arch Show the Comparative Size of the Tube.





THE CATSKILL WATERSHED.

New York's population of 3,700,000 in 1903, was increasing at the rate of 33 per cent. per decade, so that by 1930 a population of 7,000,000 could be expected. Manhattan and The Bronx were drawing close to the limit of the Croton Shed, so that the works recommended for an additional supply from the north must have a capacity of from 500,000,000 to 750,000,000 gallons a day. The works recommended for immediate development were Fishkill and Esopus Creeks.

When I came into office January 1, 1904, conditions were practically as the Commission had found them. Previous administrations had collected the data on where water could be obtained and had proved beyond a doubt the need of more water. There remained the all-important problems of financing the undertaking, of providing the administrative body to carry out the work and of securing the necessary legislation. Your Honorable Board is familiar with how these things were all accomplished after many difficulties had been overcome. On April 6, 1905, I publicly pledged myself to lift the entire enterprise out of partisan politics by allowing the Chamber of Commerce, the Board of Fire Underwriters and the Manufacturers' Association to name the Commissioners of the Board of Water Supply, and further pledging myself to fill any vacancies that might occur in the same way.

I have never violated that pledge, and sincerely trust that the method adopted by me in the beginning will be followed by my successors in office until the work of the Board is completed.

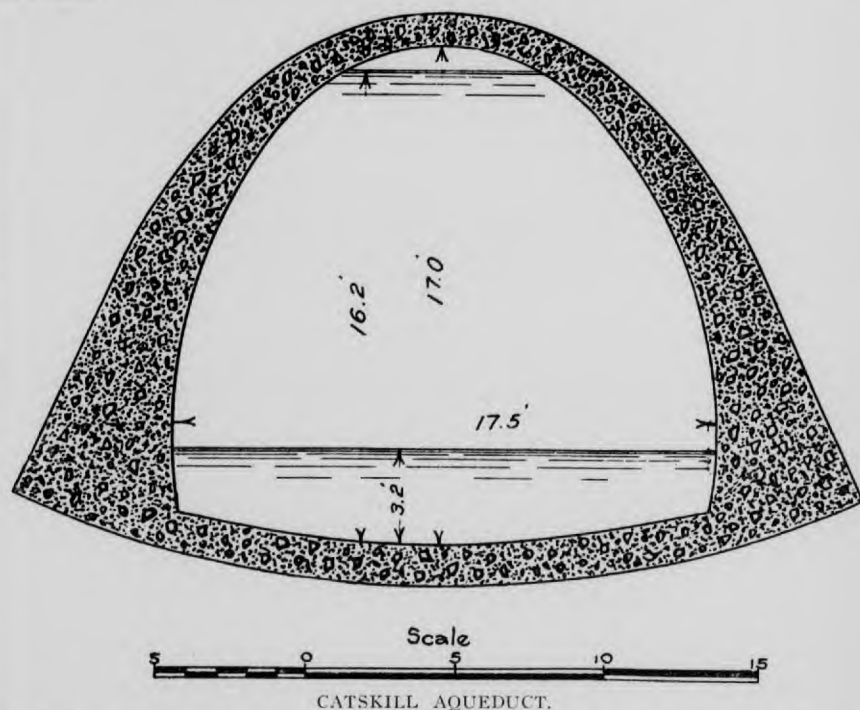
The work of organization was begun immediately on the appointment of the Board and was pushed with remarkable speed. The plan of work finally adopted has been fully described to your Honorable Board in previous messages from me.

The contract for the main or Ashokan Dam was awarded August 31, 1907, and up to date contracts for the building of twenty-six miles of aqueduct have been let, involving an expenditure, when completed, of \$26,700,000, and varying in time from four years to seven years. Since its organization the Board has expended or contracted to expend for property acquired, contracts for structural work, and for the force employed, about \$50,300,000. The work may be said, therefore, to be well under way, and the expenditures to date have not varied materially in total from what was originally estimated and approved by the Board of Estimate.

For a period of about two years investigations have been in progress in Suffolk County, and as a result of these investigations the Board prepared a plan and map for an additional water supply for the Borough of Brooklyn, which was approved by the Board of Estimate on June 25, 1908, submitted to the State Water Supply Commission July 29, 1908, and is now before it. The Catskill supply and the Suffolk County well system, will, when fully developed, furnish without detriment to the localities in which they are situated 1,000,000,000 gallons of water daily. With as much of the present

supply as will then remain safe for use, the City of New York will have a daily supply of 1,500,000,000 gallons.

The Esopus watershed, because of its exposure to rain bearing winds and its wooded slopes, furnishes a supply notable for its softness, purity and quantity. This supply, and that to be diverted from the Schoharie shed by a ten-mile tunnel through the mountain divide, will be collected in the Ashokan Reservoir. This reservoir will have a maximum depth of 190 feet, and a capacity of 130,000,000,000 gallons. The water will be impounded by Olive Bridge Dam, the adjacent Beaver Kill Dikes, a chain 3.8 miles long, and by the West Hurley and other smaller dikes, aggregating 1.5 miles in length.



The lower water level shows extent to which it would be filled by the water supplied to Rome, A. D. 97, 84,000,000 gallons per day; 600,000,000 gallons per day would fill the aqueduct to the upper mark.

The type of construction crossing the Hudson River is yet to be determined. Three practical methods are under consideration and test shafts are now being driven on either side of the river in the vicinity of Cornwall. From the east side of the Hudson the water will be carried to the enlarged Kensico Reservoir, which will hold 40,000,000,000 gallons, and from this reservoir to the distributing reservoir at Hill View, just outside of the City of Yonkers, where, from an elevation of 295 feet, the distribution to consumers will begin.

It has been planned, if necessary, to carry this water to Brooklyn and Richmond, but developments of Suffolk County water may make that unnecessary.

#### GROWTH OF THE FIRE DEPARTMENT.

While the installation of the high pressure system has been the conspicuous accomplishment in the direction of fire protection, the natural units of fire-fighting have not been neglected. The uniformed force has been increased in the last five years from 2,974 officers and men to 4,210, an increase of 40 per cent. In the same period twenty-four new engine companies, twenty-four hook and ladder companies and seven hose companies have been organized and seven single companies in service have been reorganized and added to the list of double companies, which now number twenty-six. The hose companies include those now specially drilled to handle the high pressure service, so that there is now in Greater New York a combined force of 249 engines and hook and ladder companies.

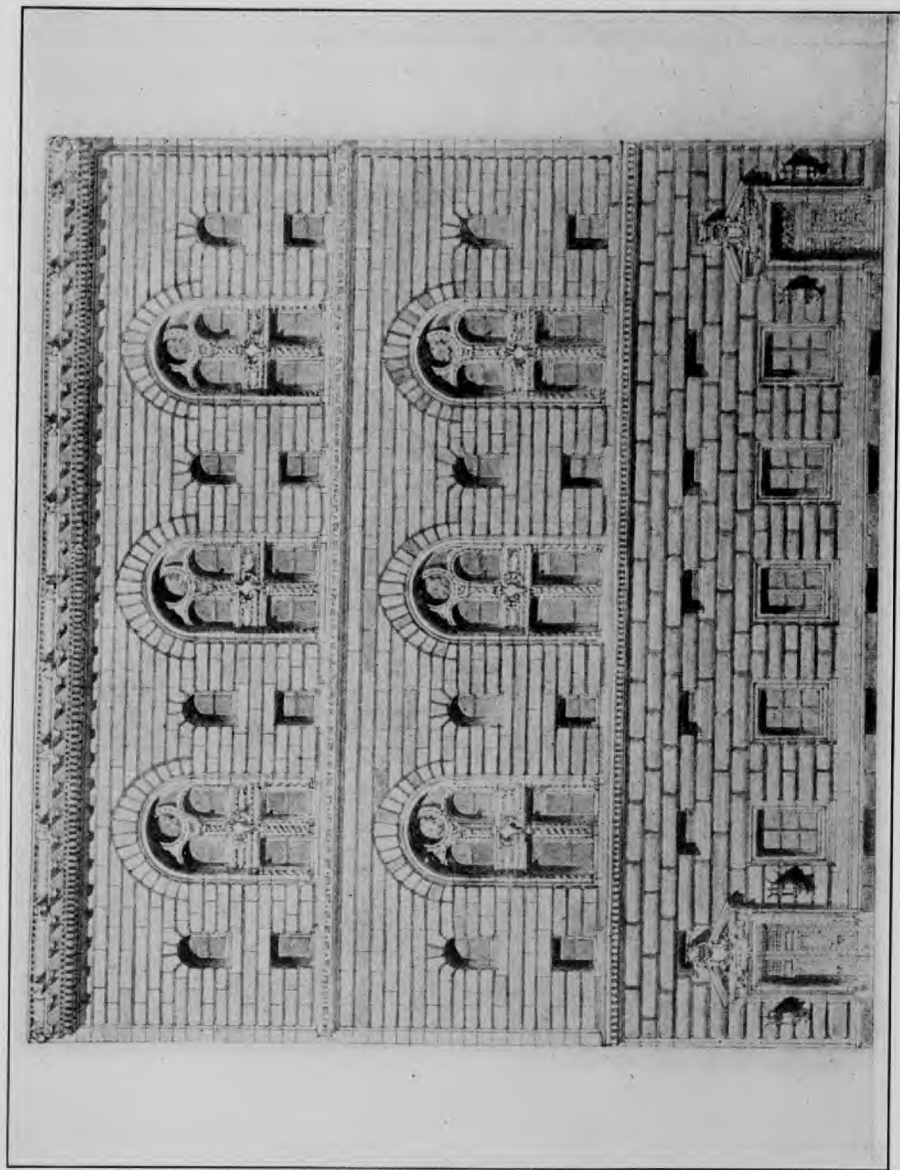
Besides the one fireboat completed in 1904, three new boats—the "James Duane," the "Thomas Willett" and the "Cornelius W. Lawrence"—have been placed in service. These four are high power boats of the latest type. The fleet of ten boats has a pumping capacity of about 78,000 gallons a minute, or equal to the efficiency of 130 land engines of normal capacity—the equivalent of the entire land force of the Boroughs of Manhattan, The Bronx, Brooklyn and Queens. With these new floating engines and the high pressure service, fire protection means have been increased 50 per cent. within the zone of greatest hazard. No harbor in the world has such a force to guard its shipping interests.

During this administration nineteen new apparatus houses have been built and sixty-four old houses have been altered and repaired, with sanitary improvements for the benefit of the force. Nine new houses are in course of construction and thirteen others are being rebuilt. A new and well equipped repair shop offers every advantage for the quick repair of hose and other apparatus.

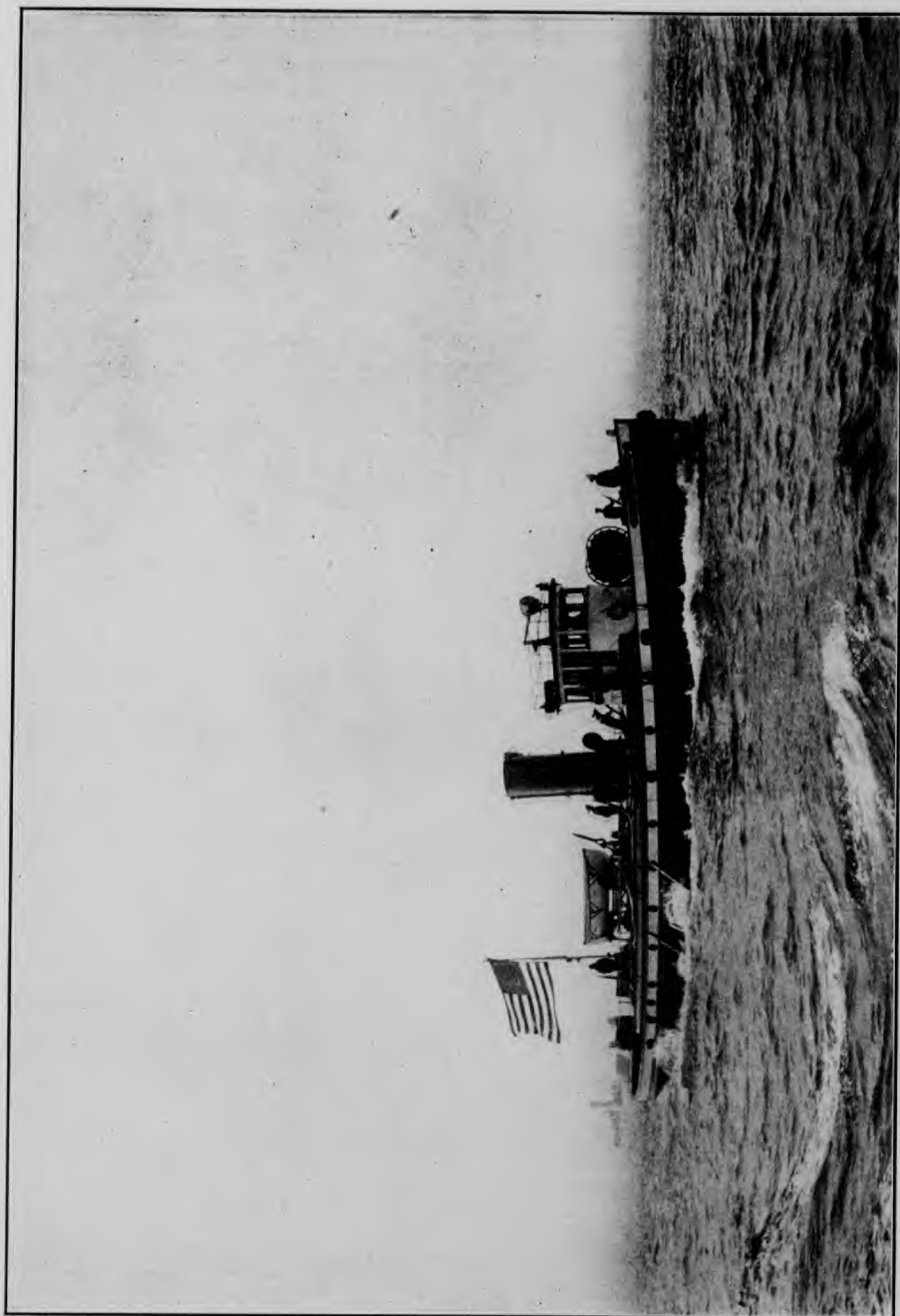
Under the direction of the leading experts of this country plans have been prepared for a new fire alarm telegraph system in the Borough of Manhattan, and it will be your duty to pass upon the request of the Fire Commissioner for an appropriation to install this system, which will dissipate the last objection of the Board of Fire Underwriters to a general reduction of insurance rates. In the meantime a modern telephone system connecting all the apparatus houses with the central office has been put in operation and serves as a supplementary alarm system. By an arrangement with the telephone company all these wires pass through the Plaza Station, where the City may set up and maintain an emergency central office in case of any breakdown of the telegraph or telephone systems.

A general plan of placing all alarm wires underground for the protection of the system has been followed, and the only wires remaining overhead in the Borough of

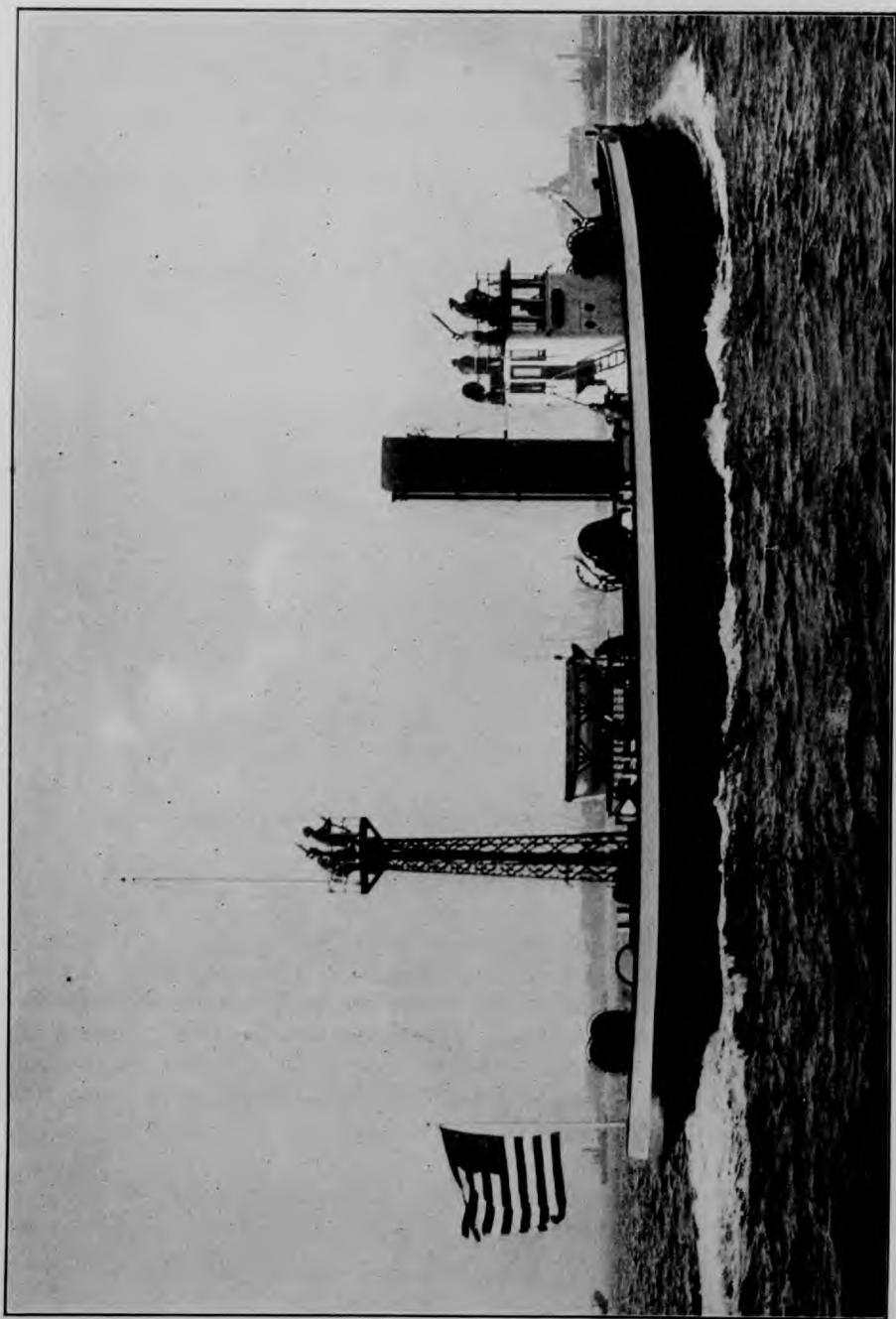




NEW FIRE HEADQUARTERS—Sixty-eighth Street Facade.



NEW FIREBOAT "CORNELIUS W. LAWRENCE."

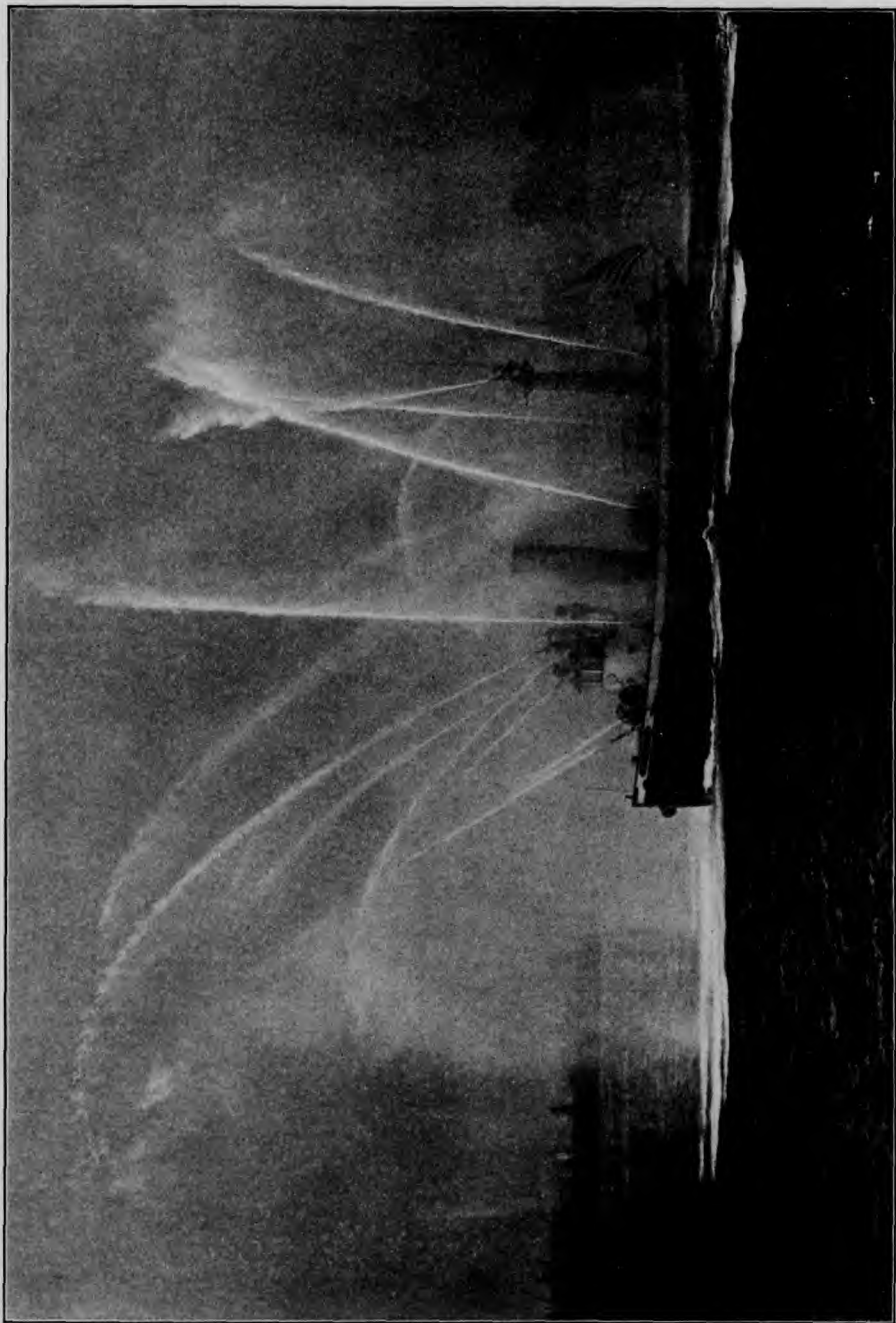


FIREBOAT "JAMES DUANE"—(The "Thomas Willett," Also New, Is of the Same Type).



THE FIREBOAT FLEET.  
From Left to Right—The "Seth Low," "Zophar Mills," "Cornelius W. Lawrence," "William L. Strong," "Abram S. Hewitt," "George B. McClellan," "James Duane," "Thomas Willett," "The New Yorker"; the "David A. Boody," not shown, was in dry dock.





THE "THOMAS WILLETT" IN ACTION—One of the Newest of the Fireboats Using All Her Streams.

Manhattan are those in the Washington Heights section, and these, in the near future, will be placed under the streets.

Some idea of the activities of the Department may be gained from these statistics: From January 1, 1904, to October 1, 1908, the Department responded to 43,316 alarms in the Boroughs of Manhattan, The Bronx and Richmond, and to 20,143 in the Boroughs of Brooklyn and Queens.

Twelve days before I took office the then Fire Commissioner created a bureau of violations and auxiliary fire appliances, and his successors have amplified the work of that bureau, as has been demonstrated by the protective measures enforced on all theatres and places of public meeting and by the use of standpipes, special fire alarm connections and the numerous devices approved by the fire underwriting interests. Through the Fire Marshals the Department has closely followed fire causes and has secured 136 convictions for arson.

The work of the Municipal Commission on Explosives and the Bureau of Combustibles has increased notably because of the great constructive works calling for the use of dynamite and other high explosives and the larger use of the inflammable products of petroleum. In the Boroughs of Manhattan and The Bronx alone there are 23,000 places selling or storing inflammable or explosive materials, and all are subject to inspection by the Department.

The paid system has been carried into Rockaway Beach, Far Rockaway, Jamaica, Richmond Hill, Flushing and College Point in the Borough of Queens, reducing the number of volunteer companies to forty-two. Of the original fifty-seven volunteer companies in Richmond only thirteen remain, the paid service being now general in that Borough. Outside of Long Island City the Borough of Queens is provided with a well equipped fire alarm system, which, under this administration, has been extended into Bayside, Douglaston, Queens and Springfield, with a central station at Jamaica.

Time off for the men has been increased, so that in addition to one day off in five each man has four additional leaves of twelve hours each month, as well as his annual vacation. Considering the work of the uniformed men their time off is well earned

GAS AND ELECTRICITY.

Since January 1, 1904, the lighting of the City has been almost entirely changed. The first decided improvement was made in 1904, when some 16,000 of the old gas lamps in Manhattan and The Bronx were changed to mantle lamps. A beginning was also made in adding to the arc lighting along the main streets. This was somewhat difficult on account of the high prices demanded, but early in 1905 prices were reduced by statute, and since then this work has gone on rapidly. In Manhattan the first sec-

tion requiring complete electric lighting, on account of extreme congestion, was the lower East Side. This was accomplished in 1905 and 1906. Additional lighting was given to streets under elevated railroads and to the open spaces of the City where great assemblages frequently occur. The lighting at all main street car crossings was doubled and points of danger given special attention.

In the northern part of Manhattan Island and in The Bronx the lighting lines were extended with the growth of the population. Where these sections were at all congested they were treated as in Manhattan. In 1905 the scheme of lighting improvement was extended to Brooklyn, and the same extensive changes made as in Manhattan. The great area not yet settled in Brooklyn makes the extension of lighting somewhat slow, because of the necessity of constructing gas and electric mains. It has been closely followed up, however, and now even the remote sections, where inhabited, are well lighted.

In 1906 the system was extended to Queens and work on similar lines begun in Richmond. Even more difficulty was met with in Queens on account of lack of gas and electric mains, so that many mantle naphtha lamps were used in place of them. Sections poorly lighted by sparse arc lights were relighted with mantle gas lamps, the distribution of light being greatly improved by this method.

In the last year or two the new high efficiency electric incandescent lamps have been used with great effect in this Borough. The greatly increased illuminating power of these lamps makes them peculiarly suitable for lighting along country roads, park avenues and sparsely inhabited sections. There are few places in the country where they have so rapidly come into use or where there are more of them. These lamps are now being installed in Richmond.

TABLE SHOWING LAMPS AND CANDLE POWER.  
January 1, 1904, and October 10, 1908.

January 1, 1904.	Number of Lamps.	Estimated Candle Power.	Number of Street Sign Lamps.	Free Lamps Included in Other Column.
Electric .....	16,704	6,002,900	492	89
Gas .....	41,694	967,864	1,404	....
Naphtha .....	4,058	130,392	....	....
Oil .....	100	1,200	....	....
Total.....	62,556	7,102,356	1,896	89



Bishop's Crook Post. Boulevard Gas Post. Lyre Top Post.  
TYPES OF POSTS USED IN STREET LIGHTING.



October 10, 1908.	Number of Lamps.	Estimated Candle Power.	Number of Street Sign Lamps.	Free Lamps Included in Other Column.
Electric .....	20,414	8,401,030	....	185
Gas .....	43,892	2,627,232	....	....
Naphtha .....	4,047	242,244	....	....
Oil .....	.....	.....	....	....
Total.....	68,353	11,270,505	....	185
Total increase.....	5,797	4,168,000	....	....
Total per cent. increase.....	9%	58%	....	....

The candle power given for the lamps of all kinds is as close an approximation of the actual as can be obtained; for instance, the nominal 2,000 C. P. electric arc lamp is figured at 480 C. P. maximum.

DEPARTMENT OF HEALTH.  
REDUCTION OF DEATH RATE.

I especially desire to call the attention of your Honorable Board to the work of the Health Department during the past five years. There is no other Department of the City government the operations of which are of such vital concern to our people. Since 1903 the work of this Department has increased tremendously, but the results achieved more than justify the expenditures of money that have been made. As a matter of fact the money expended by the City in the maintenance of the Health Department has been a comparatively small factor in the results accomplished. It is to the unselfishness and devotion of the men I have been fortunate enough to have in command in the Department of Health that the City owes the remarkable decrease in the death rate since 1903. To Dr. Darlington, Dr. Bensel and Dr. Biggs, New York owes a debt which it can never pay.

In 1903 there were 997 employees in the Department of Health. There are now 2,351. This increase has been due to my determination to develop to the utmost every possible line of work leading to the preservation of life and health in this city. For the first eleven months of the present year the death rate was the smallest ever known in our history. For the first eleven months of 1904 there were 71,725 deaths, a death rate of 20.06 per thousand. During the same period of time this year there were 67,311 deaths, a death rate of 16.60 per thousand, a decrease of 3.46 points. This tremendous saving of life will be better understood when I state that had the death rate of 1904 prevailed during the present year there would have been 15,302 more deaths during the last eleven months than occurred. It is only fair to the Tenement



SANATORIUM AT OTISVILLE, N. Y.—Department of Health, City of New York.

House Department, the Charities Department, the Street Cleaning Department and Bellevue and Allied Hospitals, to give each its share in this. The functions of these Departments ally them closely with the Department of Health, and much of what the latter may accomplish depends upon their efficient administration. In the face of such results as have been shown, I do not believe that there can be any serious criticism of the large amounts of money appropriated for the work of these Departments by the Board of Estimate and Apportionment.

In connection with this saving of life I wish to call the attention of your Honorable Board to the section added to the Sanitary Code in 1904 prohibiting the sale of carbolic acid in a stronger solution than 5 per cent. In 1903 there were 345 deaths in this city due to suicide by carbolic acid. These figures were startling enough to lead to an investigation by the Department of Health, the result of which was to convince the city physicians that some restriction on the sale of this poison would materially reduce the number of deaths of this character. Accordingly the addition to the sanitary code mentioned above was passed, and in 1904 the suicides by carbolic acid dropped to 294. In 1905 they dropped to 89, in 1906 to 73, in 1907 to 47, while during the first eleven months of the present year there were but 43.

TUBERCULOSIS.

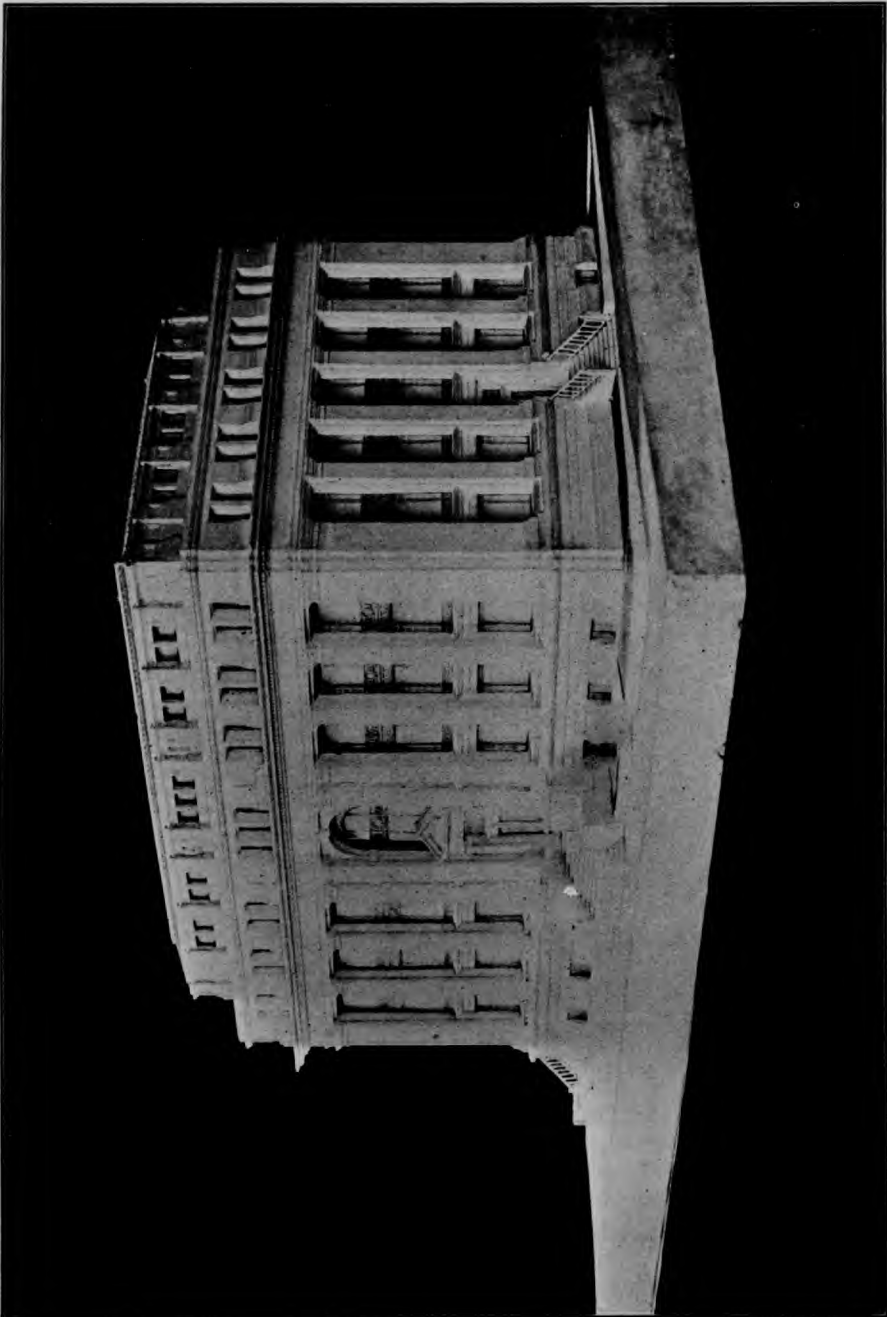
In the Department of Charities, the Department of Health and Bellevue and Allied Hospitals a constant war has been waged against tuberculosis, and the educational work that has been done, notably through the recent tuberculosis exhibit at the Museum of Natural History, has been of incalculable benefit to our people.

Dr. Robert Koch, who, in 1882, definitely placed tuberculosis in the group of infectious, communicable and preventable diseases, has recently paid our City one of the greatest compliments it has ever received. He stated that conditions in the campaign against tuberculosis in New York City are almost ideal.

Through its different departments the City is making every possible effort to provide adequate facilities for the care of tuberculosis patients and there are already nearly 3,500 beds available, supported wholly or largely by the City. I call the attention of your Honorable Board to the fact that this is 25 per cent. of the hospital accommodation for cases of tuberculosis in the entire United States.

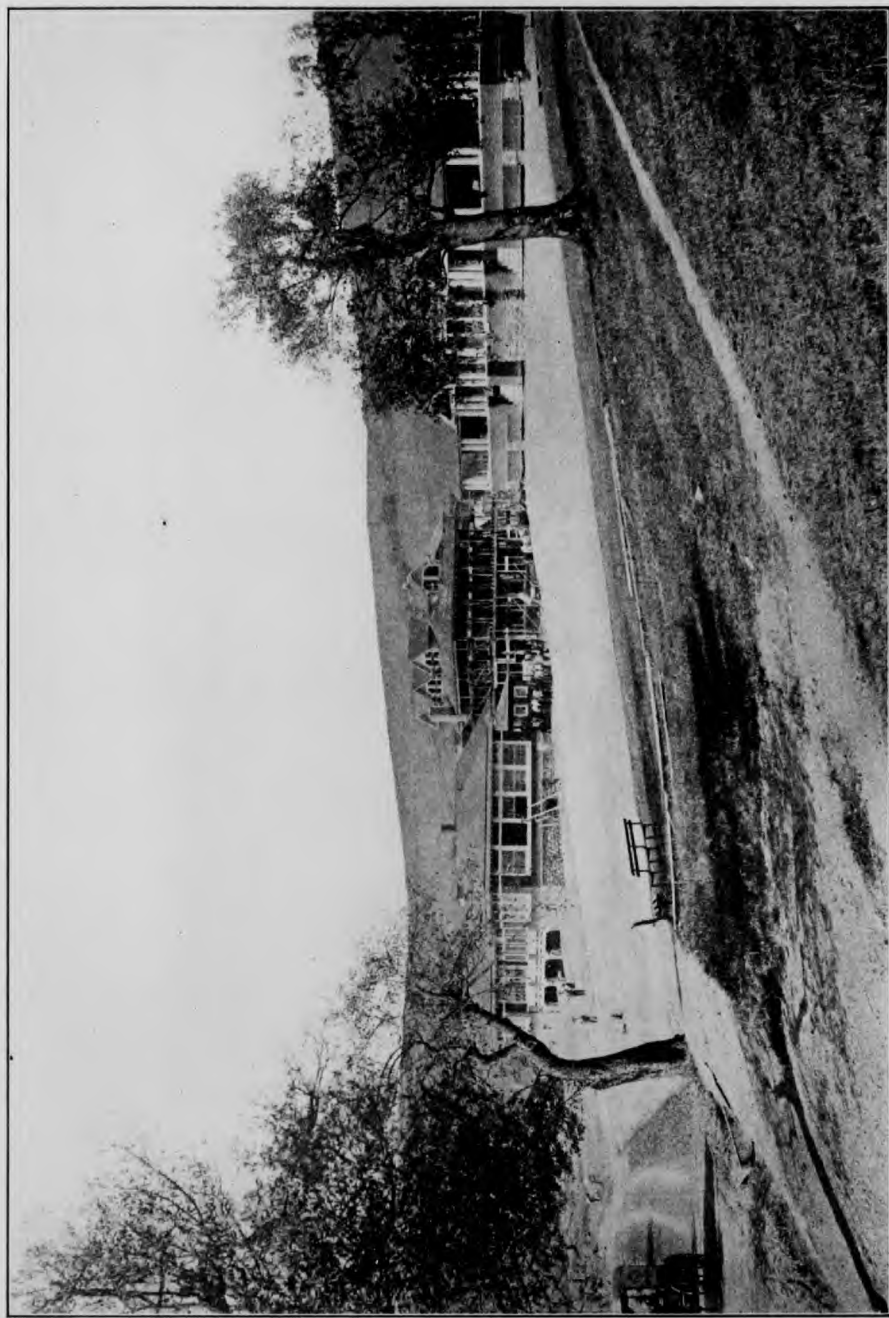
In November, 1905, 1,300 acres of land at Otisville, Orange County, New York, were purchased by the City for use as a sanatorium for incipient cases of tuberculosis. It now has accommodations for 250 patients, and it is our purpose to add 750 beds as soon as possible. It is estimated that these additional beds can be installed for \$300,000, or \$400 a bed. The cost per bed in public and private hospitals recently built in New York City is from \$2,500 to \$5,000.

With these beds, the 200 beds in the Riverside Hospital on North Brother Island and the 1,500 additional beds in the sanatorium on Staten Island, now being erected



NEW HEADQUARTERS, HEALTH DEPARTMENT, BOROUGH OF BROOKLYN—Flatbush Avenue and Willoughby Street.





GROUP OF BUILDINGS, SANATORIUM AT OTISVILLE—Department of Health.

by the Department of Charities, there will be in the entire United States about 16,500 beds exclusively for tuberculosis, of which this city will have 6,000, or about 36 per cent.

The success of the Otisville Sanatorium has been demonstrated. During the two years of its existence there have been but two deaths from tuberculosis. Five hundred patients have been discharged, of whom 20 per cent. have been completely cured, and in the remaining 80 per cent. the disease has been completely arrested, so that in all cases after six months at Otisville the patients have been able to return to their families and their work, with comfort to themselves and safety to the community. At the International Tuberculosis Congress recently held at Washington, this Sanatorium was awarded a silver medal for its high standard of excellence. At the same Congress gold medals were awarded the Department for its method of supervision of tuberculosis.

Some idea of the extension of this work by the Department of Health may be gained from the fact that while in 1904 there were 16,971 specimens of sputum, examined for bacilli of tuberculosis, there were during the first eleven months of this year 26,793 such examinations. In addition to this, clinics for the free treatment of tuberculosis have been opened in the Boroughs of Manhattan, Brooklyn and The Bronx.

#### CONTAGIOUS DISEASES.

In 1904, 7,790 patients ill with contagious diseases were treated at the hospitals of the Health Department. During the first eleven months of 1908, 10,090 such patients were treated. Because of the accommodation the City has been able to secure for these cases it has been possible to obtain more control of the spread of infection. Every case of contagious disease that the City is able to care for means the removal of a case from a home, and the consequent elimination of the danger of the disease spreading. I deem it proper to call your attention to the work along this line that has been done at the Kingston Avenue (Brooklyn), the Willard Parker and Riverside Hospitals. In the former we have installed the following improvements since 1904: A scarlet fever pavilion, a measles pavilion, a morgue, an incinerator building, two cold storage buildings, a stable, a disinfection station, a boiler house and a nurses' home. The improvements at the Riverside Hospital during this period are a disinfecting station at the foot of East One Hundred and Thirty-second street, a storehouse, a cold storage building, a laundry, a rest cure pavilion, a morgue, a dormitory, a solarium, isolation wards, a gas house and a nurses' home. At the Willard Parker Hospital the improvements are a scarlet fever pavilion, an administration building, a laboratory building, a store room and a refrigerating plant.

In 1906 the Department launched the contagious diseases boat "Riverside," which is the model craft of its kind in the world. This boat is used to transport patients

between the Willard Parker and Riverside Hospitals, and is equipped with every prevention of infection known to medical science. It has wards for the sick, a special deck for convalescents and ample quarters for nurses and physicians. In spite of the large expenditures already made, still more accommodations are needed, and I believe that your Honorable Board will agree with me that unlimited provision should be made for this purpose.

Two years ago Dr. Robert Gibson, a Bacteriologist of the Health Department, perfected a method of concentration of diphtheria antitoxin, which has been in use by the Department, and which has proved so valuable that it has now been adopted by all manufacturers, as well as by all the City and State laboratories in the United States, and is beginning to be used abroad. During the past year this method has been still further perfected by Dr. E. J. Banzhaf. These processes have been of great importance in the administration of antitoxin and reflect great credit upon the Department.

#### MILK SUPPLY.

The City of New York receives its supply of milk from six different States, New York, New Jersey, Pennsylvania, Vermont, Massachusetts and Connecticut. About 40,000 farms and dairies ship milk to the City. Before 1905 the control of the milk supply was purely local and consisted of the inspection of the shops where milk was sold at retail. Since that date a system of inspection of the farms and dairies has been instituted, with the result that no dairy or creamery can now ship milk to New York City unless it has conformed to the sanitary requirements of the Department of Health. The number of Inspectors of Milk has been increased from seven in 1903 to forty-two in 1908, and will be still further increased this year.

#### SCHOOL INSPECTION.

The exclusion from school attendance of children suffering from contagious diseases has decreased from 65,294 in 1903 to 10,146 in 1907. This decrease is due to improved methods of the control of these diseases in the schools, and is largely the effect of the valuable work performed by the School Nurses.

In 1905 the system of the complete physical examination of each school child was instituted. Since that date 626,737 children have been examined to determine the presence of non-contagious physical defects. Over 80 per cent. of the children examined have been found to be suffering from some physical abnormality. The Nurses visit these children at their homes and instruct the parents in regard to the necessity of treatment. The system has been carried out in its present developed state only since the beginning of this school year, and it is yet too early to give definite data, but judging from the results already obtained, it would seem that this work is potentially one of the most important ever undertaken in the line of preventive medicine. It is already looked upon as a model, not only in this country, but also by the cities of Europe.

#### MOSQUITO EXTERMINATION, STATEN ISLAND.

Since 1905 a vigorous campaign against mosquitoes has been waged on Staten Island by the Board of Health, under the direction of Dr. Alvah H. Doty, Health Officer of the Port. This warfare has been conducted not only against the striped legged variety, which is most responsible for the great annoyance caused by this insect along the Atlantic coast, but also against the inland mosquito, of which the "Anopheles," or malarial mosquito, is the most dangerous. The work has been attended with the greatest success, especially that against the malarial mosquito.

In the year 1905, when the work was begun, 91 cases of malaria were reported on Staten Island. The following year 68 cases were reported. In 1907 there were but five cases, and last year but three cases. There is no doubt but what this remarkable falling off is due entirely to the work of the Department of Health in this Borough.

In order to wipe out the breeding places of the striped-legged mosquito, an appropriation of \$17,000 was made to the Department of Health in the latter part of 1905, and the drainage of swamps was immediately begun. The winter of 1905-6 was very mild and it was possible to continue the work without interruption. In sections along the edge of the swamps on the south side of the Island are many summer resorts, which, prior to 1905, suffered severely from swarms of mosquitoes. At these places the results of drainage are very marked. The mosquitoes have practically disappeared. Equally good results were obtained in sections further in the interior.

In 1907 an additional appropriation of \$25,000 was granted for the work, and in November, 1908, Dr. Doty reported that the entire swamp land on Staten Island had been drained. All that is necessary now is to keep the ditches clean and free of driftwood, in order to allow of the proper discharge of their contents.

Not only has this work destroyed the breeding places of the mosquitoes, but it has also reclaimed the land for building and agricultural purposes, as shown by the fact that during the last year the salt-water hay found on these swamps, which is worth from \$7 to \$8 a ton, was harvested. In all some 600 miles of ditches have been dug, and from ten to twelve square miles of swamp land drained during the past three years.

The war against the malarial mosquito was also conducted vigorously. Thirty thousand circulars were distributed throughout the Island during 1906 and 1907 explaining how the breeding places of these pests might be located and destroyed. The Department had the active co-operation of the people of the Borough. No such remarkable falling off in malaria as the direct result of a crusade against mosquitoes has ever been reported by any community.

The figures which I have given do not, of course, include the cases received at the Marine Hospital at Stapleton, all of which were removed from incoming vessels, and cannot, therefore, be credited to the Borough.

Dr. Doty assures me that there is no doubt of the ultimate complete extermination of the malarial mosquito on Staten Island.



## DEPARTMENT OF PUBLIC CHARITIES.

The past five years have seen progress of a most gratifying nature made in this Department. Improved methods of operation have been introduced and many new buildings have been erected, until to-day it is one of the best equipped departments of the City government, both in plant and personnel.

Not only has Commissioner Hebbard arranged adequately to meet the demands of the present time, but also the demands of the future. For the first time we have to-day a topographical survey of Blackwells Island, and the maps and plans that have been made, looking to the ultimate development of the Island as a hospital park, have been approved by the Art Commission. When these plans are carried to consummation, I question if any municipality in the world will have a hospital park approaching it in location and facilities.

Like surveys have been made of other properties, and this method will, I feel sure be a big element in the upbuilding of this most important Department and in helping us to avoid the wasteful, unbusiness-like and unscientific practice of previous years whereby structures differing widely in architectural form as well as in color and material have been placed haphazard without study of future growth or needs.

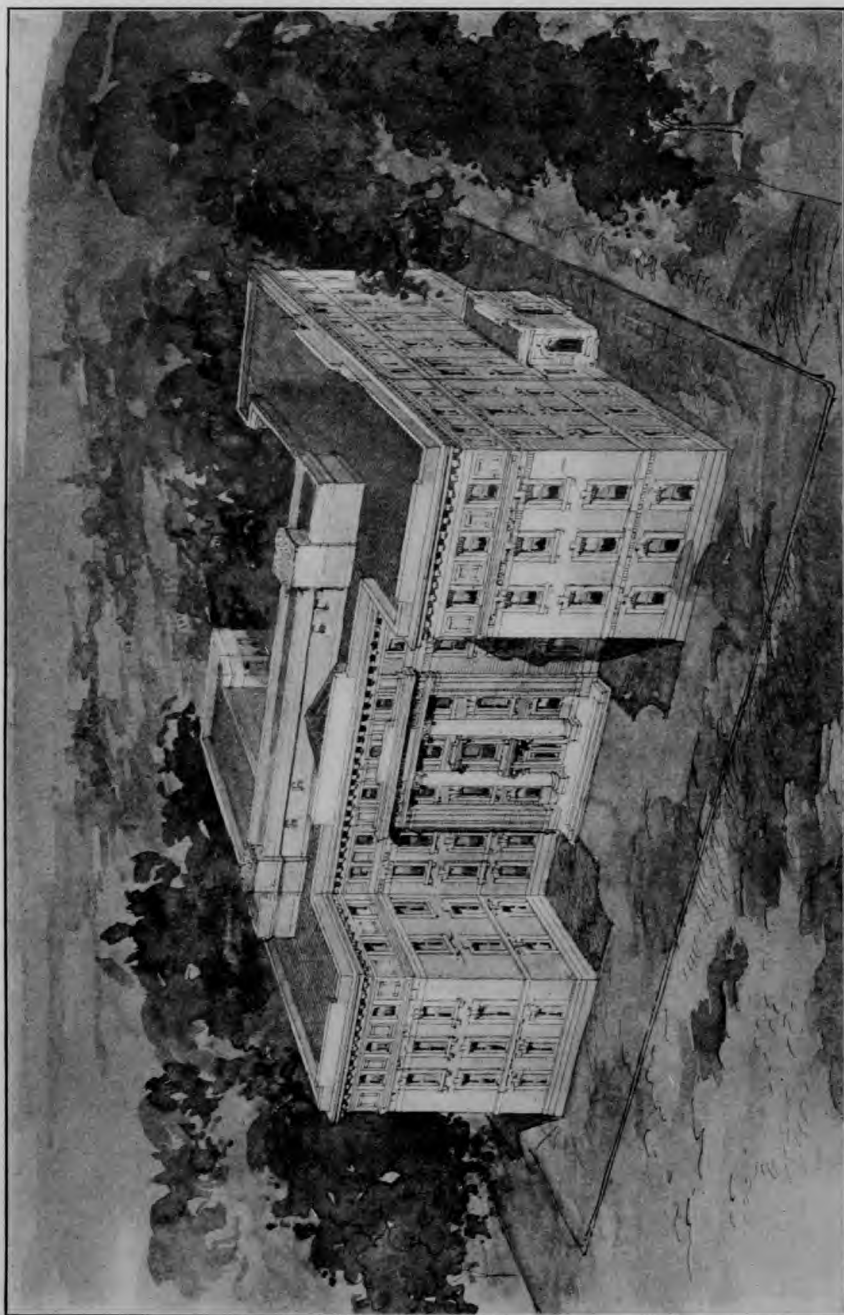
Proper provision for the housing of doctors, nurses, orderlies and other employees is essential to proper administration in a Department. Eight hundred and eighteen such employees are now being cared for in this manner. In addition, the equipment has been greatly improved, particularly in the boat and ambulance service and by the installation of fire-fighting apparatus. The dietary of each institution has also been improved, and the examination of food supplies made more rigid than ever.

The subsidiary accounts of the Department, which in previous years were a source of much scandal, have been carefully safeguarded through the employment of bonded clerks, improvement in the system of bookkeeping and more frequent inspection of the Auditing Department.

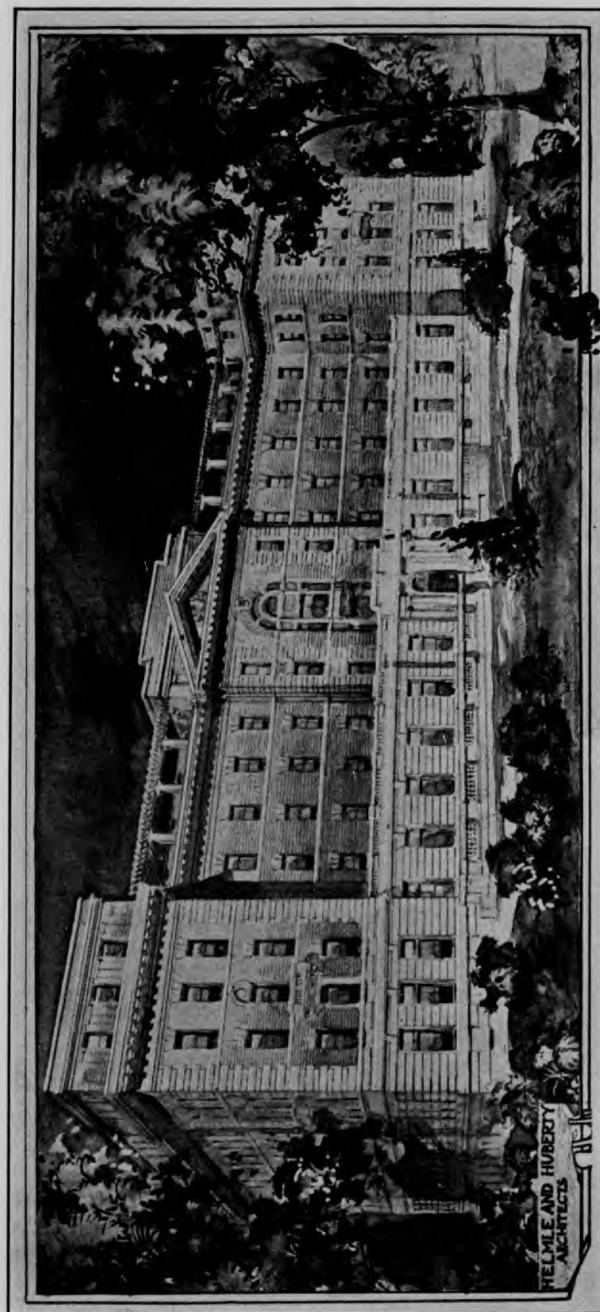
Through the generosity of Mrs. Russell Sage, the income of \$300,000 is being used to build up the very important pathological work of the City Hospital and the City Home, Manhattan.

## BLACKWELLS ISLAND.

At the City Hospital a new staff house, a superintendent's residence, a large kitchen, dining room and service building, a new power house, a female helpers' dormitory and a kitchen and dining room building at the nurses' home, have been added. With the removal of the penitentiary as planned, a large additional area of ground will be given over to the purposes of this hospital. Through the acquisition of a new pier at the foot of East Fifty-third street, on the grade level, taking the place of the pier at East Fifty-second street, which was reached by a long flight of stairs, and the construction of a new waiting room, the approach to the hospital ferry has been greatly improved.



NEW BRADFORD STREET (BROOKLYN) HOSPITAL.



NEW NURSES' HOME, KINGS COUNTY HOSPITAL—Clarkson Street and New York Avenue.

At the Metropolitan Hospital a new building, with a capacity for over a hundred nurses, has been added to the plant, while the present nurses' home has been enlarged by the construction of a commodious wing. Besides these improvements, a male helpers' dormitory and a kitchen and dining room building has been added to the equipment of the Tuberculosis Infirmary. The construction of two new tuberculosis hospital pavilions at this institution has been authorized at a cost of \$480,000, while the power plant and the laundry are being extended at an approximate expense of \$150,000.

A contract has been let for the construction of a new staff house at this hospital, and the erection of a new morgue and pathological building has also been authorized.

Contracts have been let for the preliminary work necessary for the lighting of all the hospitals on Blackwells Island by electricity.

The City Home for the Aged and Infirm has also been the scene of extensive improvements. New reception pavilions for male and female inmates, with extensive bathing and fumigating apparatus, are now ready for occupancy, a new operating pavilion is completed, while a new neurological hospital building and a day room, which has been greatly needed for years, are in course of construction. As soon as these buildings are ready the fire risk will be minimized through the destruction of old wooden buildings which have been in use for many years.

## RANDALLS ISLAND.

At the children's hospitals and schools two new isolation buildings have been added, thereby helping to control the occasional outbreaks of contagious diseases among the children, while five thoroughly equipped toilet towers have been added to as many buildings in which the feeble-minded and the epileptic receive care.

The dormitory for male helpers on this island, in which the employees slept in cells, has been entirely reconstructed by removing the cells, substituting beds and making other changes and improvements. Plans have also been prepared for the construction of a new nurses' home in connection with the Children's Hospital. A new dock has been acquired at the foot of East One Hundred and Twentieth street for the ferry to Randall's Island. Inasmuch as the State proposes to take the feeble-minded and epileptic inmates of the Randall's Island institutions to the new State Colony near Theill's, in Rockland County, and to remove the inmates of the House of Refuge on Randall's Island to a proposed new institution near Yorktown Heights in Westchester County, it has been thought best to move slowly in the matter of expenditures for construction. There is no reason, in my opinion, why, in course of time, Randall's Island should not be developed into a beautiful park for the sick children of the poor.

## BOROUGH OF MANHATTAN.

The new Municipal Lodging House on East Twenty-fifth street, the construction of which has been delayed through serious engineering difficulties, is nearing comple-



tion. It will provide accommodation for as many as 1,000 homeless men and women, with every convenience for bathing and fumigation. It will be the most complete building of its kind ever erected, and a valuable and unprecedented contribution to the humanities as well as the sanitation of the City.

#### BOROUGH OF BROOKLYN.

In this Borough the Department now has its own office building. In it are housed the general borough officers, the Bureau of Dependent Adults and the Children's Bureau. The new Coney Island Hospital, which will be the first general public hospital constructed in the Borough for many years, is rapidly approaching completion. It has a bed capacity of 100, and can readily and economically be enlarged so as to provide for double that number. It has, in addition to the main building, a new nurses' home and separate quarters for the male and female help. In connection with this hospital, to provide for future extension, real property to the extent of twenty acres has been acquired on the Ocean parkway.

For the new Bradford Street Hospital a site has been purchased and plans are now in course of completion for the hospital building, the construction of which, at a cost of \$250,000, has been authorized. At the Kings County Hospital, Flatbush, a new psychopathic pavilion and a new Nurses' Home have been erected, and a morgue and pathological building are in course of construction. Plans have also been prepared and the means provided for the addition of a new wing to the hospital itself. All of these improvements will add greatly to the facilities of this institution.

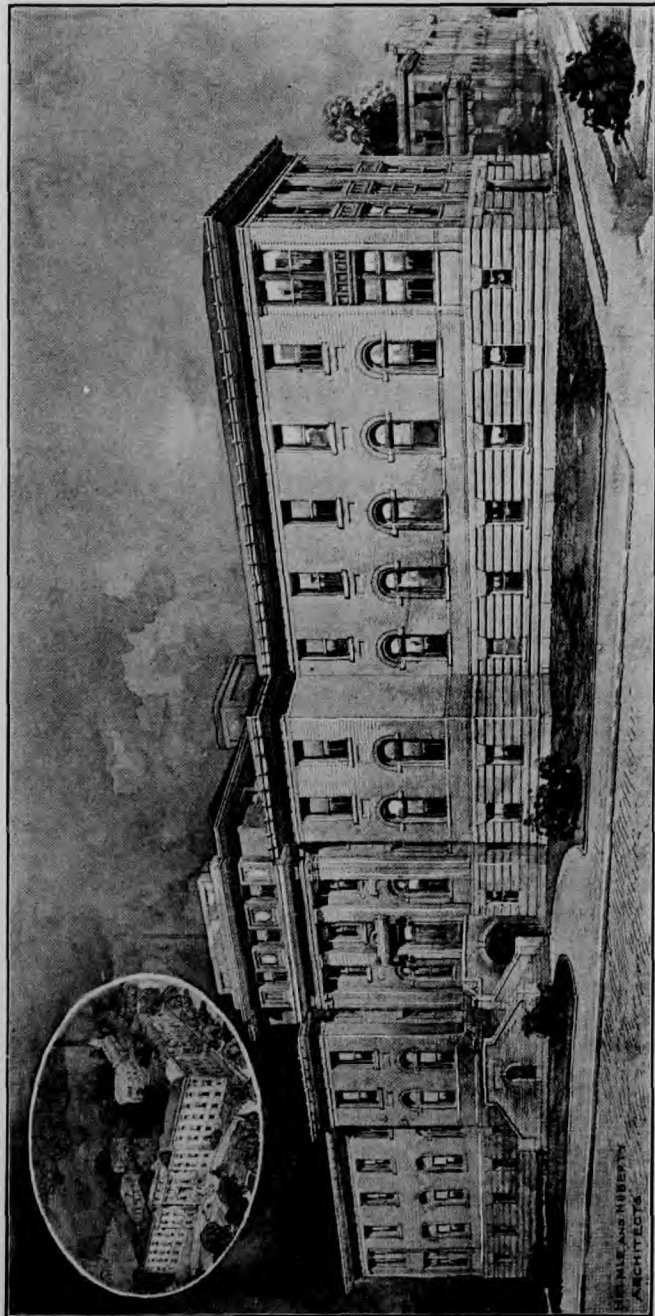
#### BOROUGH OF RICHMOND.

In this Borough what I regard as one of the greatest works ever undertaken by the Department of Charities is now well under way. I refer to the new Sea View Sanatorium. This work was considerably delayed by court proceedings, but the contracts for six of the eight pavilions have been let at a cost of \$873,000, and it is expected that some of these pavilions will be so far advanced in construction that they can be roofed over before the work is discontinued for the winter. This great tuberculosis sanatorium, which will equal in design and equipment any ever constructed, will ultimately provide effective care for 1,500 patients.

The Department has also obtained a pier at Mariners Harbor, and has built three new cottages for the care of the poor, and a new dormitory of thirty beds for the use of male employees.

#### PRESENT CONDITIONS.

As a result of the work of the past five years it may be stated that the Department of Public Charities is, in plant, equipment and administration, in better condition than ever before in its history.



NEW CONEY ISLAND HOSPITAL—Ocean Parkway, near Avenue Z.



SEA VIEW SANATORIUM FOR TUBERCULOSIS PATIENTS—(Staten Island).

The institutions of this Department are subject to the constitutional supervision of the State Board of Charities, whose report for 1907 contains the following statement with relation to the improvements that have been made:

"In conclusion, your Commissioner wishes to emphasize his satisfaction at the generous consideration given by the administration of Mayor McClellan to the request for the appropriations for new buildings, for improvements and for more adequate maintenance made by the Commissioner of Public Charities. The results are most marvelous. Should reasonable applications yet to be made by this Department of the City Government within the next few years meet with the same favorable action by the Mayor and the Board of Estimate and Apportionment, the reproach which has so long been laid at the door of our City that it has neglected its sick poor while spending lavishly for other purposes, will be removed, and our citizens enabled to 'point with pride' to well planned and maintained public hospitals and homes, as for a generation they have called attention to the excellence of many of the charitable institutions supported by private benevolence."

#### BELLEVUE AND ALLIED HOSPITALS.

It has been the policy of this administration to keep the work of these hospitals up to the very highest point of efficiency, and under the energetic direction of Dr. Brannan this has been possible without any extraordinary expenditure of money. There are no similar institutions in the City the work of which is so close to the mass of our people, and it should be a matter of pride to us all to note what has been accomplished during the past five years in this field of municipal activity.

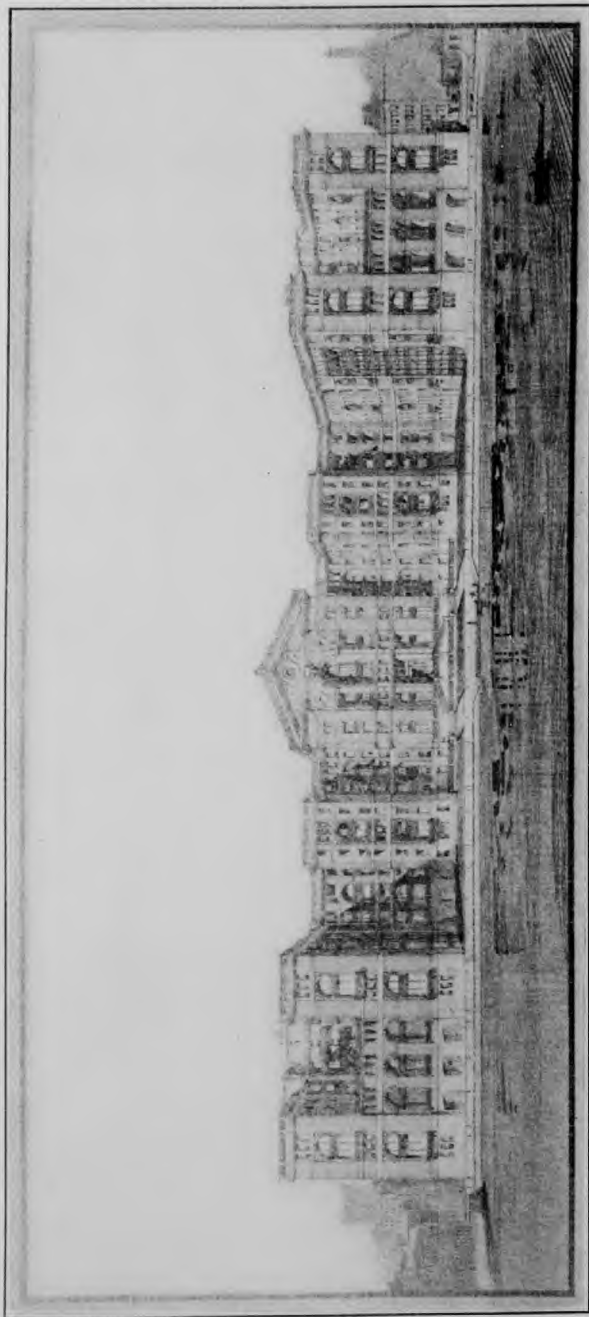
First in importance are the new buildings which have been erected. These are Harlem and Fordham Hospitals, opened on May 1, 1907; a new wing at Gouverneur Hospital, opened in the fall of 1907; Pavilions A and B of the new Bellevue Hospital, opened on November 4 last, and the new Training School for Nurses at Bellevue, which will be opened in February.

The Harlem and Fordham Hospitals accommodate 150 patients each, the new wing at Gouverneur Hospital accommodates 63 patients and Pavilions A and B, at Bellevue, 397 patients, a net increase of 660 beds.

In addition to the completion of the two pavilions at Bellevue, the new pathological department and the dormitory for men employees are well advanced and will be completed next summer. Contracts have also been awarded for a new boiler house and a coaling station. The bulkhead wall under construction by the Department of Docks and Ferries is being pushed rapidly and will shortly add two and one-half acres to the grounds of the hospital.

The new building for the training school of women nurses at Bellevue is practically completed. It will accommodate 300 nurses. Plans for a training school at Harlem Hospital have also been prepared.

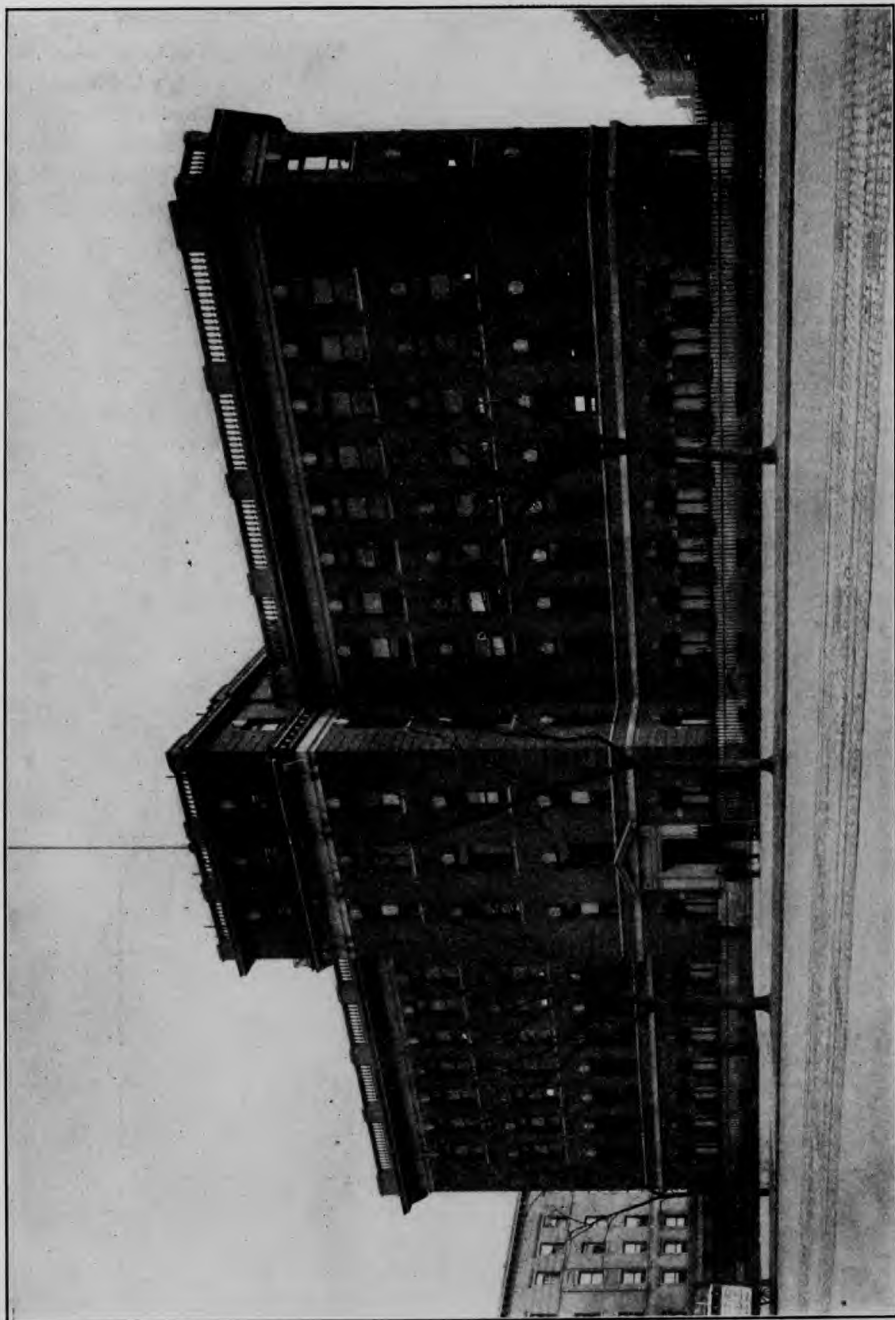




NEW BELLEVUE HOSPITAL.—View from the East River.

Upon the opening of the Harlem and Fordham Hospitals, the nursing of patients, which was formerly furnished by the training school of the City Hospital, was assumed by this department. Owing to the impossibility of procuring pupil nurses it was necessary to appoint graduate nurses at a salary of \$600 a year. Later, a course in post-graduate nursing was established and the majority of the graduate nurses have now been replaced by post-graduate nurses at a salary of \$300 a year.

Considerable attention has been given during the five years to the rules and regulations affecting the medical service of the department. A rule has been adopted requiring professional experience varying from three to ten years in all appointees to the visiting staff; also a rule requiring the presence of a visiting or assistant visiting surgeon at all operations involving general anaesthesia.

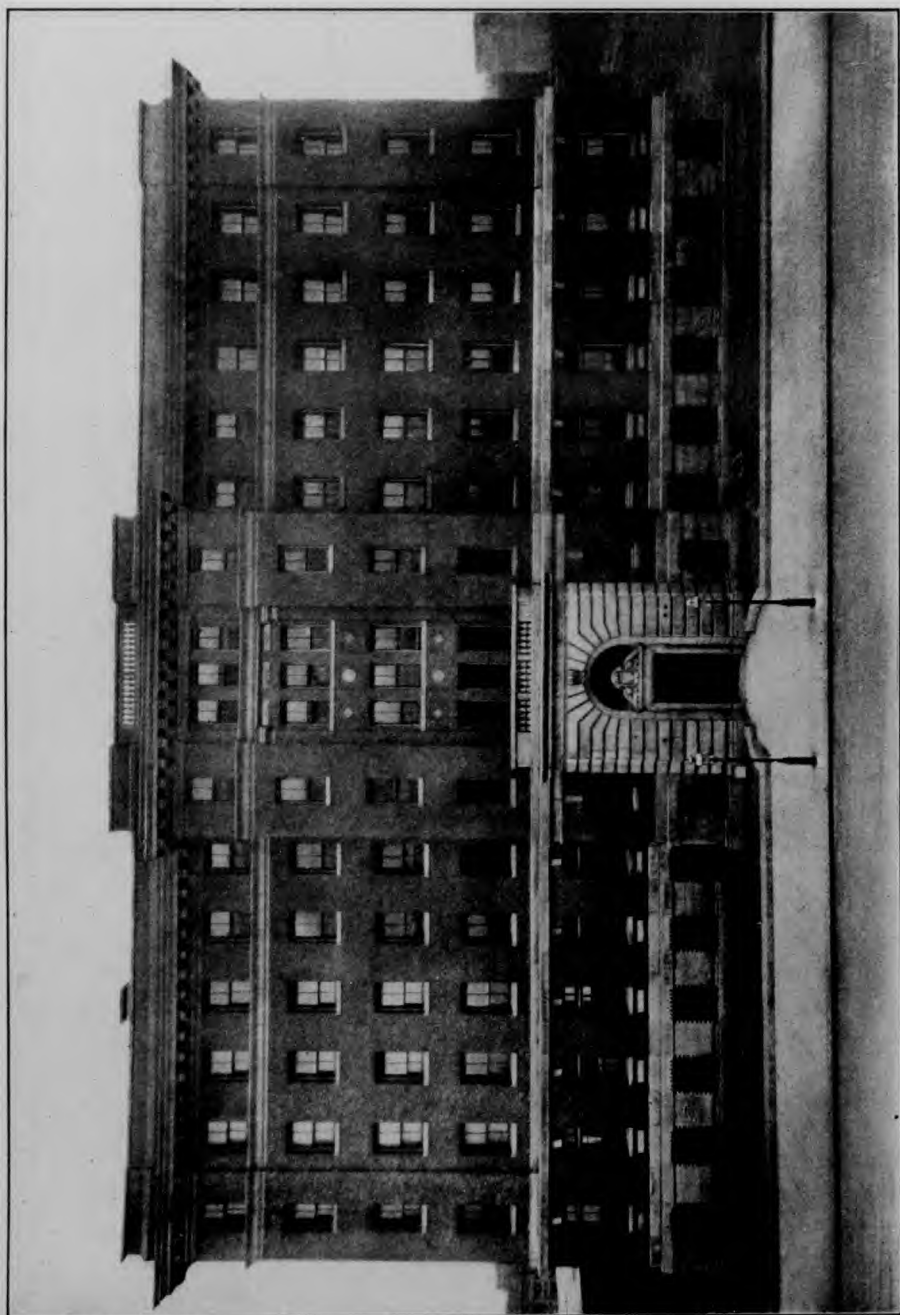


HARLEM HOSPITAL—One Hundred and Thirty-seventh Street and Lenox Avenue, Manhattan.

The most important improvements in the administration of the Department are the appointment of four paid admitting physicians at Bellevue to examine all applicants for admission, the appointment of two Trained Nurses to devote their entire time to investigating the needs and home conditions of patients about to leave the hospital, in order to supply needed relief, through the co-operation of philanthropic societies and from a fund established by voluntary contributions; the establishment of day camps aboard the disused ferryboats "Southfield" and "Westfield," for patients suffering from tuberculosis; the supplying of tooth brushes to all patients in the hospitals of the Department, and the appointment of forty Dentists at Bellevue to care for and treat the defective teeth of patients, particularly children.

A new system of recording cases has been prepared by the Medical Board, a system that has since been adopted by many of the leading hospitals throughout the country. It is also gratifying to note that the nomenclature established by the Medical Board of Bellevue has been made national in its application through its adoption by the authorities in Washington. A volume of medical and surgical reports of cases treated in the hospital which have special scientific interest has been prepared by members of the visiting staff and published. Four additional volumes are now in course of preparation.

It is proposed to establish a neuro-psychiatric department, in which the patients suffering from mild mental disease and functional nervous diseases will be grouped. It is planned to place the alcoholic service also in this department. This grouping will enable the physicians who are skilled in mental diseases to separate those patients in whom alcoholism is an expression of a mental illness from the wilful and habitual drunkards, enabling the former to receive the scientific treatment which they require, and prevent imposition on the City by the latter class.



TRAINING SCHOOL FOR WOMEN NURSES.—(Bellevue Hospital).



DEPARTMENT OF EDUCATION.

New York City is traditionally liberal in the matter of public education. During the past five years the demands on it for this purpose have grown at a greater rate than ever before in our history. It has been the constant aim of the Board to return to the community, not only in facilities for obtaining education, but in actual education, full value for every dollar expended. As Mayor of the City, I am very proud of what has been accomplished in this direction during the past five years. There is no such thing as being satisfied with the work of a department of this character, for, with a population which grows like ours, there is always more to be done. But the record is an excellent one, as the statistics which I have the honor to place before you show.

Since 1904, the new sites acquired number 179, not including 11 sites authorized to be acquired. Ninety-six new buildings and 134 additions to existing buildings have been erected in this time, providing 226,552 sittings. In addition to this, 14 new buildings and 14 additions, providing 45,380 sittings, are under contract.

On June 30, 1904, there were 501 schools under the jurisdiction of the Department. On September 30 last there were 522 schools. This apparent inconsistency with the above statement of new buildings opened is due to the consolidation of schools and the abandonment of many of the old and smaller buildings.



DE WITT CLINTON HIGH SCHOOL—Tenth Avenue and West Fifty-ninth Street, Manhattan.

STATISTICS OF SCHOOL ATTENDANCE.

	1903-1904.	1904-1905.	1905-1906.	1906-1907.	1907-1908.
Net enrollment in all schools.....	622,201	655,503	680,322	695,614	716,965
Average daily attendance.....	466,571	487,005	505,827	523,084	545,098
Average register in high schools....	19,330	20,770	21,493	22,931	25,264
Average register in training schools.	758	899	1,217	1,463	1,713
Average register in elementary schools .....	496,925	515,526	529,811	550,474	569,782
Average register in kindergartens..	13,645	13,911	15,609	16,785	20,582

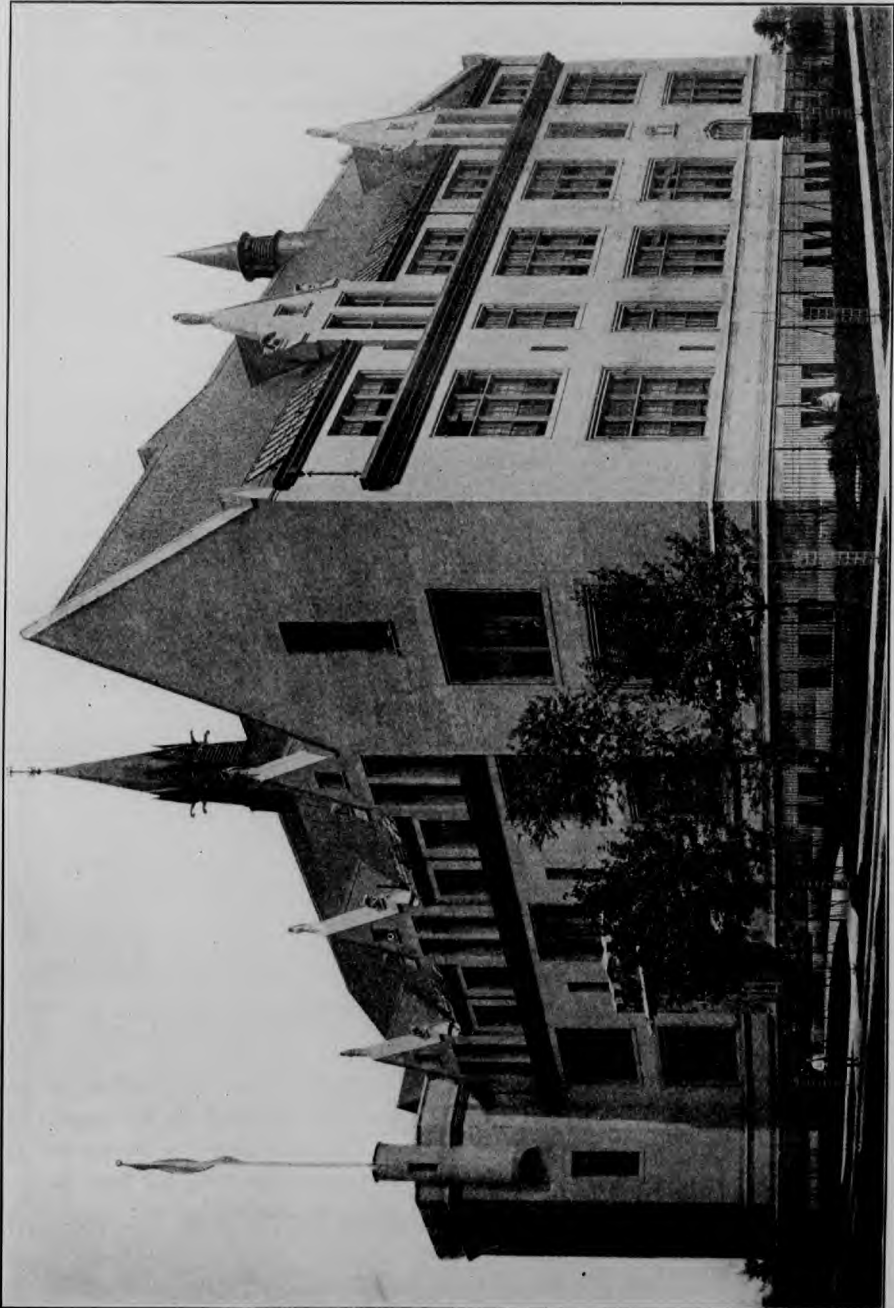
On January 31, 1904, there were 75,460 pupils on part time in the city. On June 30 last there were 55,955. In this connection, I wish to state that a school day for part time pupils is 3¾ hours, while the regular school day is 5 hours.

Ten evening high schools and 65 evening elementary schools were operated in the season of 1903-1904. This season 15 high and 85 elementary evening schools are in operation. In addition, the Board has continued the vacation schools, vacation playgrounds, evening recreation centres, open air playgrounds, afternoon roof playgrounds, evening roof playgrounds, piers, baths, kindergarten centres, etc.

The number of lecture centres has been increased from 143 in 1904 to 178 in 1908, and the number of lectures delivered from 4,665 to 5,572. The attendance at these lectures has grown in proportion.



COMMERCIAL HIGH SCHOOL—Albany Avenue, Bergen and Dean Streets, Brooklyn.



TYPES OF MODERN SCHOOLS—Public School 152, Avenue G and East Twenty-third and





TYPES OF MODERN SCHOOLS—Public School 66, Eighty-eighth Street, near First Avenue, Manhattan.

New buildings for the New York Training School for Teachers and the Brooklyn Training School for Teachers were opened in 1907. In 1906 the State Normal School, located at Jamaica, was taken over by the Board of Education, and is now the Jamaica Training School for Teachers.

Among the important buildings opened since 1904 are:

DeWitt Clinton High School, Manhattan, opened 1906.

Stuyvesant High School, Manhattan, opened 1907.

Manual Training High School, Brooklyn, opened 1905.

Commercial High School Brooklyn, opened 1906.

Erasmus Hall High School (part), Brooklyn, opened 1906.

Eastern District High School, Brooklyn, opened 1907.

Bryant High School, Long Island City, Queens, opened 1904.

Curtis High School, New Brighton, Richmond, opened 1904.

A site for a new building for the Washington Irving High School, on Irving place, East Sixteenth and Seventeenth streets, was acquired in 1906 and 1907.

A site for a supply depository building on First avenue, East Sixty-seventh and Sixty-eighth streets, was acquired in 1907.

A site for a new high school in Brooklyn, on Irving and Putnam avenues, was obtained in 1908 through the co-operation of the Department of Parks.

A site for a parental school was acquired in 1904, and the buildings are far advanced toward completion.

In 1905 a beginning was made in the establishment of classes for crippled children, and in the following year two schools for crippled children established as private institutions were taken charge of by the Board.

In 1907 the Board secured from the Navy Department the loan of the gunboat "Newport" as a training ship for the New York Nautical School, to take the place of the antiquated "St. Mary's."

The first public school for deaf mutes in this city was opened in September, 1908.

A special school for backward and defective children was established in Public School 120, Manhattan, in 1906.

In 1905, special attention having been directed to the physical condition of the public school children, the Board of Estimate and Apportionment, on the request of the Board of Education, authorized the issue of Corporate Stock to the amount of \$500,000 for the acquisition, construction and improvement of sites for four athletic fields. In that year and the following year sites were purchased as follows:

Adjoining the Curtis High School, Richmond (Curtis Athletic Field); on Avenues K and L, East Sixteenth and Seventeenth streets, Brooklyn (Brooklyn Athletic Field); on Orchard and Munson streets and East River, Astoria, Queens (Astoria Athletic Field). In The Bronx a plot of land in Crotona Park was assigned by the Park Department to the Board of Education for the Crotona Athletic Field. The work of erecting a grandstand has been completed at the Curtis Field, is nearly completed at the Astoria Field, and is well advanced at the Crotona Field. All of the athletic fields, with the exception of the one last named, have been in active use for some time. The cost of the athletic fields, with their equipment, was \$369,029.08, leaving a balance of \$130,970.92.

The Third Biennial School Census was taken in October, 1906, showing 953,485 children between the ages of five and eighteen, of whom 557,368 attended public schools and 131,044 other than public schools; the number of truants reported was only 411.

#### DEPARTMENT OF BRIDGES.

##### MUNICIPAL OFFICE BUILDING.

I regard the erection of the new municipal office building, which is part of the general scheme of extension of the Manhattan terminal of the Brooklyn Bridge, as one of the most important projects the City has ever undertaken. This building is to cost approximately \$8,000,000, and when completed will house almost all of the City Departments. The various Departments which it has been decided to place in this building are to-day paying \$453,593.46 annual rental. Not only will this rental be saved each year, but it is calculated that ample accommodation will be found in the building for many of the principal courts. It is too early to say just how large a saving will be accomplished, but it may be possible to care for so many of the courts that the construction of a new court house will be unnecessary.

The Commissioner of Bridges, under chapter 670, Laws of 1907, was authorized, subject to the approval of the Board of Estimate and Apportionment, to provide for the erection of the municipal building upon land already acquired for the extension of the Manhattan terminal of the Brooklyn Bridge. In my annual message to your Honorable Board two years ago I recommended that all architectural work outside of the minor work of City Departments be awarded after competition, the contestants to select their own juries. This plan was followed with most satisfactory results in the case of the municipal building.

On December 12, 1907, the conditions governing the competition were issued to the competitors. These conditions required the design of an office building, not less than twenty stories high, to be located on the plot of land included in the blocks bounded by Park row, Duane street, Centre street and Tryon row, Chambers street, from Park row to Centre street, passing through the building.

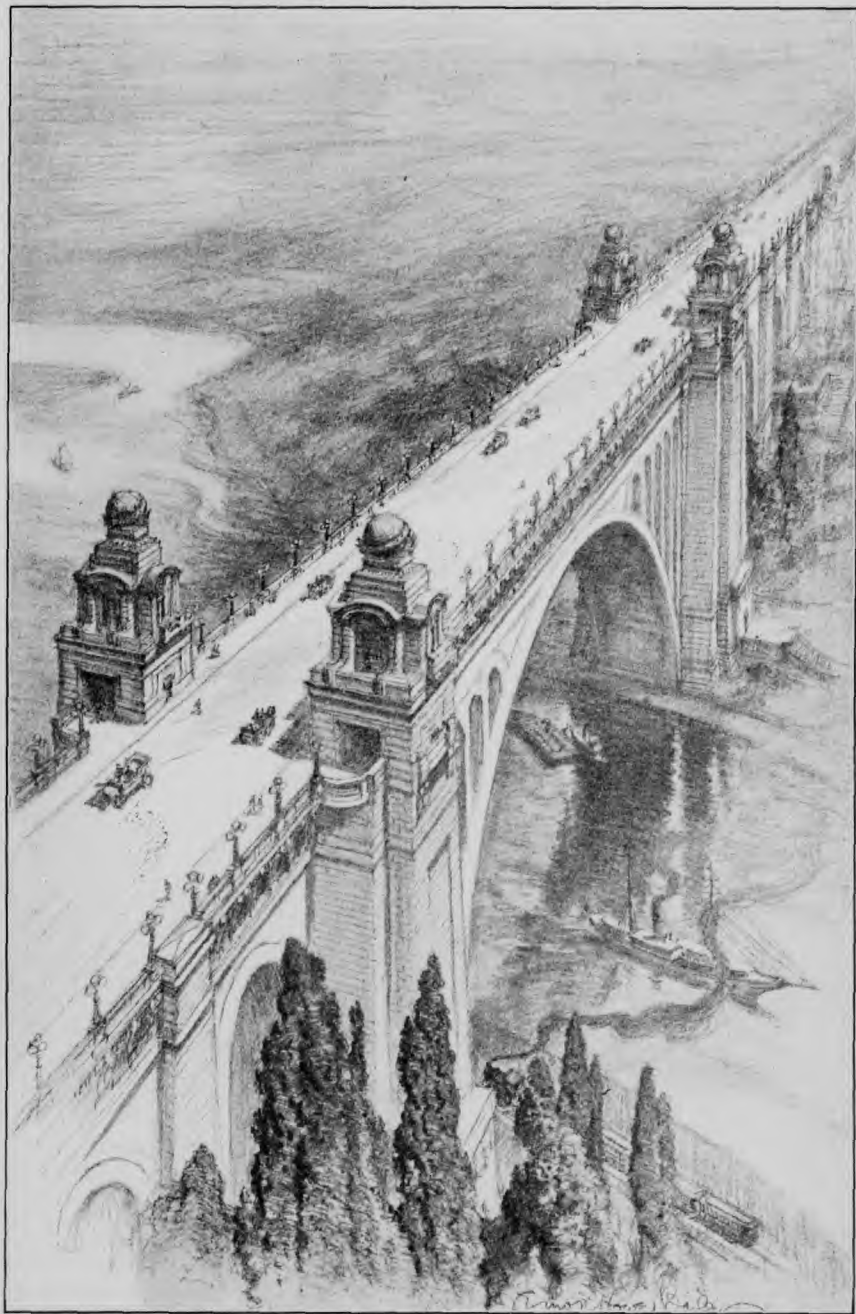


NEW MUNICIPAL BUILDING—As It Will Appear from Broadway and Park Place.





NEW MUNICIPAL BUILDING—As It Will Appear from Chambers Street West of Broadway.



HENRY HUDSON BRIDGE.



HENRY HUDSON MEMORIAL BRIDGE.

Twelve designs were submitted by the competitors on April 15, 1908. These designs were carefully reviewed by the jury already selected by the competitors themselves. Early in May the jury selected the design of McKim, Mead & White.

The design selected is for a twenty-five-story building, surmounted by a tower ten stories in height. The total height of the building, including the tower, will be 559 feet, the third highest office building in the city.

Immediately after the selection of the architect the development of detail plans was begun. On May 22 the Board of Estimate authorized an issue of \$2,700,000 of Corporate Stock to defray the cost of the foundations of the building and to pay the architects' fees.

The general plans of the building were approved by the Art Commission June 17. By October 16 the plans, specifications and a form of contract for the foundations had been prepared in detail and approved by the Board of Estimate, and on November 12 bids for the construction of the foundations of the building were advertised for. These bids were opened on December 3 and a contract subsequently awarded.

The plans for the building proper are being rapidly developed, and it is expected to let a contract for the steel frame, shell and all the plumbing and piping of the building in the spring.

THE BROOKLYN BRIDGE.

Since 1904 there has been a steady increase in both the trolley and elevated railroad service on this bridge. The growth in the capacity of the trolley service since 1903 is shown by a day's record in each of the years from 1903 to 1908, inclusive:

	1903.	1904.	1905.	1906.	1907.	1908.
Cars.....	3,807	3,840	3,972	3,995	4,295	4,332

During this period the number of trolley cars operated across the bridge during the rush hours has been increased from 220 an hour in 1904 to as high as 347 an hour in 1908. As the result of the construction of a steel viaduct across Sands street, Brooklyn, which was put in operation on September 28 last, the running time of trolley cars across the bridge has been cut down 33 per cent.

The work of extending the Manhattan station across Park row to secure greater train accommodation was started in 1907. On January 27 last the operation of through elevated railroad trains at all hours of the day was begun, and six-car trains have since been operated during the morning and evening rush hours. The consequent retirement of the bridge local trains has eliminated the change of cars and stair-climbing at the Brooklyn end, and the crush and congestion during the evening rush hours at the Park row station.

We are now operating 366 cars each rush hour in the elevated service, as against a limit of 268 cars an hour in 1905. Seven platforms are now used in loading and unloading in place of the single one used in 1905, while the operation of trains is safeguarded by the most improved electric signal system known. It was distinctly understood at the time of the erection of this temporary terminal that it was to be removed as soon as the subway loop was completed, and this understanding still holds.





MANHATTAN BRIDGE, EAST RIVER, AS IT NOW APPEARS.

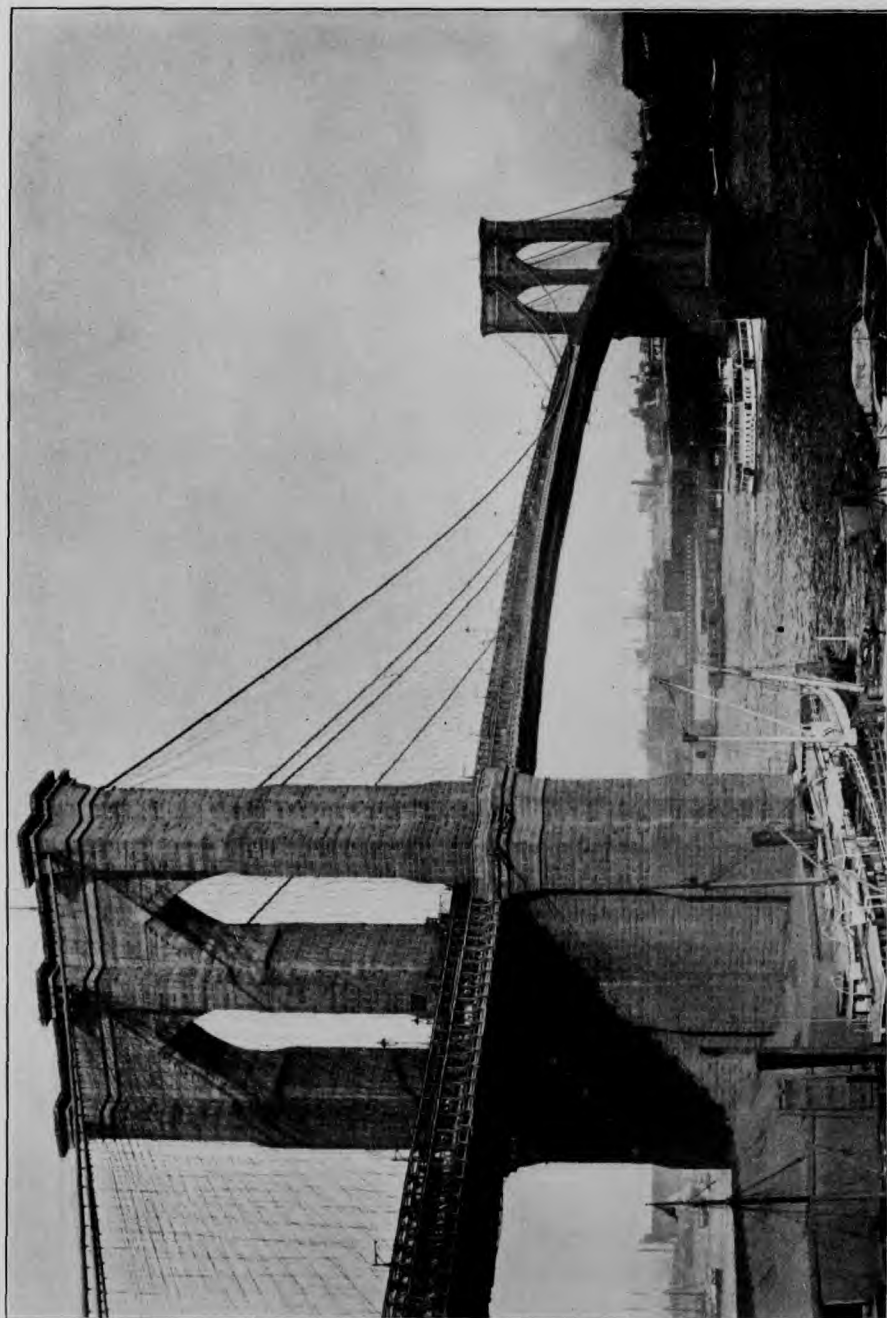


MANHATTAN BRIDGE, EAST RIVER, AS IT WILL APPEAR WHEN FINISHED.

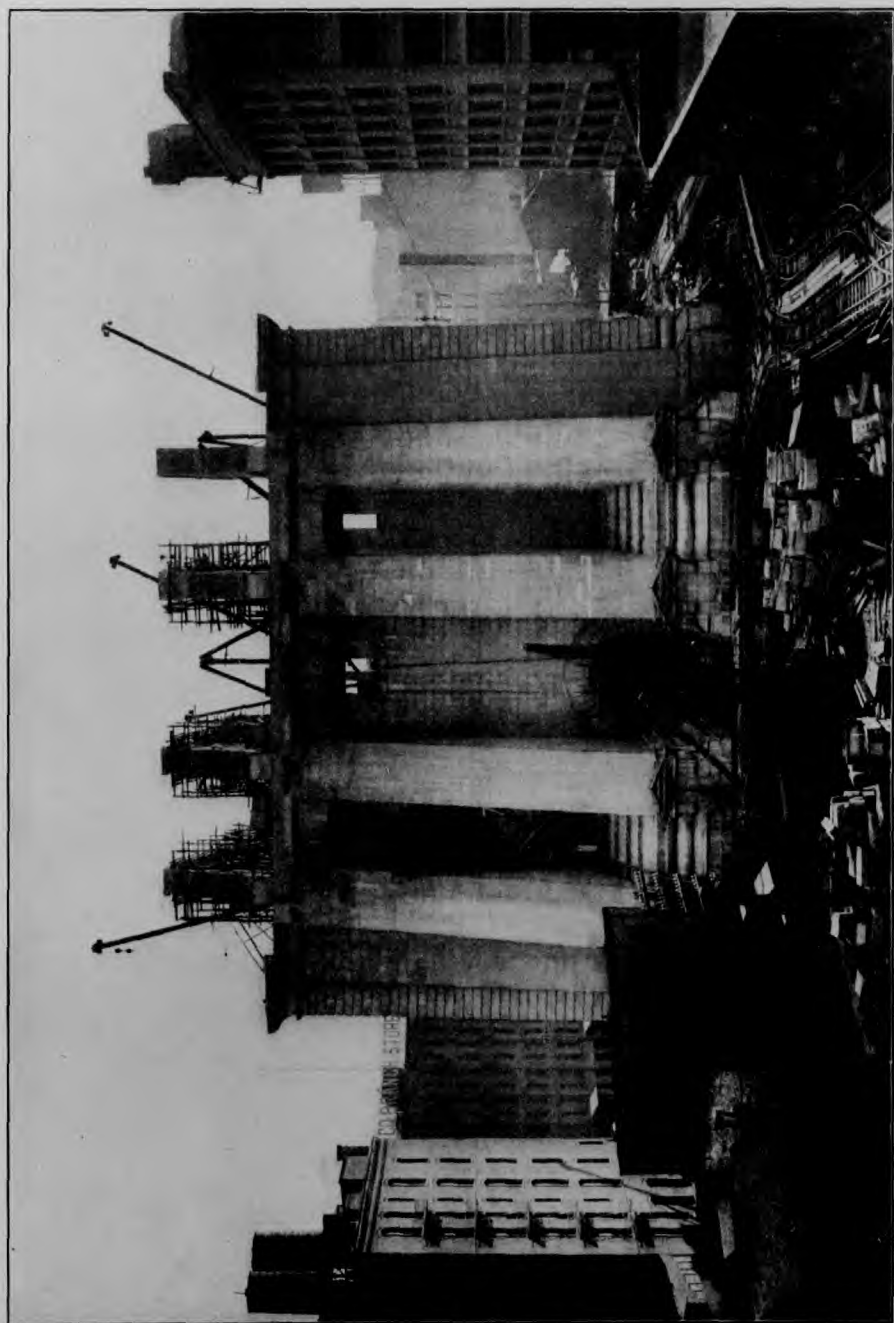




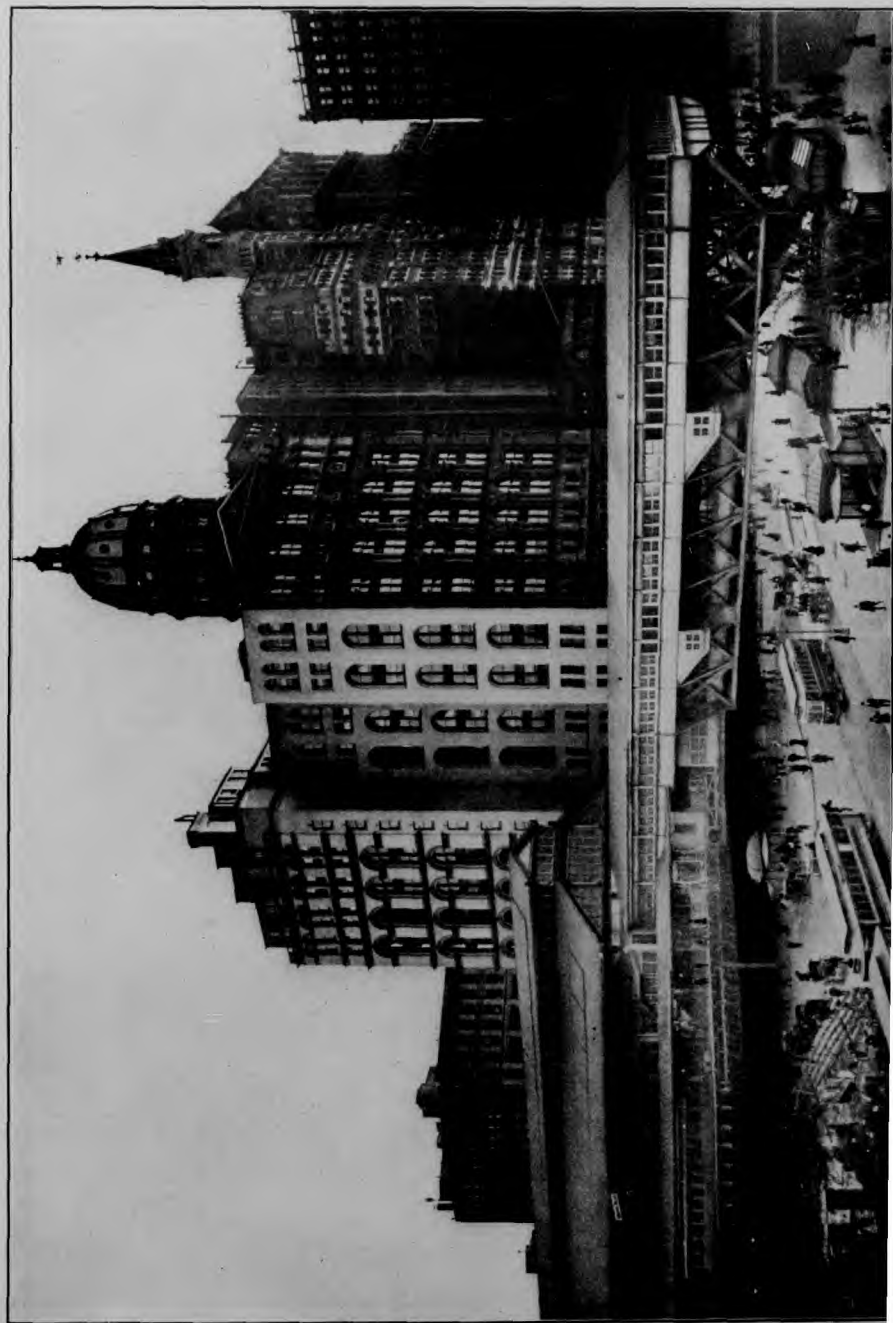
MANHATTAN BRIDGE—Towers and Completed Footbridges.



BROOKLYN BRIDGE.

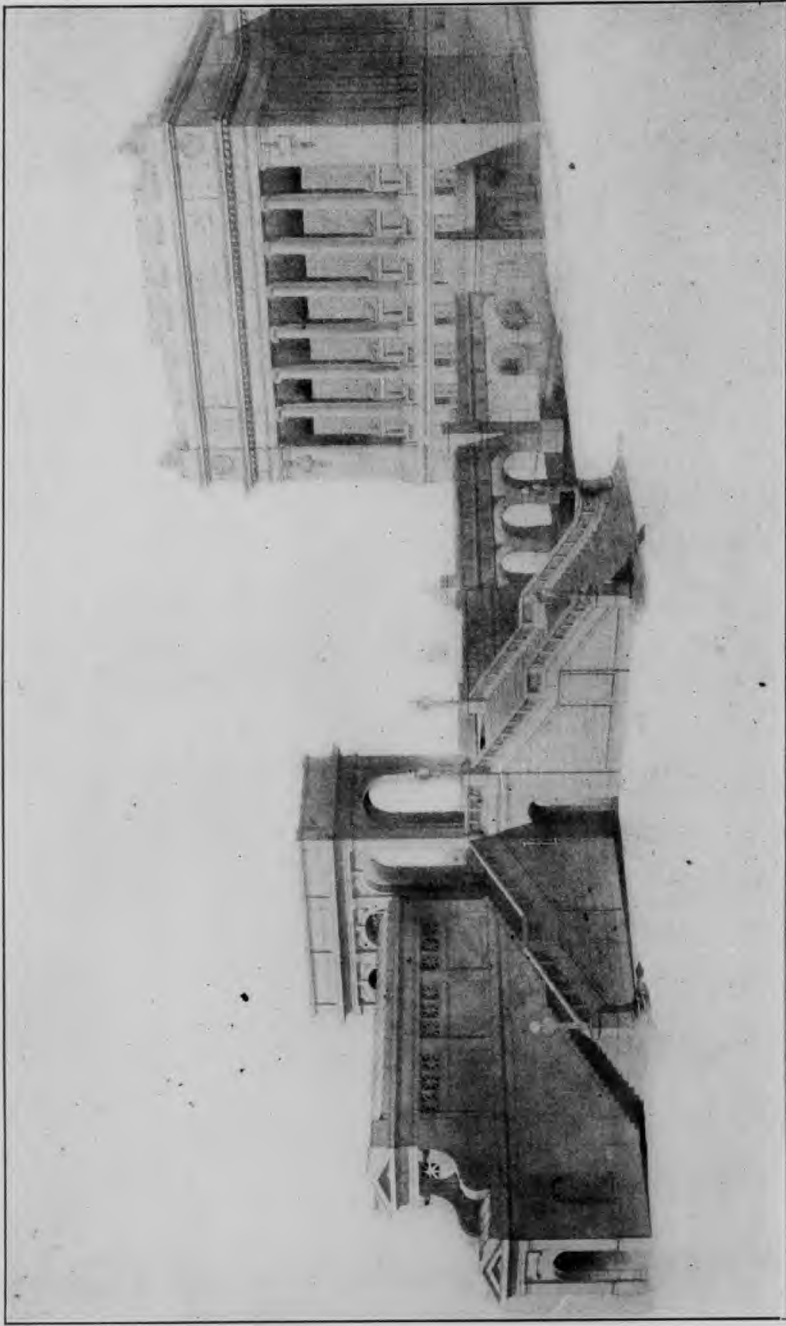


MANHATTAN BRIDGE—Brooklyn Anchorage.

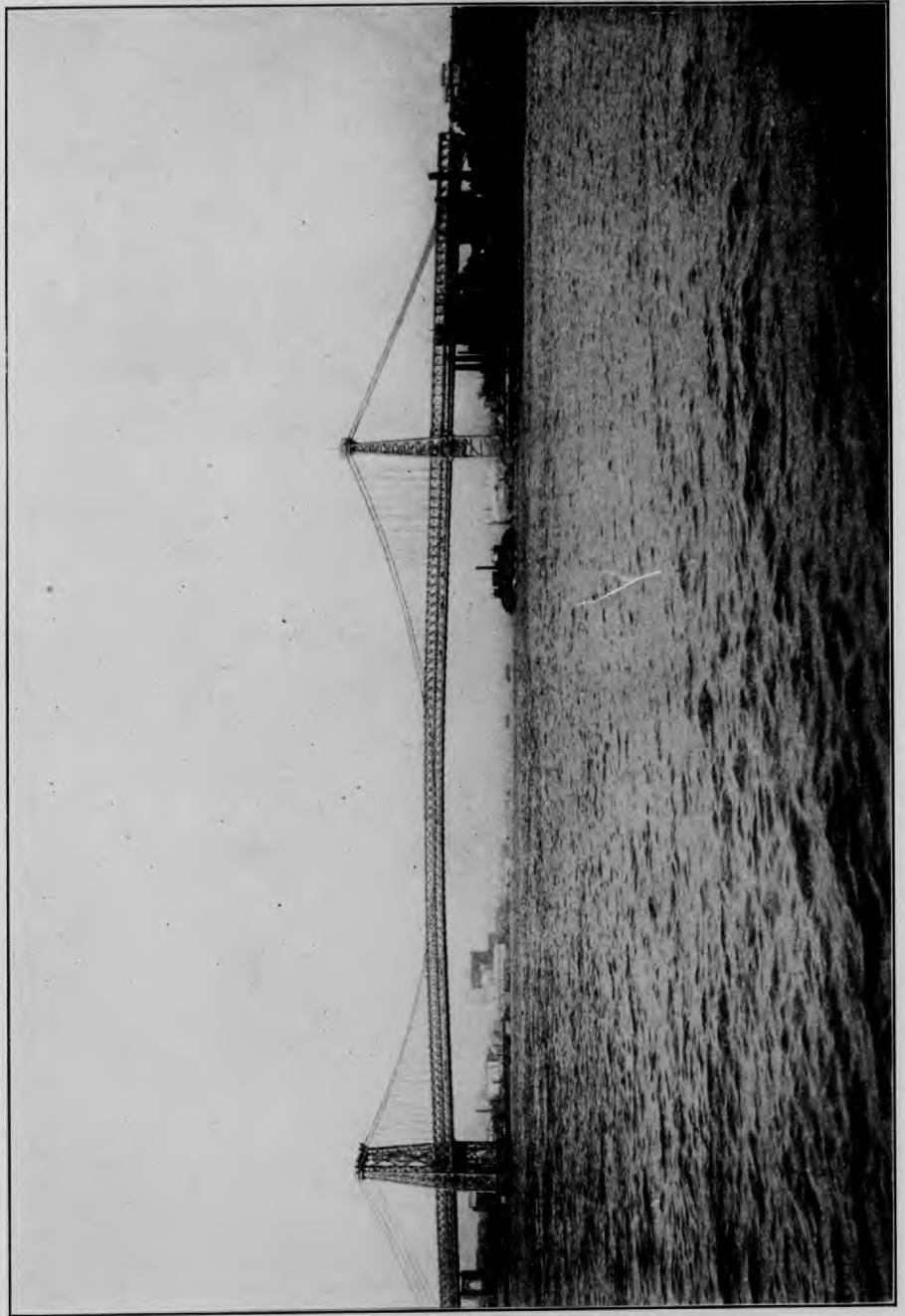


BROOKLYN BRIDGE—(Showing Temporary Extension of Manhattan Station, and Relation of

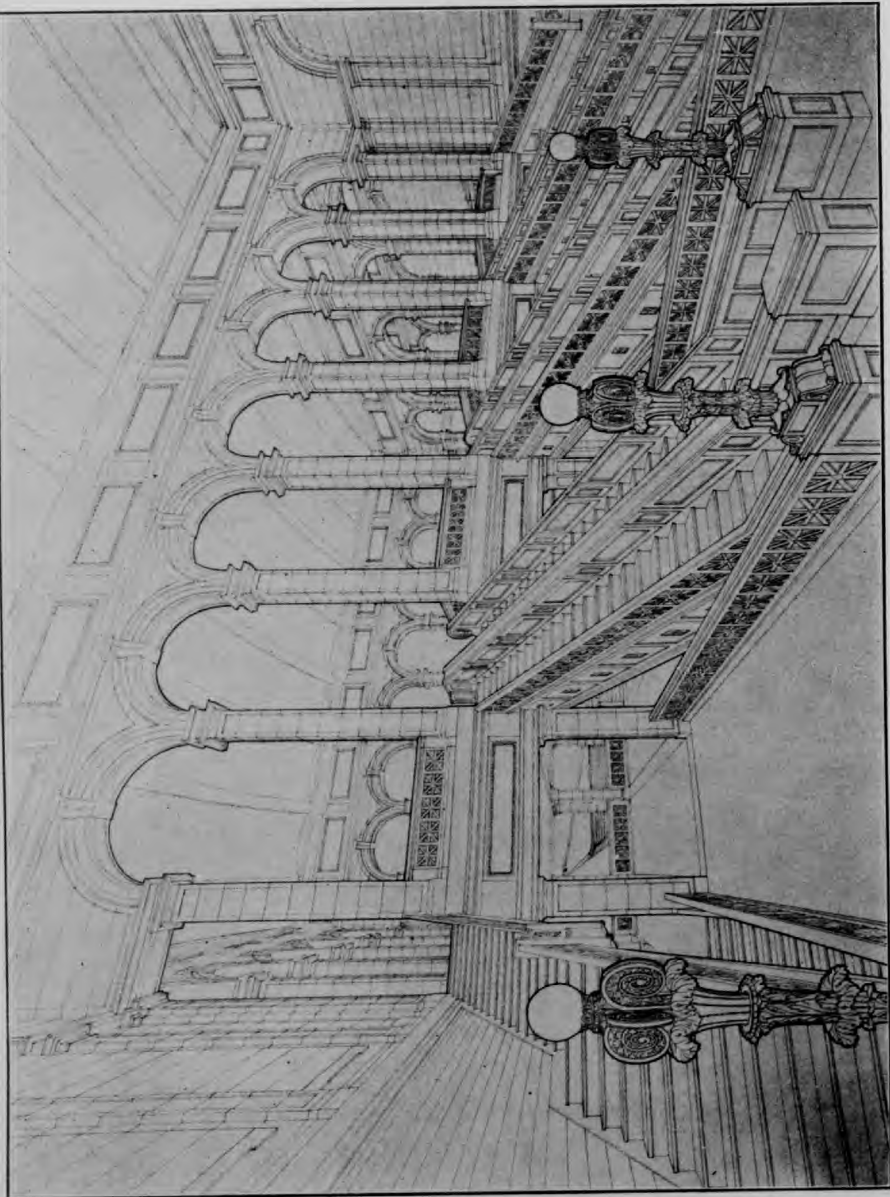




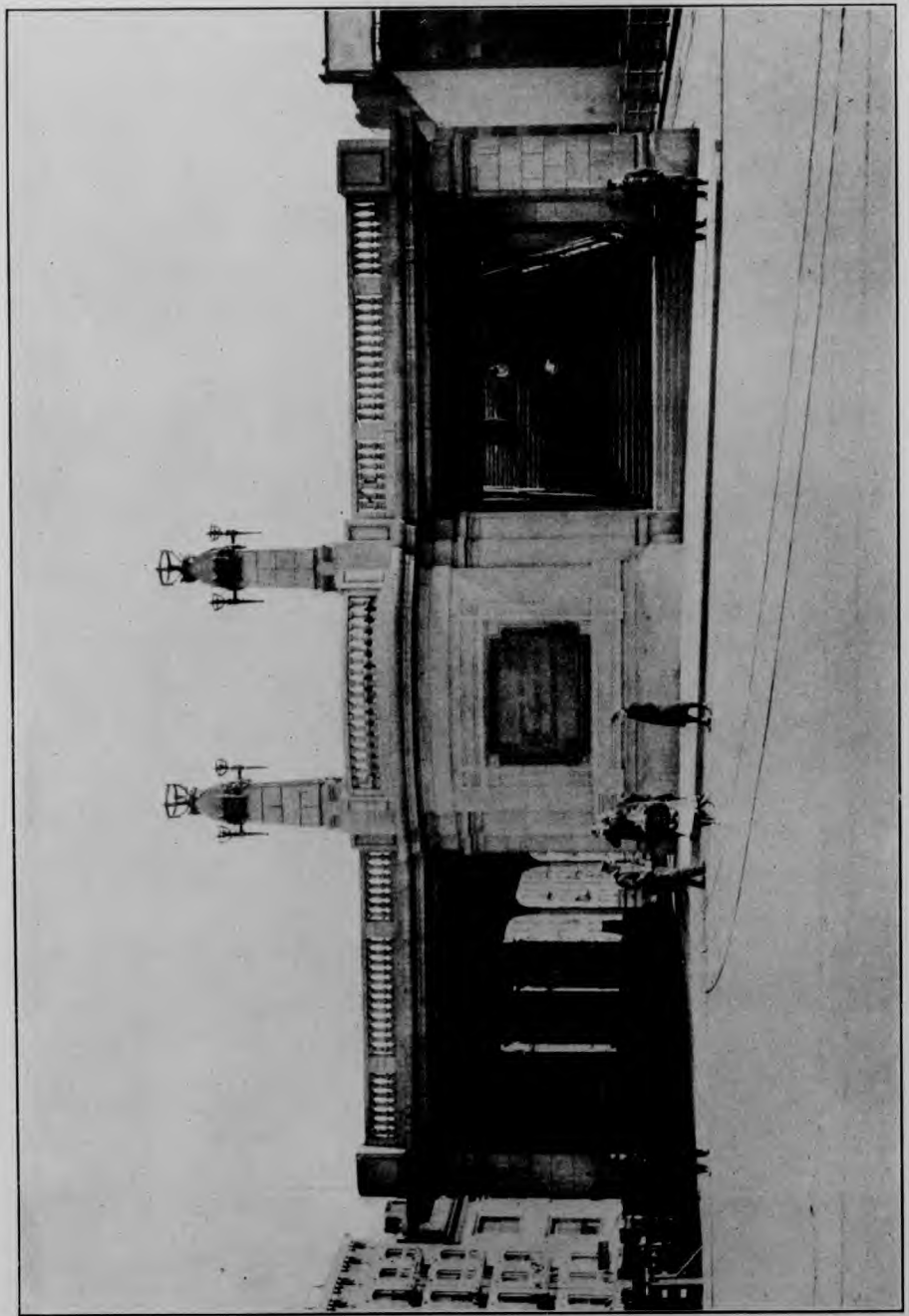
MANHATTAN ENTRANCE, BROOKLYN BRIDGE—To Supersede the Present Temporary Structure.



WILLIAMSBURG BRIDGE.



BROOKLYN BRIDGE ENTRANCE—Interior of Proposed Station for Manhattan, Showing



MANHATTAN ENTRANCE, WILLIAMSBURG BRIDGE



## THE WILLIAMSBURG BRIDGE.

On January 1, 1904, neither the elevated nor surface car tracks had been laid on the Williamsburg Bridge, although the bridge had been officially declared open. Contracts were at once made for this purpose, and traffic agreements were entered into with the Brooklyn companies for the operation of cars on the southerly tracks to the station in New York, and with the New York Company for the operation of cars on the northerly tracks to the Plaza at the Brooklyn end.

On November 3, 1904, the Brooklyn cars commenced operation, and on February 9, 1905, the Fourteenth street and Eighth street lines of the New York Company were started, followed by the Grand street line on November 28, 1905, the Fourth avenue line on January 28, 1907, and the Post Office line on June 7, 1908. On June 30, 1906, the Manhattan terminal of the Brooklyn trolley lines was increased to double its original capacity, and on May 18, 1908, the new subway station, containing eight loops, was opened. This subway station was started and completed during the present administration.

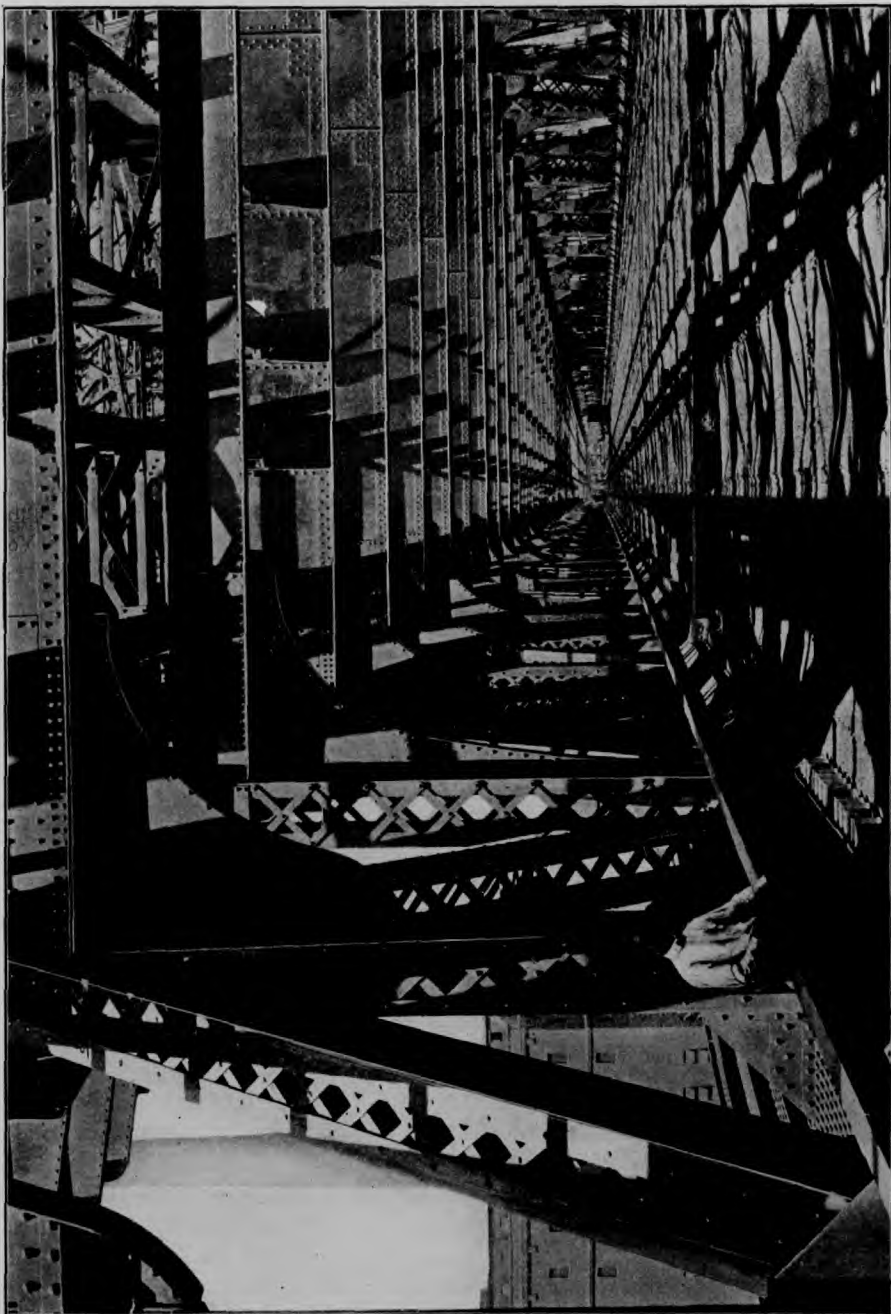
The growth of traffic on this bridge is shown by the fact that the daily average for both ways in 1905 was 105,182 passengers, while during 1908 it was 177,736. Of this latter number, 45,413 were daily carried on the elevated railroad, trains over which were first run on September 16 last, on the opening of the subway station at the Manhattan end, now used for both trolley and elevated trains.

With the improvements now completed and available, the bridge can take care of a traffic of 125,000 people an hour in one direction on its elevated and surface car tracks. The traffic now carried during an entire day could almost be transported either way over the bridge in a single hour with the capacity put to its full use. The subway station furnished accommodations for eight-car elevated railroad trains. It has eight trolley loops, with separate entrances and exits to each of the trolley lines and elevated railroad platforms. It is a durable structure and the most commodious of its kind in the country. It has been designed so as to form a part of any subway system connecting with or using the bridge as a part of its route.

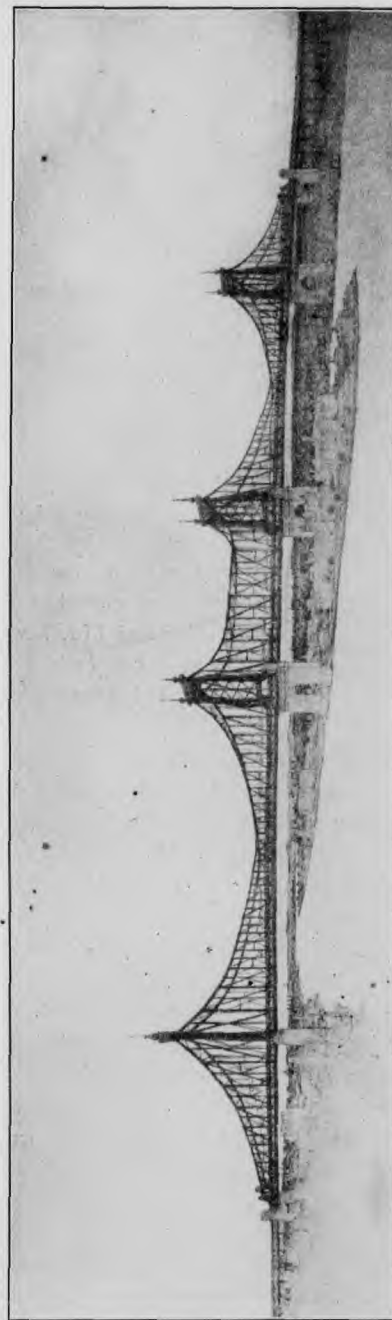
## THE QUEENSBORO BRIDGE.

This bridge will certainly be opened early this year. The contract for the superstructure was let in November, 1903. It called for a cantilever bridge with a roadway and four trolley tracks on the lower deck, and two elevated tracks and two foot walks on the upper deck. In December, 1904, the contract was changed to provide for four tracks on the upper deck.

After the collapse of the Quebec bridge, also a cantilever bridge, questions were raised in the engineering profession as to whether cantilever bridges were being built with a proper margin of safety. The subject was freely discussed in the public prints,



QUEENSBORO BRIDGE—View Showing Centre of West Channel Span, Main Approach.



QUEENSBORO BRIDGE—(Blackwells Island).

and the Bridge Commissioner, with my approval, retained William H. Burr and Boller & Hodge to make reports on all features pertaining to the Queensboro Bridge. The reports have been made public, and as a result of them it is deemed expedient to use but two of the tracks on the upper deck. This has made necessary certain changes and the bridge, when opened, will have the same capacity as the Williamsburg Bridge, 125,000 passengers an hour.

The bridge will immediately be of great public benefit. It will be the gateway through which the farmers of Long Island will bring their produce to the markets of Manhattan, and will also open a thoroughfare for the merchants of Manhattan to send their wares to Long Island. Freight from all parts of the county will be delivered to Manhattan from the Sunnyside Yard of the Pennsylvania Railroad, which is at the Long Island City terminus of the bridge. The bridge will probably be used to as great and probably greater extent for automobile traffic than any other like thoroughfare in the world. I expect the manufacturing industries of Queens to be greatly benefited by the opening of the bridge, as a considerable portion of the vast undeveloped area of the Borough of Queens, convenient to the bridge, is particularly adaptable to manufacturing enterprises.

## THE MANHATTAN BRIDGE.

This bridge, it is now believed, will be completed late in 1909 or early in 1910. Litigation held up the contract for the steel superstructure from 1901 to 1906. In June of the latter year, however, the contract was entered into, and of the 25,000,000 pounds of steel required for the towers, all but 600,000 pounds have been erected. All of the 37,888 wires required in the four cables have been taken from tower to tower and assembled into completed strands. The cables will be fully completed early this year.

The 38,000,000 pounds of steel required for the suspended spans has been manufactured and delivered. The erection of this steel is now under way, and the construction of the approaches is progressing rapidly.

Studies have been made for terminals for the bridge, but the Bridge Department cannot definitely complete the plans until the Public Service Commission and the Board of Estimate determine how the transit facilities for the bridge are to be used.

The bridge will provide for four railway tracks on the lower or roadway floor, and four railway tracks over these on the upper deck. There will be a roadway for vehicles on the lower floor about 35 feet wide, and two footwalks on the same level. With the bridge used to its fullest capacity for railroad traffic, it will be possible to carry across 175,000 passengers per hour each way.

## THE HENRY HUDSON MEMORIAL BRIDGE.

This bridge, the plans and specifications for which are in course of preparation, will be a reinforced concrete structure about 3,000 feet in length. An arch, having



a clear span of 703 feet, will form the central part of the bridge. This span will be over twice as long as any other masonry span ever constructed. It will have a clear height of 183 feet above high water.

This bridge, with its open roadway and 80-foot wide walks, and its lower deck with four tracks suitable for either heavy trains or trolley cars, will lend itself to any scheme of transportation development, without impairing the beauty of the architectural effect which has been attained in the design. It is proposed to lay out parks and parkways as approaches and embellishments to the structure. It is also intended to extend Riverside drive to connect with the bridge, and in this way with the extensive parkway system of The Bronx.

#### OTHER BRIDGES.

In the enthusiasm over the completion of the great bridges across the East River, we are apt to overlook the large number of smaller bridges which have been built during the past five years across the City's navigable streams. These bridges, however, are not only of great importance to the sections in which they are located, but to the entire City.

The Vernon Avenue Bridge over Newtown Creek, connecting Manhattan avenue, Brooklyn, with Vernon avenue, Queens, was opened in 1905. It is one of the largest Bascule bridges in the country, its double leaf lifts, having a water span of 172 feet. It is 1,699 feet long, and 40 feet wide, has a double railroad track, two sidewalks, each eight feet wide, and cost \$1,250,000. It is electrically operated, and can be opened and closed in 90 seconds.

The bridge has been a great factor in the development of this section of the City. The pedestrian travel is in excess of that over either the Brooklyn or Williamsburg bridges, and at the present time approximately 2,500 vehicles, not including trolley cars, cross the bridge each day. When the Pennsylvania railroad tunnels are completed and the Sunnyside Yard development finished, this bridge will be the direct means of access to them from Brooklyn.

The Flushing Bridge, across Flushing Creek, opened in 1906, is also destined to play an important part in the development of Queens, as it is on the main line of travel between the Queensboro Bridge and all points on the north shore of Long Island. It was designed with a view to accommodating the large volume of traffic which will find its way over the Queensboro Bridge.

In May last a new bridge across Dutch Kills, known as the Borden Avenue Bridge, was opened. This bridge also is on the main line of travel between the Queensboro Bridge and the roadway system of Long Island. The section contiguous to this bridge is being rapidly developed.

The Ship Canal Bridge, which carries Broadway across the canal at Two Hundred and Twenty-second street, was reconstructed and open for traffic in January, 1905.

The University Heights Bridge across the Harlem River, connecting the University Heights section of The Bronx with Manhattan, was opened for traffic just a year ago. It is an important feature of the development of this section of the City, as the Manhattan approach, practically runs up to the Two Hundred and Seventh street station of the Broadway branch of the Manhattan-Brooklyn Subway system.

The new Pelham Bay Bridge over Eastchester Bay was opened in October last, and is of general value to the community, as it is along the Eastern boulevard, which joins the Boston Post road at New Rochelle, from which point begins the main line of travel to New England.

A new bridge across the Harlem River, connecting One Hundred and Forty-fifth street, Manhattan, with One Hundred and Forty-ninth street, The Bronx, was opened in August, 1905.

In March, 1905, four new bascule, or lift bridges, were opened across Gowanus Canal, Brooklyn, one at Hamilton avenue, one at Ninth street, one at Third street and one at Union street.

A new Madison Avenue Bridge is now in course of construction across the Harlem River at One Hundred and Thirty-eighth street. Two sets of railroad tracks will be placed on the roadway of this bridge.

#### DEPARTMENT OF CORRECTION.

##### THE NEW PENITENTIARY.

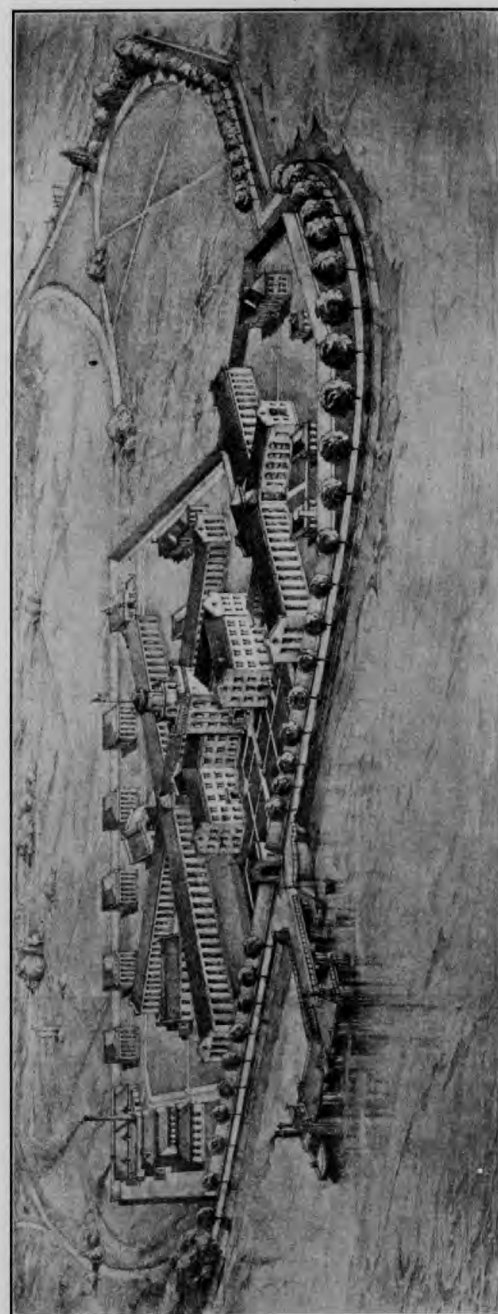
More than two-thirds of the Corporate Stock authorized for the Department of Correction during this administration will go toward the construction of the new penitentiary on Rikers Island. It will provide for 2,000 men and 500 women prisoners and will be the largest institution of its kind in this country. The concrete prison wall, twenty-eight feet high, will inclose nearly twenty acres, covering nearly all the north end of the original island. The architects spent a year in the study of the best designed and best conducted prisons of America and Europe, and it is believed that the result will represent the highest type of prison that the science of criminology has developed. Every provision for the keeping of discipline and health has been considered.

The men's prison consists of four wings placed in the form of a cross, of which the intersection is the central guardhouse. The wings are oriented in such a manner that each side of each wing is exposed to the sun at some time in the day, and a free circulation of air is assured. Each wing is composed of four tiers of cells, and each tier contains two parallel ranges of sixty-two cells, separated by a utility corridor. In front of the cells a gallery five feet wide, for the use of prisoners, is enclosed in a burglar-proof steel grating, and outside of this is an open gallery for the guards.

All the cell doors are controlled at one point at the head of each cell wing, in such a manner that all the doors or any one door or group of doors may be opened and closed at will by a single guard.

The mess hall is 125 by 100 feet under one roof, without columns or other obstructions to the view of the guard, and is capable of seating 2,000 prisoners at one time.

The workshops have been designed upon the most modern principles, the architects having studied the buildings of the great industrial plants of this country. Each shop is placed with its main axis north and south, so as to secure sunlight and air at all times during the day. Electric power will be supplied to the shops from the central power plant.



NEW PENITENTIARY ON RIKERS ISLAND.

The prison for women is similar in principle to that for men, except that the chapel will be placed above the mess hall. There will be separate hospitals for men and women.

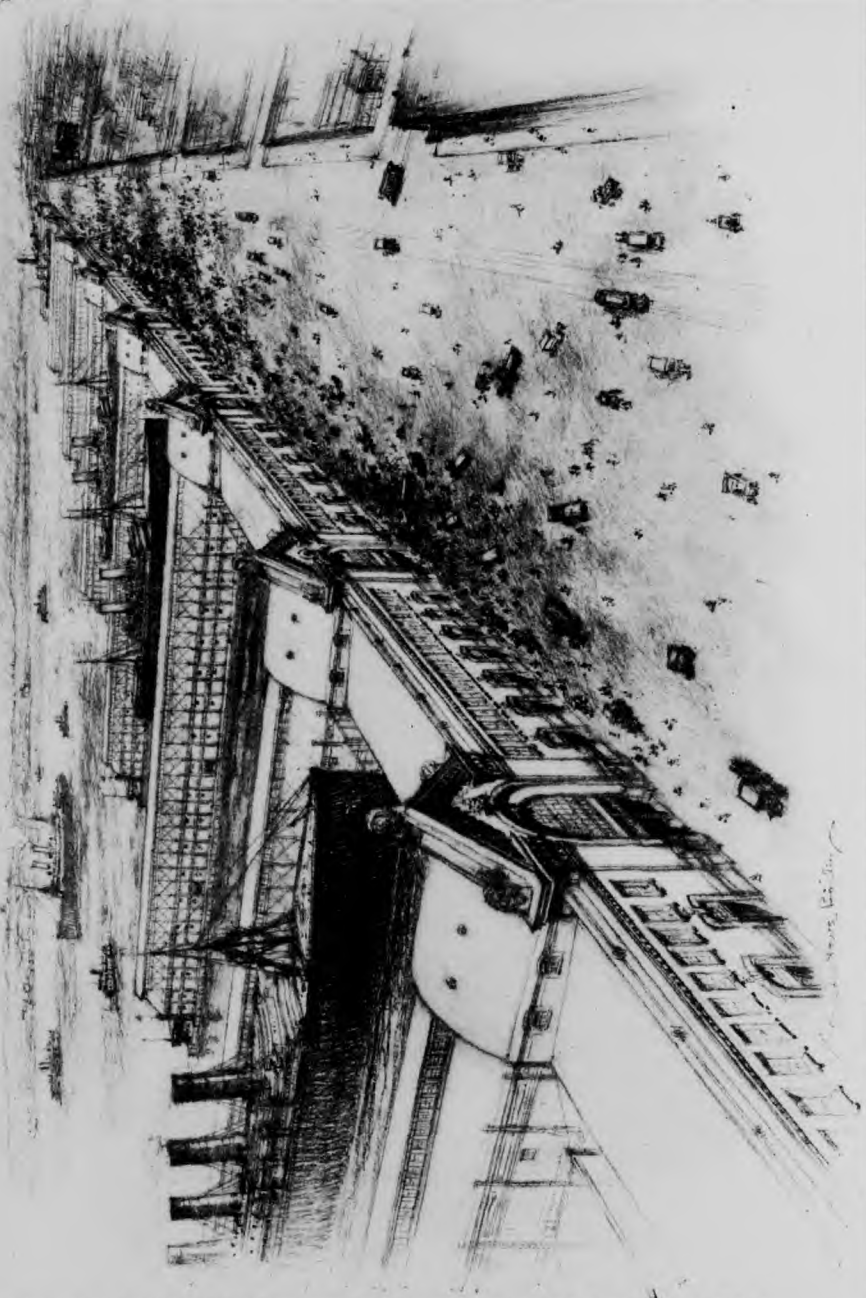
Rikers Island, by its location, assures to the penitentiary the most perfect hygienic conditions. The plan of the prison buildings will fully meet the two essential requirements of health and of economic supervision and control. The City of New York will have, not only the largest, but the most perfect institution for the care and cure of criminals.

The prison will cost \$2,250,000.

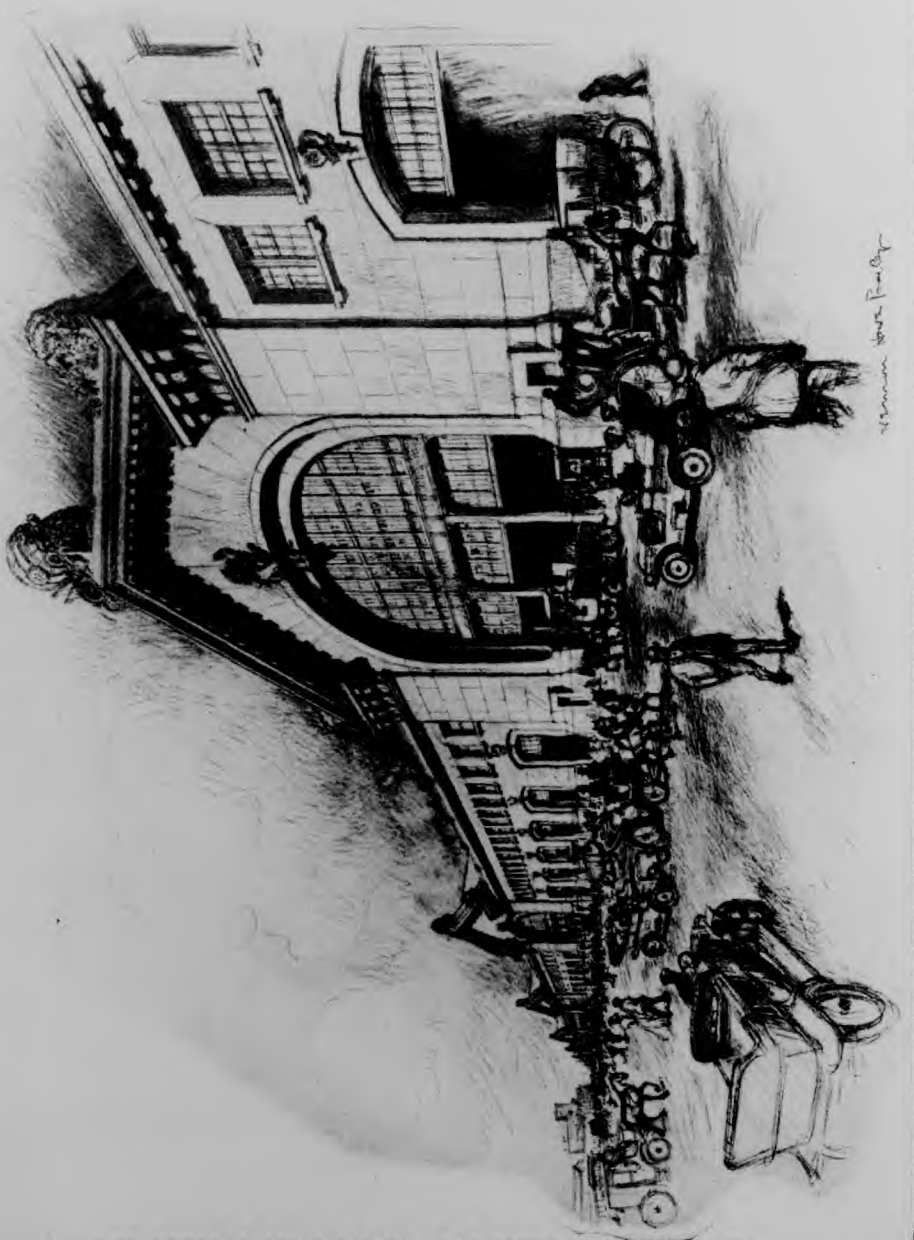
#### DOCKS AND FERRIES.

Before the close of the year 1909 it is expected that the great transatlantic lines will move from their present piers and be concentrated in the half mile of waterfront extending south from West Twenty-third street on the North River, and known as the Chelsea section. The lines which will be accommodated within the section include the Cunard Steamship Company, the Compagnie Generale Transatlantique, together with the lines of the International Mercantile Marine, viz., White Star, Red Star, American and Atlantic Transport lines. These rentals will increase the City's revenue 500,000 a year. The piers which these companies will vacate have been leased at rentals which will accrue to the City an advance of \$93,327 per annum over the rental now paid. Along the Chelsea section a marginal street 250 feet wide has been made, and at the north end, at the foot of West Twenty-third street, a magnificent wide approach has been completed leading to the ferries of the Central Railroad Company of New Jersey, Delaware, Lackawanna and Western Railroad Company, the Erie Railroad Company and the Pennsylvania Railroad Company. These railroad companies have improved the property leased to them by the City by building an entire new system of ferry slips and ferry houses, containing eight slips and covering about 1,000 feet. An effort was made to secure the consent of the Secretary of War to an extension of the pierhead line north of West Twenty-fourth street, which would have made it possible to increase the length of piers to 800 feet. This request was not granted.

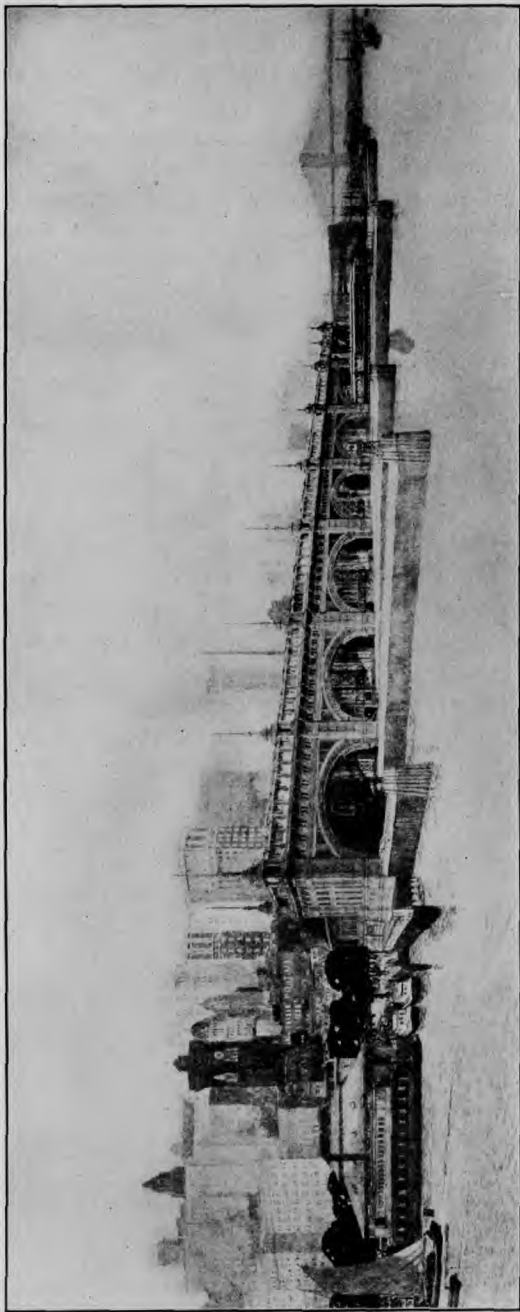




THE CHELSEA IMPROVEMENT—From Twelfth to Twenty-third Street, North River.



THE CHELSEA IMPROVEMENT—Pier Entrances, Marginal Street.



WHITEHALL FERRY TERMINAL



MUNICIPAL FERRY SERVICE—The "Bay Ridge," One of the New South Brooklyn Boats.



The Brooklyn water-front, from Twenty-eighth street to Thirty-sixth street, has been bought by the City, and plans have been prepared for eight modern steamship piers which will be the largest in the City, the smallest being about 1,200 feet long, and the longest being about 1,800 feet. (The longest pier in the Chelsea section is 825 feet.) The preliminary work of dredging for these piers has been contracted for and is now in progress, and the channel now being dredged to a depth of forty feet by the United States Government in front of these piers will give convenient access thereto and provide accommodation for the largest steamers now afloat or contemplated. In addition, 422 feet of water-front has been purchased between Fifty-ninth and Sixty-first streets, South Brooklyn, for development for commercial use.

In conjunction with the Department of Highways, an exterior street has been begun between Sixty-fourth and Eighty-first streets, East River, a distance of 4,606 feet, of which 812 feet of the sea wall is complete and in use. This improvement will permit the use of the water-front between these points now cut off by the bluffs on the banks of the river, and outlets will be provided at various streets so as to make it readily accessible for vehicles.

The work of building the new sea wall between Twenty-eighth and Twenty-ninth streets, East River, and the filling in in the rear thereof is being advanced rapidly. It is expected that in the Fall of 1909 the entire new area thus made will be turned over to the authorities for the extensive improvements contemplated for the Bellevue and Allied Hospitals.

About 8,800 feet of wall has been built around the easterly end of Rikers Island, forming a basin within which the Department of Street Cleaning is depositing the City's refuse. When this filling is completed, about 150 acres of made land belonging to the City will be available for use.



MUNICIPAL FERRYBOAT "QUEENS"—In Service on the Staten Island Line.

At North Brother Island about 1,900 feet of concrete retaining wall has been built, in the rear of which it is intended to deposit filling in a manner similar to that at Rikers Island. These four acres of made land are designed for the use of the Department of Health.

A lease has been made to the Central Railroad of New Jersey of land under water easterly of Third avenue, in the Borough of The Bronx, for a freight terminal. At this end of the Harlem River are now clustered the freight yards of the Pennsylvania Railroad Company, the New York Central and Hudson River Railroad Company, the Erie Railroad Company, the New York, New Haven and Hartford Railroad Company, the Lehigh Valley Railroad Company and the Central Railroad Company of New Jersey, part of which are located upon private property and part leased from the City. The Department has recommended that Congress be asked to provide a navigable channel commencing at a point about opposite One Hundred and Twenty-fifth street, Harlem River, and extending along the northerly side of Randalls Island.

At the present time this passage is not navigable, but if this improvement could be effected, a shorter route will be furnished to vessels plying between the Hudson and Harlem Rivers and Long Island Sound, and the probabilities of disaster in the vicinity of Hell Gate would be lessened by affording vessels a direct instead of a circuitous route around Wards Island, where strong currents are encountered. This would also save a distance of three and one-half miles, to say nothing of lessening the congestion at the freight terminals in the lower part of Manhattan Island.

Five new ferryboats have been built for the Staten Island Ferry service, at a cost of \$1,750,000, the boats being named after the five Boroughs comprising Greater New York. For the service to Thirty-ninth street, Brooklyn, three ferryboats were constructed, the "Gowanus," "Nassau" and "Bay Ridge," and plans for three more ferryboats to be used in the extension of the municipal ferry service are being prepared.

The dilapidated ferry structures at the Manhattan end of the old Staten Island Ferry have been removed and two new ferry slips with a temporary waiting room completed. The permanent ferryhouse, which will cost about \$464,000, was begun in August last. It is designed to form a part of a uniform structure extending from the Governor's Island Ferry slip to Broad street, a distance of 627 feet. This house will be a notable addition to the public buildings of the City, and is so designed as to provide a ferry terminal with a recreation structure on the roof for public use. Three new ferry slips at the St. George terminal, begun in 1905, were, together with the steam railroad terminal and the trolley line platform, finished in 1907, at a cost of about \$583,000. The new permanent ferryhouse, consisting of a two-story structure with an extensive concourse and unloading platform, has been built at a cost of about \$600,000, and, in conjunction with the President of the Borough of Richmond, a road is being built from the ferry to Jay street, St. George. This will overcome the grade now encountered in reaching the street system of Staten Island from the ferry terminal.

In consequence of its isolated location a comprehensive high pressure salt water fire service, operated with electric turbine pumps, has been installed, affording protection to the terminal platforms.

At the foot of Canal street, Stapleton, a new ferry slip with appurtenant platforms has been built, a temporary ferryhouse erected and plans for a permanent ferryhouse prepared.

Between Whitehall and Broad streets—the site of the old Thirty-ninth Street Ferry—three new ferry slips have been built and a permanent ferryhouse, which will cost about \$648,000, is well advanced to completion. At the Brooklyn terminal ferry structures with two slips have been finished. As a more expeditious service is expected in the case of the operation of ferries by the City, it was found necessary to place the structures a considerable distance outshore from the old location; and the scarcity of material suitable for filling-in purposes, together with the failure of the Brooklyn Rapid Transit Company to extend its service outshore, has been the cause of much complaint among the patrons of this ferry. Recently the railroad company has been urged to use the track siding on the north side of the ferry premises, so as to bring passengers nearer the ferryhouse, and the question of extending the tracks on a loop in front of the new ferry building when the filling-in is completed has been taken up.

The receipts of the Staten Island Ferry under municipal operation, as compared with the last year of its private ownership, showed an increase of 24 per cent., and in the case of the South Brooklyn Ferry an increase of 18 per cent. The receipts of the Staten Island Ferry for 1907, as compared with 1906, show an increase of \$59,000, while the receipts from the South Brooklyn Ferry for the year 1907, as compared with 1906, show an increase of \$29,642.49. On the other hand, the expenses for the year 1908, it is estimated, will be considerably less than 1907 for the operation and maintenance of both ferries.

Eight recreation piers, with music, are open each summer. Last May the Cedar street promenade was opened to the public. This is the first attempt in this City to utilize the roofs of the sheds along the bulkheads for this purpose, and the experiment has proven a great success. This promenade extends along the northerly water front from Cedar to Albany street, and was much used during the hot summer nights by the residents in the lower section of the City.

The total new wharfage room made during the past five years has been about 207,000 linear feet, or about thirty-five miles, increasing the area of the piers about three million square feet, including the construction of fifty-one piers and twenty-one new platforms, and the building of extensions for thirty piers.

Many improvements in the method of construction for the protection of water front structures against fire have been adopted. Re-enforced concrete decks on piers replace wooden decks; manholes in the piers admit firemen beneath piers and platform structures, and a sprinkler system is placed under the decks of the piers so that the under structure can be drenched with water in less than one minute after connections are made either by fire boats alongside the pier or by engines at the land end.

#### DEPARTMENT OF STREET CLEANING.

The generally accepted view that the expenses of a department should not increase at a greater rate than the population of the City, cannot fairly be applied to this Department. The expansion of the work since 1904 has been in two directions; first, in providing for the needs of a greater number of people, and second, in meeting the requirements of a great deal of additional territory and a much greater street length. The report of the Commissioner of Street Cleaning shows clearly that the different items of work, taken collectively, have increased at a much greater rate than the population.

Under the head of additional work I call your attention to the cleaning of paved streets of Manhattan, formerly cleaned by the Department of Parks, and some eighty-seven miles of macadamized streets in Brooklyn, formerly under the control of the



Borough Administration. These, and many similar items, show that the increase of expense in this Department does not depend alone on the increase in population.

On January 1, 1904, the Department had under its care 971.1 miles of streets. During the year this mileage was increased to 998.7. To-day the mileage of streets to be cleaned is 1,216, an increase of 25 per cent. In 1904 the amount of material collected was 5,945,390 cubic yards. The amount of material collected during 1908 was approximately 7,578,814 cubic yards, an increase of 27.5 per cent. The total expense of the Department, working accounts only, in 1904, was \$5,441,917.66. Including snow and ice removal the expense was \$7,231,933.74. In 1908 the expense, working accounts only, was \$6,912,856.19. The total expense, including snow, ice and new equipment, was \$7,536,948.69. The cost per capita, based on the expenses of Department works, was \$1.495 in 1904, and is estimated at \$1.677 for 1908. The cost per capita on total expense has, however, dropped from \$1.987, in 1904, to \$1.832 in 1908.

The cost of snow removal fluctuates, of course, from year to year. The "area" system, which had been in use since 1902, was discontinued last year, and a system of actual measurement substituted. The result was a very considerable saving to the City. The difference in expense as compared to 1907 was close to \$2,000,000, part of which was, of course, due to the fact that less snow fell. It is estimated, however, that had the quantity been the same as in 1907, the net saving would have been a trifle over \$1,250,000. During 1903-1904 the length of street from which snow and ice were removed was 241 miles. In 1907-1908 the snow schedule was increased to 470.624 miles in accordance with the recommendation of the Special Commission I appointed to investigate the subject.

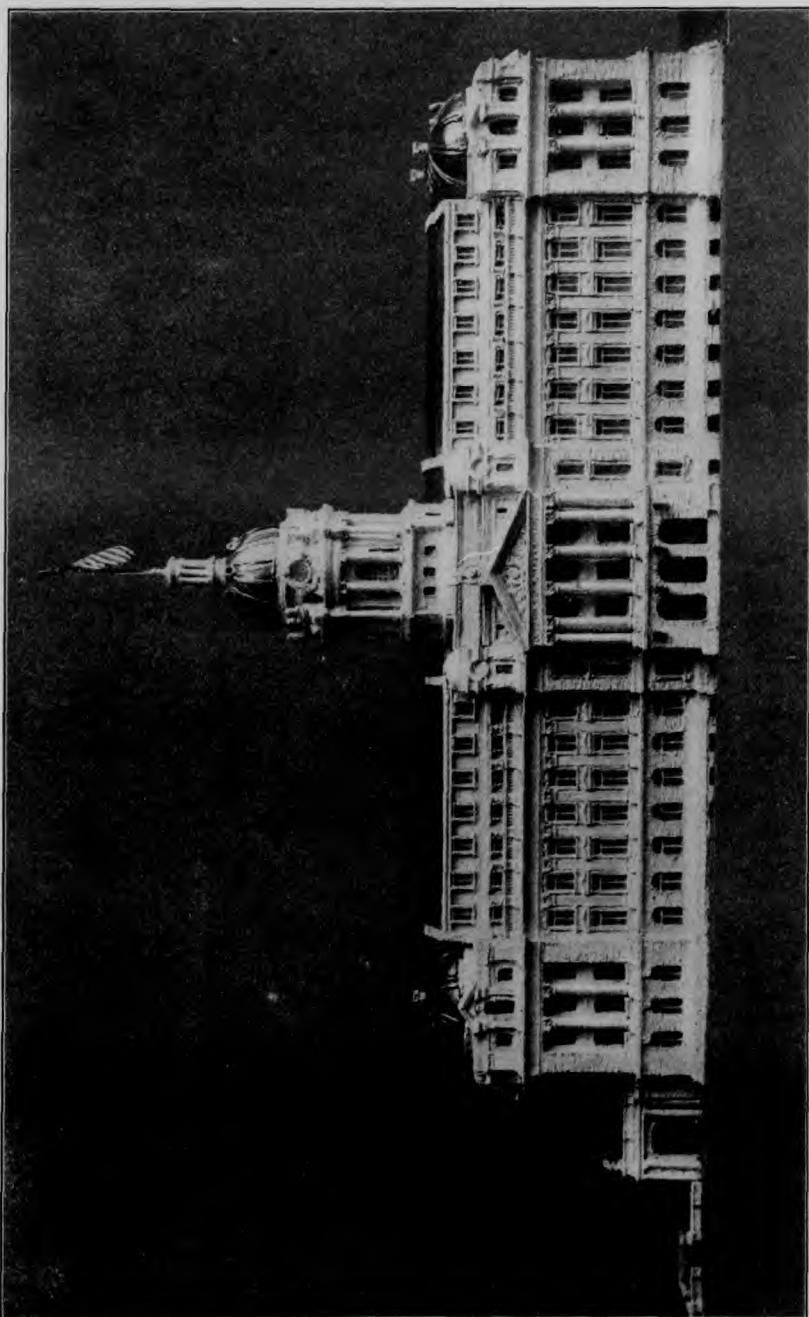
Notwithstanding the increased work done by the Department, there is a constant public demand for continued extension of the service. While collectively, civic bodies criticise the expense of street cleaning, individually they make demands which, if complied with, would call for a far greater expenditure.

#### RIKERS ISLAND.

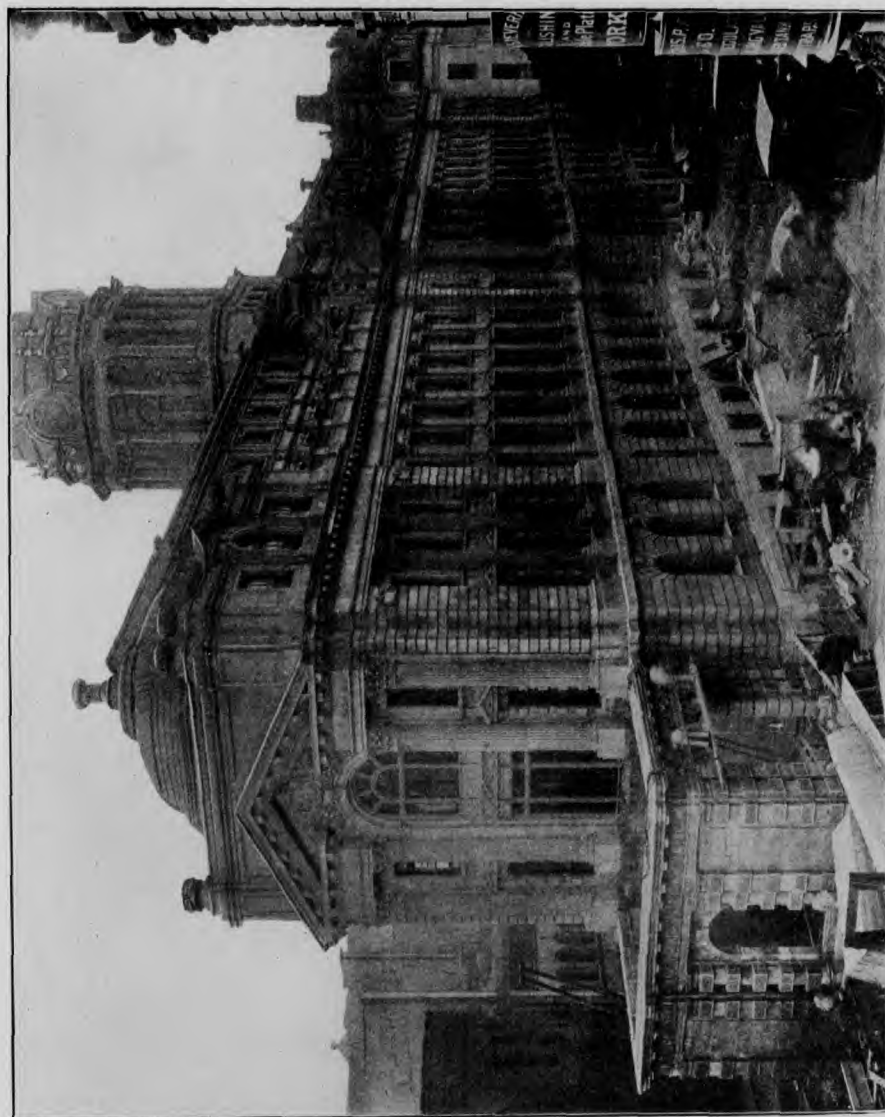
During the past five years a very considerable addition has been made to the area of Rikers Island by utilizing the ash collections to as great an extent as possible. The original acreage of the island, when acquired by the City, was 89; to this 63 acres have been added, and 144 additional acres are to be made in this manner. The total future area of the island will be 295 acres, much of which will be used in connection with the new penitentiary.

#### POLICE ADMINISTRATION.

A comparison of arrests and convictions by the police attached to the Detective Bureau during the first nine months of 1907 and 1908 indicates that much better results are obtained since the reorganization of the Bureau. The number of arrests increased from 7,927 to 12,704 and the convictions increased from 1,422 to 4,516, showing 35 per cent. of convictions in 1908 as against 18 per cent. in 1907.



NEW POLICE HEADQUARTERS—Centre, Grand, Broome and Baxter Streets.



NEW POLICE HEADQUARTERS—As It Now Appears.

In the same period the fines increased from \$4,201 to \$21,418, the total years' sentences from 1,822 to 4,559, and the amount of property recovered from \$185,342 to \$420,959.

Branches of the bureau have been established in various parts of the City, adding greatly to the efficiency of detective work.

The five-platoon system gives excellent results. It serves the public better than the three-platoon system and the men prefer it to the two-platoon system.

At headquarters important reforms have been accomplished in the way of reorganizing the Detective Bureau, the Telegraph Bureau and the Bureau of Repairs and Supplies, and in systematizing the Department records. The Book of Rules, upon which all police work is founded, has been rearranged and entirely rewritten. The docket of charges against policemen has been cleared. Some of the cases were eight years old. An investigation of the special patrolmen permitted by the Charter has resulted in the dismissal of many undesirable men and applications are now granted under more rigid rules.

This year there will be one member of the active police force to each 434 inhabitants, at a cost of \$3.26 per head of population. The average cost per head of population for the four years beginning January 1, 1906, is \$3.20, but in 1906 and 1907 there was but one member of the active force for each 456 inhabitants. The cost per head of population for the active police available to patrol has been reduced to \$3.12, as compared with \$3.15 in 1906, \$3.10 in 1907, and \$3.23 in 1908. There are 1,814 men and 1,232 women and children on the pension roll and the average yearly cost of these to the City is \$515.28 each, or 36 cents per head of population for all.

The present Police Commissioner has reduced from 2,000 to 1,200 the number of men detailed away from regular police duty. The abolition of the details which still remain would strengthen the Department in the line of more active police duty, but would, of course, add to the expense of other Departments where police details have been used for many years. Civilian employees should be substituted wherever they will be of equal use and whenever economic arrangements will permit of it.

In five years the Department has been increased by 4 Chaplains, 2 Surgeons, 3 Inspectors, 4 Captains, 75 Sergeants (formerly Roundsmen), 1,207 Patrolmen and 5 Doormen. Legislation was obtained giving to the Commissioner more disciplinary authority over Police Inspectors.

The new Headquarters Building at Grand and Centre streets is nearly finished and will be occupied this year. The West Thirtieth Street Station, which is considered the best type of police station in the United States, is in use and plans have been made for four other new stations.

The records of men eligible for appointment to the Force are carefully examined. A new system of instruction for recruits is nearly ready for use.

#### REGULATION OF TRAFFIC.

Five years of effort have brought the regulation of traffic from the experimental stage to a condition which calls for little improvement. In this important branch of police work New York has now surpassed the foreign cities which had been considered the leaders. It adds to the credit of the various men who have bettered the sys-

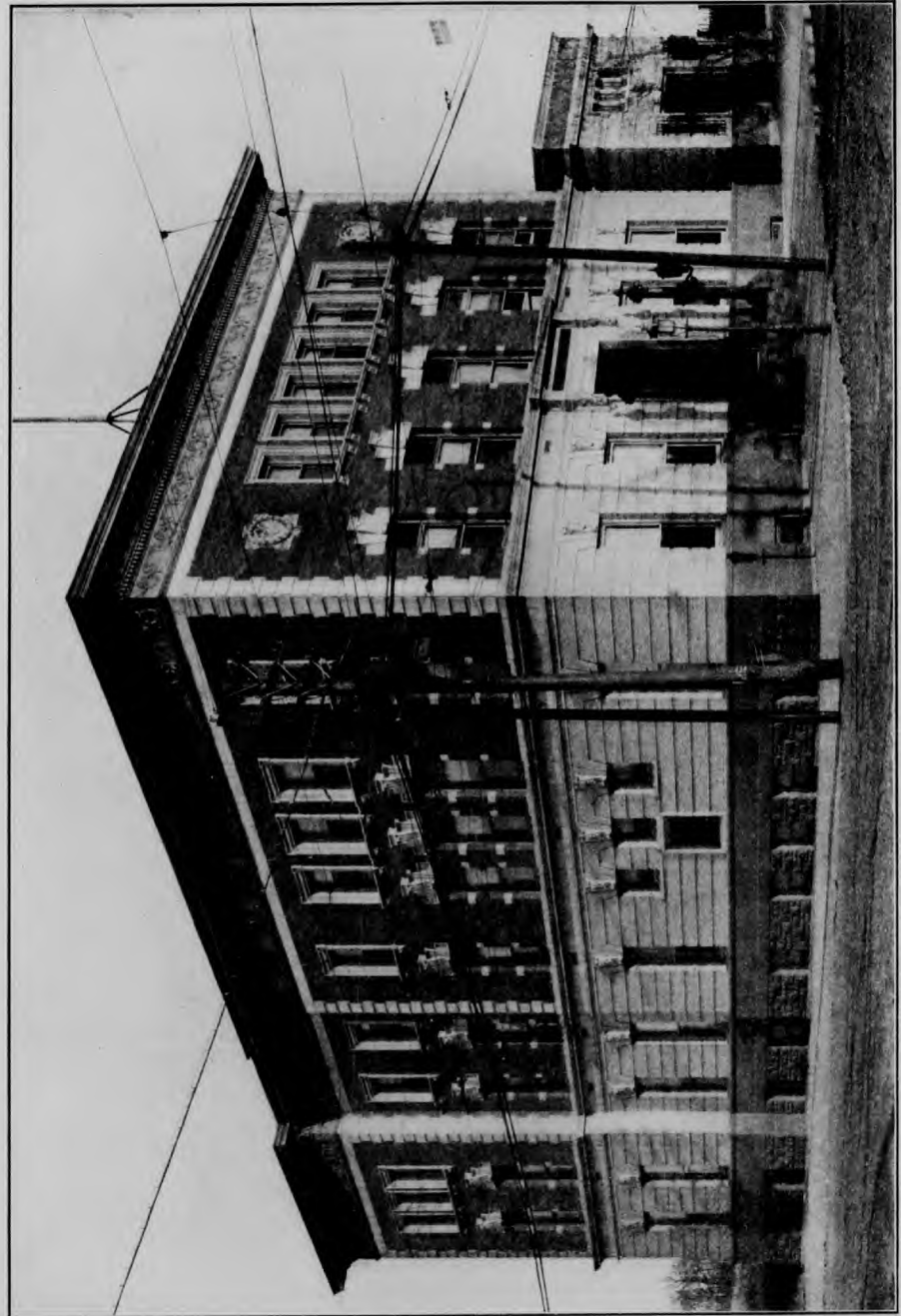




WEST THIRTIETH STREET POLICE STATION—Considered the Best Type of Station House in This Country.

tem when it is remembered that New York's topography makes its traffic regulation a very difficult problem. But the problem has been solved, with the resultant saving of many lives and much money.

On January 1, 1904, the entire force engaged in the regulation of traffic consisted of 118 men, composed of 1 Captain, 1 Lieutenant, 5 Sergeants and 111 Patrol-



ONE HUNDRED AND SEVENTY-FIRST PRECINCT POLICE STATION—Eighty-sixth Street and Fifth Avenue, Brooklyn.

men. One Sergeant was mounted, and of the Patrolmen, 5 were mounted and 2 assigned to bicycle duty.

On August 1, 1904, the then Police Commissioner established the Street Traffic Regulation Bureau, with headquarters at City Hall, and two substations, one at No. 1 East Twenty-seventh street and the other at Borough Hall, Brooklyn. He increased



PROPOSED SUBWAY IN FORTY-SECOND STREET, AT FIFTH AVENUE.



the traffic force to 246 men, 85 of whom were mounted. Of these, 16 mounted men and 20 foot men, including officers, were assigned to Brooklyn. A force of 663 men is now assigned to traffic duty. Of this number, 502 are on foot, 140 are mounted and 21 are on bicycles. These men are in charge of 1 Inspector, 1 Captain, 28 Lieutenants and 24 Sergeants. The entire squad is known as the Fourteenth Inspection District, and is divided into four precincts.

Traffic regulations are now in force until midnight at Herald square, Times square, Columbus circle, and at the intersection of Seventy-second street, Broadway and Amsterdam avenue, where formerly the regulation of traffic ceased at 6.30 p. m. The importance of the regulation of traffic at these congested points at night is clearly shown by the number of requests for similar regulation which the Department receives from congested points further north. When the necessary men to cover these other congested points, instance One Hundred and Twenty-fifth street and Eighth avenue, can be spared for traffic duty the regulation will be extended uptown.

In the hotel and theatre district north of Twenty-third street and at points such as the Grand Central Station many traffic posts are now covered until 9 p. m.

WIDENING OF FIFTH AVENUE.

The process of widening Fifth avenue, an improvement absolutely necessary to relieve congestion, has been slow, not because of legal or engineering phases, but because the administration has considered it only fair to give to the property owners and tenants of the avenue every reasonable opportunity to prepare for what may be, to some of them, a radical change. The avenue has been widened 15 feet between Fortieth and Forty-second streets, and the relief to traffic is so evident that steps should be taken this year to widen the roadway from Twenty-sixth street as far north as the present congestion exists.

I believe that a further great improvement for the relief of traffic would be a depression of the roadway of Forty-second street at Fifth avenue, so as to carry east and west-bound street cars and other traffic under the avenue at this point. This, as I pointed out a year ago, would leave north and south traffic practically unimpeded, an advantage which must be apparent to all familiar with conditions at the intersection of the two great streets.

SUPERVISION OF TAXIMETERS.

I respectfully suggest to your honorable body the adoption of an ordinance requiring taximeters to be tested by the City. Within a year it has become evident that the taximeter, with its supposedly exact measurement of distance and time, is a popular appendix of public vehicles. It is, however, as subject to error as any other mechanical device and should be inspected as are weights and measures.

A system of test is used in some European cities and it seems time that New York adopted means to protect users of cabs from overcharge through design or accident.

AUTOMOBILES.

I beg to call the attention of your honorable body to the following extract from my message of last year:

"There is no general ordinance in existence at the present time which specifically applies to the licensing of public automobiles. Under an order of the Supreme Court the Bureau of Licenses is now issuing licenses to such vehicles under the general ordinance relating to public hacks and cabs. This ordinance, however, was never intended, in my opinion, to apply to automobiles, and fails to regulate their charges in proper fashion. I recommend, therefore, the adoption of an ordinance which will apply directly to these vehicles. At the same time, I believe that some provision should be made for licensing all sightseeing automobiles, which, at present, pay no fee whatsoever to the City.

"In this connection, I also desire to call your attention to the necessity of preventing the use of sirens upon all automobiles other than those of the Fire Department within the city limits. The siren has been adopted as the particular signal of the approach of the apparatus and officials of the Fire Department, and its indiscriminate use by others results in confusion of traffic, which necessarily detracts from the value of such signal to the Fire Department. I have caused such an ordinance to be prepared for introduction in your Board, and trust that it will receive your favorable consideration.

"I think it also most important that the following regulations should be adopted in regard to the use of all automobiles, both public and private, within the city:

"First—That all automobiles should be equipped with adequate mufflers, which never should be cut out within the limits of the built-up portions of the city.

"Second—That, except for the first ten seconds after starting the engines of an automobile, no smoke should be allowed to come out of the exhaust pipe. It is wholly unnecessary and is simply an evidence of carelessness and incompetence

"Third—That the use of acetylene headlights within the built-up portions of the city should be prohibited. The use of these lights is very dangerous and has resulted in causing many accidents by dazzling pedestrians and drivers of vehicles coming in the opposite direction. These lights are unnecessary on the city street, and I understand that responsible drivers, of their own volition, refuse to use them."

BUREAU OF WEIGHTS AND MEASURES.

This bureau was established as a branch of the Mayor's office in 1904. Active operations were begun in January, 1905, since which time 153,546 places have been visited for purposes of inspection. The following table summarizes the work done:

Number of instruments tested.....	1,100,133
Number of instruments condemned.....	9,983

Number of complaints lodged against users of incorrect instruments by inspection staff .....	8,853
Aggregate amount of penalties involved in the above number of violations..	\$202,260

The Bureau undertook to stop the sale of short weight coal loads and the weighing of ice by fraudulent scales in the year 1906. Prior to this no such step had ever been taken. There was bitter opposition to this work, but the action of the bureau was fully sustained by the courts.

SUMMARY OF COAL REWEIGHING.

Number of loads reweighed.....	1,890
Number of tons contained therein.....	3,017
Number of loads found short.....	250

The worst fraud detected in this inspection was an attempted delivery of a load 2,320 pounds short on four tons.

The efforts of the bureau to stamp out the practice of selling short weight ice have resulted in the condemnation of about 500 fraudulent scales.

In addition to the routine inspection in stores, the large scales of the different Federal and City departments have been tested. These tests, many of which proved the scales to be incorrect, insure the departments against short weight. I call your attention to the amendments to the ordinance creating this bureau, which have been presented to you, and which should be, in my opinion, adopted at once. The present ordinance is inadequate, as it fails to properly safeguard purchasers of package goods from short weight or measure. The adoption of the amendments now in your hands will provide more protection to the purchasing public.

CONTROL OF EMPLOYMENT AGENCIES.

The office of the Commissioner of Licenses has grown in importance since its establishment nearly five years ago. It supervises not only intelligence offices for domestic servants, but labor agencies, shipping agencies, stenographers' bureaus, agencies for supplying technical and clerical positions, theatrical agencies and nurses' registries.

Many of these agencies were not regulated, not even supervised, prior to the creation of this office. The supervision exercised over domestic servants' agencies, especially those on the east side of Manhattan, was extremely lax, with the result that the extortion practised drew forth many complaints from the public. Immorality flourished among agencies whose principal business was to furnish employment to immigrant girls.

The extortion and immorality complained of have been practically eliminated as a result of the strict system of inspection and regulation to which employment agencies are now subject. The office of the Commissioner of Licenses was not established primarily to collect revenue by means of license fees, yet the income from licenses has been increased by 80 per cent. a year since the office was created. The annual revenue is now about \$20,000 from 800 licensed employment agencies. Heretofore many agencies were conducted without licenses.

Revocation of licenses is the remedy lodged with the Commissioner to ensure compliance with the law. But inasmuch as the revocation of a license means the destruction of an agent's business, the Commissioner is loath to exercise this power, unless the offense is flagrant and the punishment is found, after careful investigation and a legally conducted trial, to be well merited. The number of licenses revoked since 1904 is 103, of which 21 were for immoral practices and 82 for extortion and other violations.

Peonage, in so far as labor agents in New York City are responsible, has been generally eliminated, and the fact that complaints regarding it from various parts of the country have been greatly reduced is in large measure due to the strict supervision of the contract labor agencies here. The evils of the padrone system, so extensive a few years ago, have been reduced to a minimum.

The law governing the various kinds of employment agencies is comprehensive. By a system of intelligent enforcement of this law the evils connected with the agency business have been abolished, and thousands of persons whose sole means of obtaining employment is through these agencies are now afforded all reasonable protection. The office investigates nearly 2,000 complaints a year.

TENEMENT HOUSE CONDITIONS.

From the organization of the Department in January, 1902, to the beginning of the present administration, January 1, 1904, plans were filed for the erection of 1,924 tenements, containing 24,115 apartments, to accommodate about 108,000 persons. From January 1, 1904, to January 1, 1908, plans were filed for 17,836 new tenements, containing 221,801 apartments, or accommodations for over 930,000 people. This means that during the four years in question nearly one million persons, or one-quarter of the present population of the greater City, were provided with the higher type of housing in respect to light, ventilation and general sanitary condition, required by the present law, and that the fear that the law would restrict the activity of builders and limit the supply of housing required by the City's growth, is effectually disposed of.

During the above four years a great expansion of building operations was noted, which came to a maximum in 1905, and has since shown a gradual decline. During 1908 the decline has been marked, so that up to November 30 plans have been filed for only 1,725 new buildings, containing 18,950 apartments, or accommodations for about 85,000 persons.

An important phase of the Department's work is the structural alteration of the 80,000 or more tenements already in existence when the law went into operation, to



give them in some measure a share in the benefits of the better lighting, ventilation and sanitation required for new buildings.

In 1902 there were more than 9,000 school sinks, privy vaults and latrines found in an incomplete canvass of the city. The efforts of the Department to remove these were delayed by litigation until 1906, but between January 1, 1904, and January 1, 1908, 3,258 school sinks alone were removed and replaced by sanitary closets, one for every two families in each house affected. During the present year to November 30, 1908, 400 of these appliances have been removed, and the work of removal is expected to go on with increased activity during the ensuing year, by the aid of increased appropriations granted for that purpose.

Among the other structural changes of the four years are the provision of 42,602 new fire-escape balconies, the provision of 4,930 skylights and the cutting of windows in 24,543 dark interior rooms. During the present year, to November 30, 5,941 fire-escape balconies have been provided and 2,070 skylights, while 12,401 windows have been cut in dark rooms.

The Department is also responsible for the sanitary condition of tenements. It receives from 40,000 to 50,000 complaints each year, mostly with regard to these conditions. About one-half of these are found to require the issuing of violations, and the fact that the number of complaints decreases year by year, indicates a general improvement in conditions. Beside action on complaints, the Department makes a periodic inspection of the lower rental grades of tenements. With the appropriation hitherto available, it has been possible to cover the ground completely once a year. During the coming year it is planned to make two complete sanitary inspections of the City.

#### METROPOLITAN SEWERAGE COMMISSION.

This Commission was appointed by me under authority given by the Laws of 1906, to succeed the New York Bay Pollution Commission, which had gone out of existence. Up to January last it had accomplished practically nothing owing to internal dissensions. I then reorganized the Commission, since which time it has worked harmoniously and with excellent results. The work so far done has been chiefly of an investigating character, and can only be considered as preliminary to a more final and creative work. Nevertheless, two general principles have been established as guides to the disposition of sewage in the Metropolitan District.

First, it is considered unwise to permit sewage in large quantities and unpurified condition to be brought from municipalities not contiguous to our harbor for disposal. The members of the Commission have appeared before the Commissioner of Health of the State of New York and the State Engineer and Surveyor in opposition to the Bronx Valley sewer project. This plan contemplates carrying the sewage of White Plains and other inland communities to the Hudson River and naturally from there into our harbor.

The Commission also appeared in opposition to the Passaic Valley project, which contemplates the discharge of the sewage of Paterson and about twenty other municipalities in the State of New Jersey into the upper bay.

The second principle established is that the policy of The City of New York to build sewers to carry both household sewage and street drainage should be modified, and wherever circumstances permit separate sewers be built.

In both of these matters the Commission has the hearty support of the present administration. In pursuance of its work, the Commission has established a laboratory and made many analyses of the solid matter deposited from the waters upon the bottom of New York Harbor. The object of these analyses is to obtain an accurate knowledge of the conditions of the water so as to determine to what extent the sewage produces injurious conditions, and to what extent and under what circumstances, it may be discharged in these waters without injury to the public health. A report dealing with this subject is, I am informed, shortly to be made by the Commission.

With the assistance of the United States Coast and Geodetic Survey, an exhaustive study is being made of the tidal phenomena of New York harbor, with special reference to the effect of the currents in transporting and disposing of sewage, and systematic inspections have been made to determine the condition of pollution along the extensive water-front of the City and its neighboring municipalities.

#### COMMISSIONERS OF ACCOUNTS.

With its legal powers of audit and investigation, the office of the Commissioners of Accounts has possibilities not possessed by any other branch of the City Government. During the past two years the powers of the Commissioners have been extensively used and have proved an important factor in the support of efficient administration.

In spite of its powers, the work of the Commission had dropped to a point, two years ago, where it amounted to little more than the perfunctory checking up of Department accounts. Its potential power and utility were first brought prominently to notice in connection with an investigation of the office of the President of the Borough of Manhattan, which was ordered by me in December, 1906, on the written request of the Borough President, and as a result of certain charges preferred by the Bureau of Municipal Research. The powers of the Commission were disputed in this instance, and the matter carried to the Court of Appeals, where the contentions of the Commission were fully established.

As the result of this investigation I determined to use the Commissioners of Accounts more extensively in the work of investigating departmental and divisional activities, and this plan has been adhered to. To facilitate the work there has been a complete reorganization of the office under Commissioners Mitchel and Gallaher. The efficiency of the office under this reorganization is best shown by the result of the recent investigation of the Bureau of Licenses.

Apart from the mandatory audits of the various revenue receiving departments of the City, the Commissioners have been and are now largely engaged in conducting

special investigations. It was with these special investigations in view that authority was given to the Commissioners by the Charter to subpoena witnesses, examine them under oath, and to have produced as evidence the books and papers of persons dealing with the City. Further to aid them in these investigations, an Engineering Bureau was added to their staff, enabling them to deal with the technical questions arising in every thorough examination of a City Department.

The following are among the special investigations which have been conducted in the last two years or are now under way:

- Office of the President of the Borough of Manhattan.
- Office of the President of the Borough of The Bronx.
- Office of the President of the Borough of Brooklyn.
- Office of the President of the Borough of Queens.
- Board of Water Supply.
- Fire Department.
- Bureau of Licenses.
- Bureau of Street Openings.
- Department of Parks, The Bronx.
- Department of Street Cleaning.
- Bellevue and Allied Hospitals.
- Department of Correction.
- The Night Court.
- Department of Finance, Bureau of Real Estate.

It is proposed this year to complete the investigations of the offices of the Borough Presidents, and to take up one after another the large City Departments. Such periodic examinations, if systematically and thoroughly handled, will not only serve to check incompetence and corruption, if such exist, but will make possible the introduction of methods to prevent the recurrence of the evils that are disclosed. Furthermore, they will be of incalculable value as a means of effective executive control.

#### REORGANIZATION OF ACCOUNTING METHODS.

I regard the work undertaken by the Comptroller during the past year, with respect to the reorganization of the accounts of the several departments and the simplification and improvement of the methods of the Department of Finance, as of the greatest importance. The necessity for complete revision of the accounting methods of the City was made clear in the report of the Commission appointed by me in 1904. Until last year, however, little or nothing was done in this direction. The Comptroller lacked a sufficient staff to undertake the work, but last year a Bureau of Expert Accountants was established, and the work of reorganization is now being prosecuted vigorously.

In this work the Comptroller has had the assistance of Mr. Bruere, of the Bureau of Municipal Research, to whom much of what has been accomplished is due. The service of Mr. Bruere and the Bureau in this purely municipal work marks a new departure in City government, the active co-operation of the public with the City administration.

The plan of accounting reorganization adopted will effect not only uniformity in accounting methods in every branch of the City government and establish central financial control over receipts and disbursements, but will provide information essential to the economical and efficient administration of departmental business. Already a complete installation has been made in the Departments of Health, Street Cleaning and Bellevue and Allied Hospitals.

Included in this plan of reorganization is a method for controlling the stores of the various departments through the installation of a double entry system of accounts. The prime purpose of the new system is to secure complete and accurate control over the integrity and accuracy of departmental records. When this is done it will be possible to determine, for the first time, the exact expense of conducting each of the activities of any Department. As a means to securing an intelligent and accurate Budget, no more important step has been taken. By the development of an exact record of expense it will be possible to estimate with close precision the probable necessary expenditures of the succeeding year, and when this is fully accomplished, a greatly increased economy in the conduct of departmental business should be possible.

Every Department of the City government should maintain the most careful supervision of its stores, and receive and disburse no goods without making a record thereof. As a first step in establishing accurate store records, every Department head has been directed to take a physical inventory of all goods in stores on hand on January 1. It is clearly to be desired, from a business standpoint, that all property in the custody of the Departments shall be scrupulously accounted for.

As a means of carrying into effect the spirit and purpose of the resolution relating to the schedules of positions and salaries accompanying the Budget for 1909, the Comptroller has undertaken the establishment of accurate time records in the Departments with respect to employees paid on weekly rolls. These time records will provide a basis for the audit of payrolls which has hitherto been lacking. I have directed every Department responsible to me, as Mayor, to maintain the time records prescribed by the Comptroller. I believe that the information thus produced will show many opportunities for economy.

#### CONDEMNATION OF LAND FOR CITY PURPOSES.

The existing method of condemning land is and has been for a long time considered by all those who are at all conversant with the subject as indescribably faulty, inefficient and objectionable. The difficulty in suggesting a remedy is largely constitutional. The Constitution of the State of New York provides, Article I., section 7:



"When private property shall be taken for any public use, the compensation to be made therefor, when such compensation is not made by the State, shall be ascertained by a jury, or by not less than three commissioners appointed by a court of record, as shall be prescribed by law."

The difficulties in trying such cases before the ordinary jury of twelve have been looked upon as so manifest that the universal practice has been to resort to the other method of procedure, by Commissioners appointed by the Courts. This method has proved most inefficient in practice, the two principal grounds of objection to this proceeding being, first, as to the amount of the awards; and second, as to the great delay and tremendous expenses involved most unjust both to the property owners and the public.

Under the prevailing system the Commissioners, being quasi judicial officers, have control of their own proceedings, can sit as often or as seldom as they see fit, and grant adjournments whenever they deem proper. The length of time required for any proceeding rests, therefore, with them and is not within the control of the Corporation Counsel, who only acts as counsel for one of the parties in interest. The Commissioners are often not only unfamiliar with real estate values, but also unversed in the rules of evidence as to measure of values and unaccustomed to sifting evidence and that close analysis of testimony necessary to a judicial procedure.

The only really effective remedy must be provided by constitutional amendment which would relegate this branch of litigation to the regular courts of the State exercising equitable jurisdiction where the matters would be decided by a judge sitting without a jury. Such courts could pass upon values very much as it does in applications for injunctions by abutting property owners to restrain the operations of the elevated railroads. Those actions are practically a condemnation proceeding of the easement of light, air and access and this method of determining the amount of awards has proved very satisfactory. If condemnation proceedings were prosecuted before the courts in this way, sitting as courts of equity, the question of the value of the properties would be passed upon in regular judicial proceedings by judges accustomed to deal with disputed questions and familiar with the rules of evidence and cross examination of witnesses.

The above method is the only real solution of the problem, but it is open to the very plain objection that several years will be required to secure a constitutional amendment.

Another suggested remedy has been something in the nature of condemnation courts, or Commissioners appointed by the Appellate Division or in some other manner, at fixed salaries, to try and determine condemnation cases. There are serious constitutional questions as to some features of this plan, but probably a statute along these lines could be drafted which would not be open to constitutional objections, and such a course would have the advantage of giving prompt relief, although it would, while probably proving more satisfactory than the present system, be open to many of the same objections.

#### CHARTER REVISION.

Two years ago, in my message to your honorable body, I recommended a revision of the Charter by the City itself. The Legislature saw fit to authorize the appointment by the Governor of a Commission for such revision and, although I opposed the bill, as I have opposed every bill menacing home rule, I have given every possible aid to the Commission. I understand that the Commission, which has been at work all of the last year, will be ready to report to the Legislature early in the present session.

#### LAW DEPARTMENT.

The number of actions and proceedings of all kinds commenced during 1908 was 39,500, the number disposed of was 30,700, and the number pending at the close of the year, 51,200. Another evidence of the enormous volume of litigation handled is contained in the following record of court work:

Number of actions tried in court.....	2,900
Number of appeals argued at Appellate Division.....	225
Number of appeals argued at Appellate Term.....	101
Number of appeals argued at General Sessions.....	100
Number of appeals argued at Court of Appeals.....	60
Number of hearings before referees or commissioners.....	8,250
Number of motions argued.....	2,184
Number of orders entered.....	4,319
Number of judgments against City.....	350
Amount of judgments against City.....	\$500,000
Number of judgments in favor of City (not including Personal Tax Cases).....	275
Amount of such judgments.....	\$125,000

The amount of judgments against the City during each of the past three years has been less than one-third of the average amount of judgments against the City from the date of consolidation down to and including 1903.

Collections and Disbursements—For the year 1908 the moneys collected will exceed \$800,000. The average amount of collections during the four preceding years was about \$220,000. The total appropriations for 1908 were \$784,370. The Department, was, therefore, more than self supporting during the year.

Contracts, Etc., Approved—The number of contracts, deeds, leases, releases, etc., approved as to form, was over 4,700.

Opinions—The number of written opinions rendered was over 1,700.

Bureau of Personal Taxes—Seven thousand nine hundred and thirty actions were commenced, and \$109,894.79 was collected.

Bureau of Penalties—Over ten thousand violations of Corporation Ordinances were prosecuted.

Tenement House Branch—Fifteen thousand sixty-five violations were received on which over 6,500 actions were brought.

Tax Certiorari Cases—During the year 1908 184 tax certiorari cases were disposed of. The amount of the assessments under review in those cases was \$96,059,167; the amount of assessments in litigation \$48,785,497. The amount of such assessments sustained was \$38,293,030, and the amount vacated \$10,492,467. Of these 184 proceedings disposed of, 150 were real estate cases, which included 2,254 separate assessments. Of these real estate assessments 5 were vacated, 103 reduced, and 2,146 sustained.

Special Franchise Tax Cases—Over five hundred cases have been brought against the State Board of Tax Commissioners to review assessments on street railway companies, gas and electric light companies, etc., for special franchises. The City of New York receives the entire amount of the tax collected. The amount of the assessments under review in these proceedings is over two billion dollars, and the taxes thereon amount to over thirty million dollars. The Department has been successful in the defense of these proceedings and several of the largest corporations have submitted offers of settlement which are now under consideration.

Water Supply Proceedings—Thirty-four separate proceedings to acquire property have been commenced, in 23 of which title has vested in the City. The land thus acquired embraced 10,434 acres.

Street Opening Proceedings—Fifty-six proceedings were terminated by confirmation of reports. Fourteen and a half miles of new streets were opened. The awards in these proceedings were \$4,517,231.29, and the assessments on property benefited \$4,952,942.22.

Other Condemnation Proceedings—Thirteen proceedings were completed in which the City acquired property for dock purposes, bridge approaches, public schools, libraries, baths, etc.

Organization—During the year 1908 the Law Department has been thoroughly reorganized. The legal force has been arranged in divisions comprising a senior assistant, deputy assistants, junior assistant and law clerks. Each division handles one special line of litigation, such as contracts, torts, real estate, etc. Practically all positions in the Department, except those of assistant, are in the competitive Civil Service. The office force at the close of the year was almost 400, making the office of the Corporation Counsel undoubtedly the largest law office in the world.

#### CIVIL SERVICE IMPROVEMENTS.

The establishment of the Board of Water Supply, the acquisition of the Staten Island and Thirty-ninth street ferries and the extension of the paid Fire Department into the Boroughs of Queens and Richmond have added largely to the work of the Municipal Civil Service Commission. In the year just ended the applications for examination have averaged 5,000 a month. The percentage of absentees from examination is large and uncertain, ranging from 20 to 30 per cent. of the number of applicants. This involves such a large waste of time and money for stationery, postage and the employment of monitors that it may be necessary to adopt a system of fees as a prerequisite to the filing of applications and as a means of curbing indiscriminate application for examination.

Among the more important changes in the examining department may be noted the holding of examinations for promotion once a year only, avoiding the expense and confusion of holding them whenever called for by the various departments; the establishment of a uniform system of efficiency records in all Departments of the City government; the requirement that candidates for promotion shall file application for examination; the establishment of a promotion bureau under the responsible charge of a designated Examiner; the system of renumbering the papers of candidates to prevent the Examiners who rate the papers from knowing the examination numbers; the absolute protection of examination papers unrated and in process of rating; the absolute verification of signatures and statements; the appointment of monitors from the non-competitive class, allowing the employment of advanced students of the higher educational institutions; the refusing consideration of appeals which are not based on a reasonable charge of error, and the obtaining of information, in non-competitive examination, as to the candidate's fitness instead of relying upon the unverifiable statements of the candidates themselves.

In the payroll division a card index system now shows the entire record of all persons employed in the City service, and including all who have been so employed since 1898. This system uses 60,000 cards and covers, the results of examinations and the appointments and changes in the service since the first enforcement of the Civil Service Law in 1884. In the past five years the detection of violations of the law and the rules in regard to changes in the service necessitated the deduction of about 25,000 names from the payrolls, but in the last year the number of reductions has decreased materially.

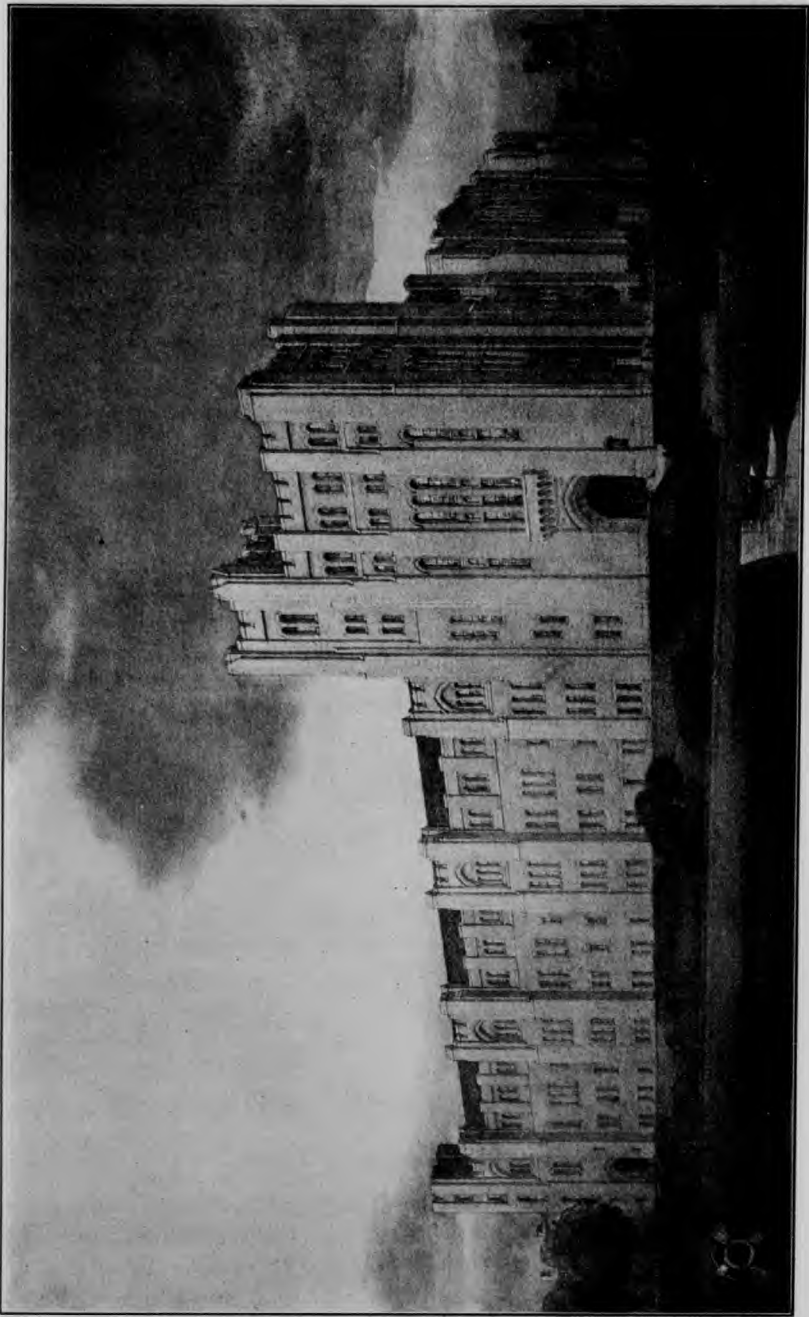
In the labor service, where the number of applications are about 25,000 annually, the Commission has eliminated all theoretical questions from its oral and trade school examinations, and the tests are exclusively practical.

The public has come to a better appreciation of the Civil Service Law and its exactions. Schools of instruction have been established in political headquarters and elsewhere and the opportunities for intelligent study of the qualifications of City employees grow continually. Several of the leading newspapers devote space every day to information in regard to pending examinations.

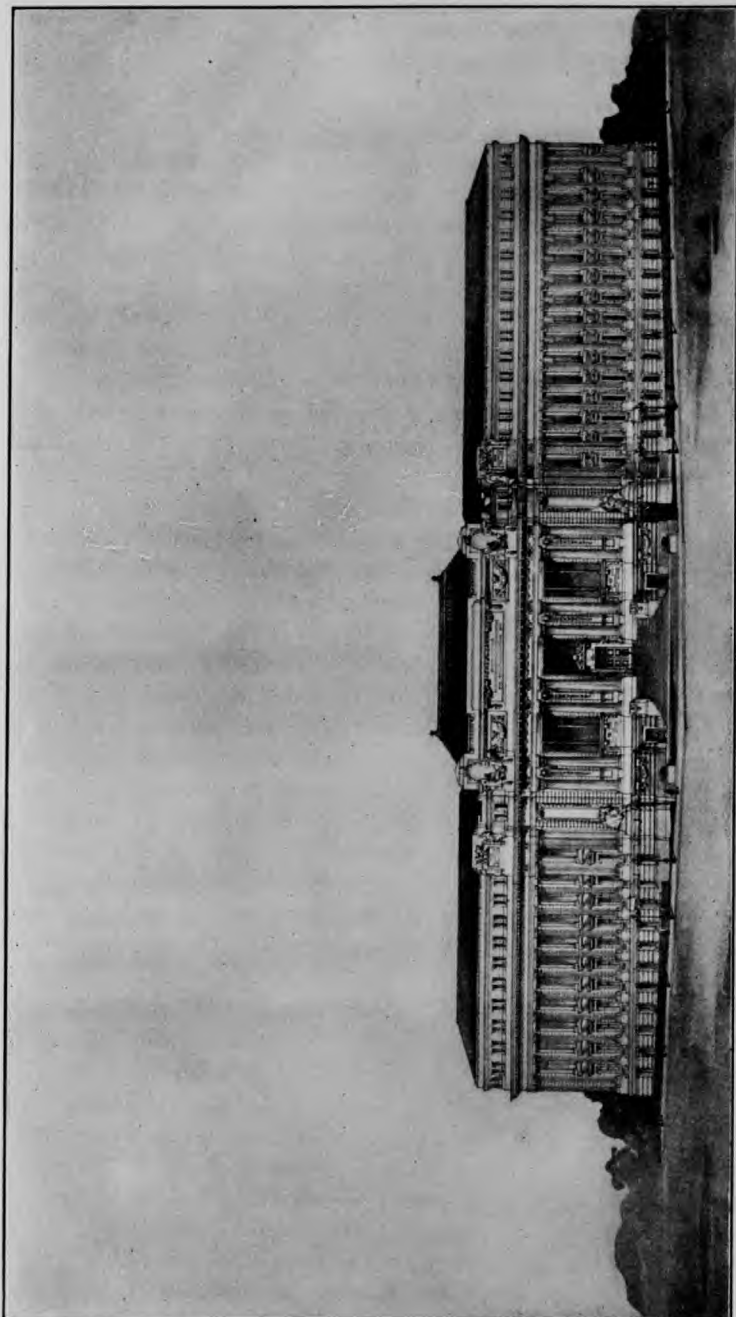
#### ARMORIES.

The Armory Board is responsible for the care and maintenance of the quarters of twenty-six military and naval organizations, housed in twenty-three buildings, erected and equipped at a total cost to The City of New York of \$14,685,188.26.

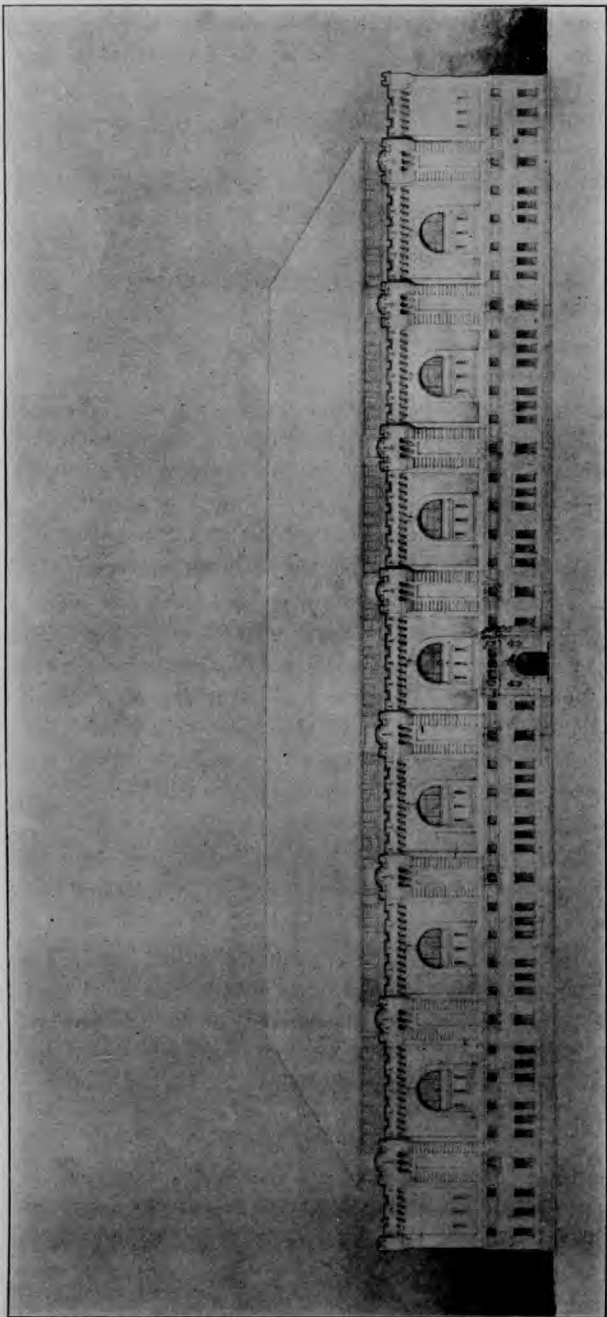




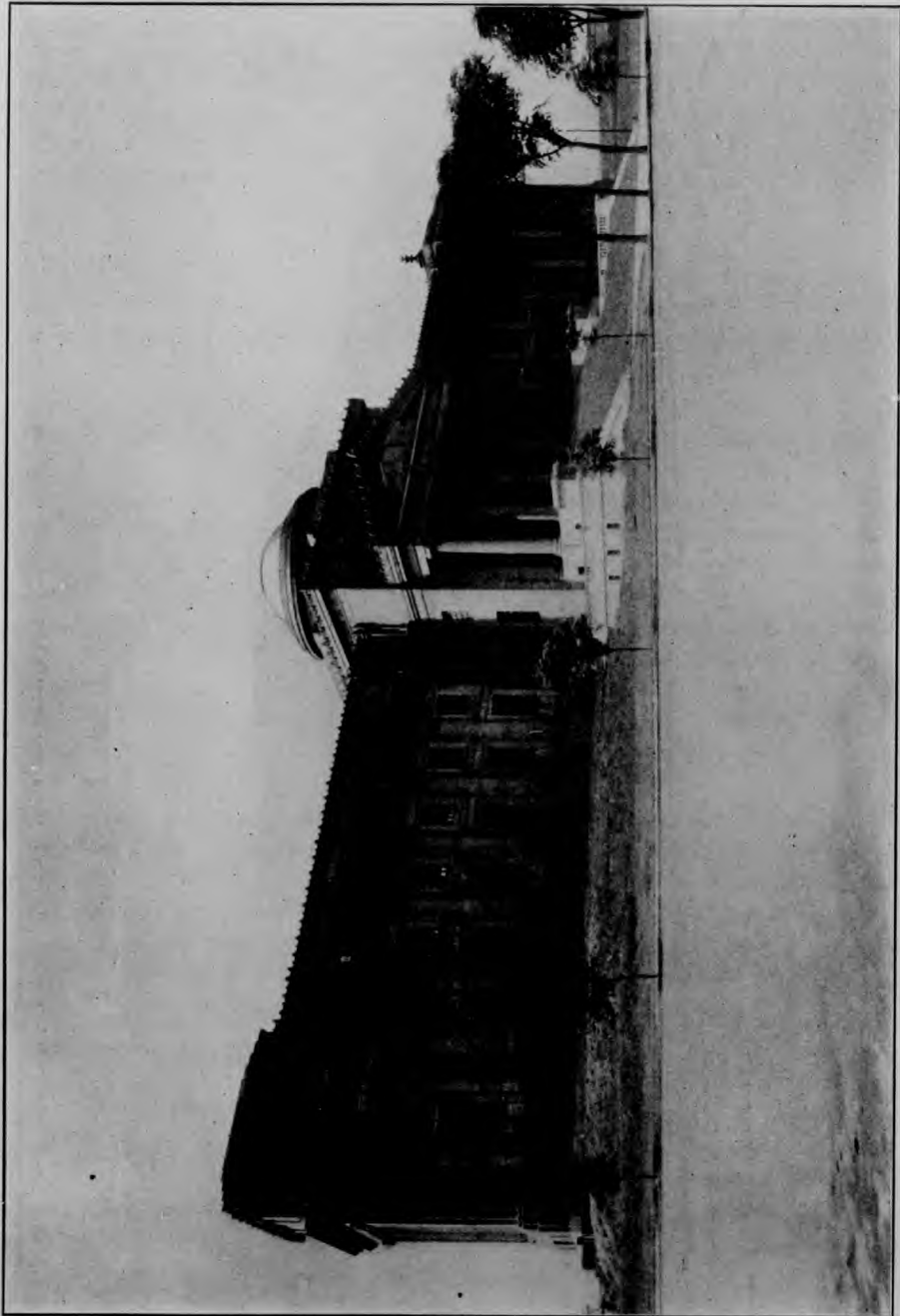
ARMORY OF THE SECOND BATTERY, N. G. N. Y.—Franklin Avenue and East One Hundred and Sixty-sixth Street, The Bronx.



BROOKLYN PUBLIC LIBRARY—To Be Built at Flatbush Avenue and Eastern Parkway.



ARMORY OF THE TWENTY-SECOND REGIMENT, ENGINEERS—Fort Washington Avenue



BROOKLYN INSTITUTE OF ARTS AND SCIENCES—Eastern Parkway and Washington Avenue.





NEW BOAT HOUSE, PROSPECT PARK.

During the past five years many alterations and improvements, made necessary by the Dick bill and the new Military Law, have been made to nineteen of those buildings, and the armories of the Thirteenth, Fourteenth, Twenty-third Regiments and Squadron "C," in Brooklyn, and the Ninth and Twelfth Regiments, in Manhattan, have been enlarged.

Four new armories have been erected, equipped and furnished for these organizations:

Sixty-ninth Regiment, Twenty-fifth street and Lexington avenue, Manhattan, at a cost of.....	\$1,539,964 84
Seventy-first Regiment, Thirty-fourth street and Park avenue, Manhattan, at a cost of.....	1,194,757 90
Squadron "C," Bedford avenue, President and Union streets, Brooklyn, at a cost of.....	571,679 09
Second Battalion Naval Militia, First avenue and Fifty-second street, Brooklyn, at a cost of.....	582,948 91

In addition to these, a new armory is in process of construction for the Second Battery, at Franklin avenue and East One Hundred and Sixty-sixth street, Borough of The Bronx, at a cost of \$535,000, and the excavation is completed for an armory to be erected for the Twenty-second Regiment Engineers, at Fort Washington avenue and One Hundred and Sixty-eighth street, Manhattan, at a cost of about \$1,100,000 (including site, building and equipment). The money for this building will be provided by the sale of the present armory of the organization at Sixty-eighth street and Broadway, for which the Commissioners of the Sinking Fund have refused an offer of approximately \$1,150,000.

A long step towards economy in administration has been made by standardizing the supplies and furniture for the various armories, and by the abandonment of obsolete and old-fashioned lighting methods.

#### PARKS.

New York now has 7,222 acres of parks, or about three and two-fifths per cent. of its 209,218 acres. Of the 1,452 acres in Manhattan, Central Park has 849 acres; of 1,452 acres in Brooklyn, Prospect Park occupies 526 acres; of 3,931 acres in The Bronx, Pelham Bay Park has 1,756 acres, Van Cortlandt Park 1,132 acres, and Bronx Park 719 acres; of 622 acres in Queens, Forest Park has 536, and of 63 acres in Richmond, Silver Lake Park takes up 58 acres. There are 52 miles of parkway in the Greater City.

Of the total park acreage, 253 acres were placed under the jurisdiction of the Park Department during the last five years. These include Chelsea Park, 58 acres added to Bronx Park; Kissena Park, Greenpoint, Amersfort, Highland and McLaughlin parks in the Borough of Brooklyn, and several small unnamed parks as well as desirable additions to parks already existing.

Of the \$2,850,608.34 of Corporate Stock properly chargeable to this administration for construction and improvement in the parks of Manhattan and Richmond during the last five years, \$1,240,000 went to the building of the extension of the Metropolitan Museum of Art, and \$500,000 to the additions to the American Museum of Natural History. Issues of \$4,942,000 of Corporate Stock were made necessary by the acts of previous administrations, such as the authorization of \$3,650,000 for the New York Public Library Fund.

In the same period of time Corporate Stock of \$4,505,602.94 was issued for the parks of Brooklyn and Queens, but \$1,875,000 of this went to complete the Shore road.

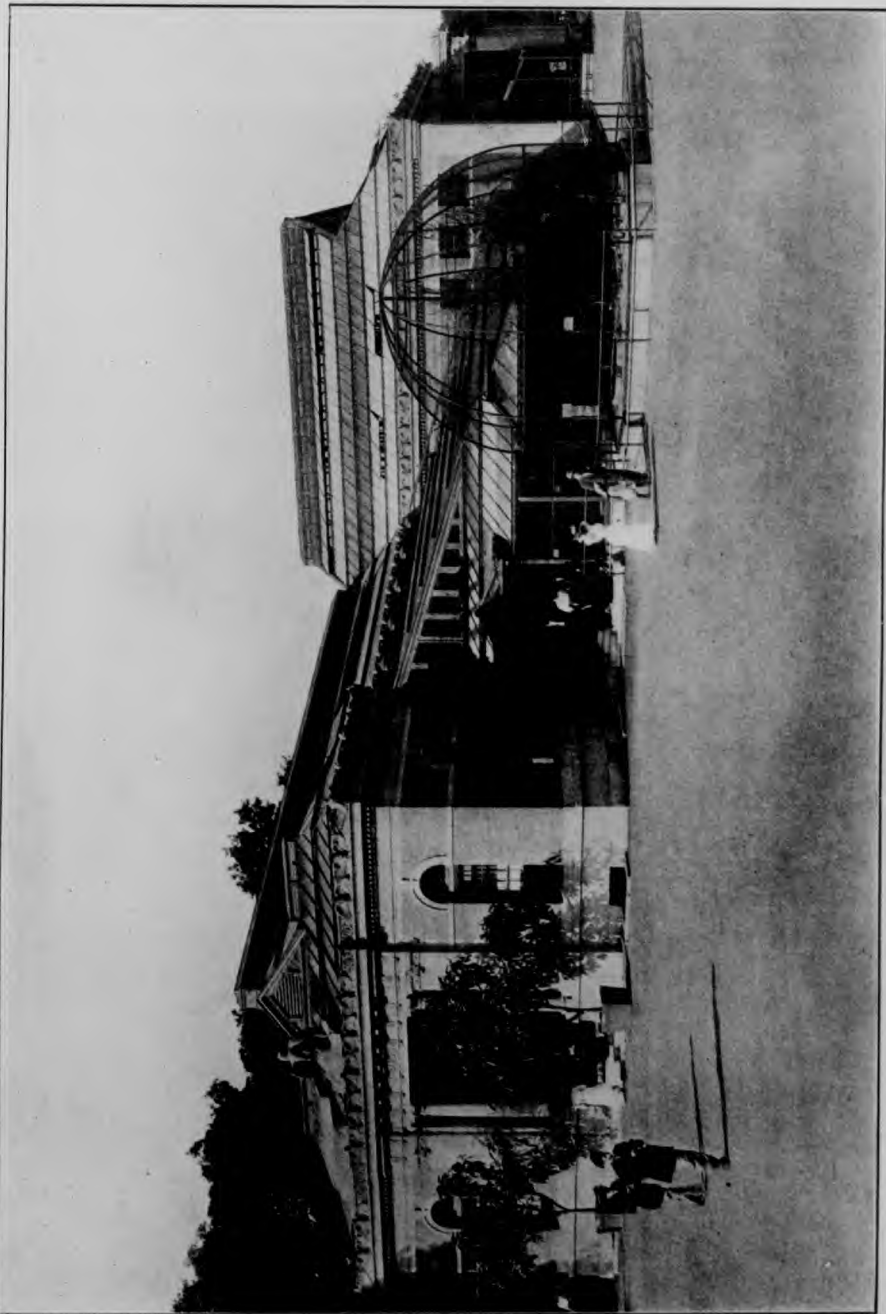
The generally good condition of the parks at the present time will, I believe, justify to the public whatever sums have been spent in acquiring, improving and maintaining them. Central Park, always a difficult problem from its very size, situation and the demands made upon it, has been brought to excellent condition. Its soil has been replenished as far as economy allowed and the removal of unnecessary tree growth gives opportunity for the survival of the necessary.

Prospect Park, which has required little criticism since the incoming of the present Commissioner, stands as a model of what may be done with a park possessing great natural advantages. In both the parks named the roads have been brought to a state of first-class utility. The proper use of oil has, at a trifling cost, laid the dust, kept the material together and protected the adjoining land.

Much construction has been done in the parks of The Bronx, which have come to be enjoyed by the people of all the boroughs, attracted by the Zoological Park, the golf links and gardens of Van Cortlandt Park, the athletic grounds and bathing beaches of Pelham Bay Park and the innumerable features of the great system.

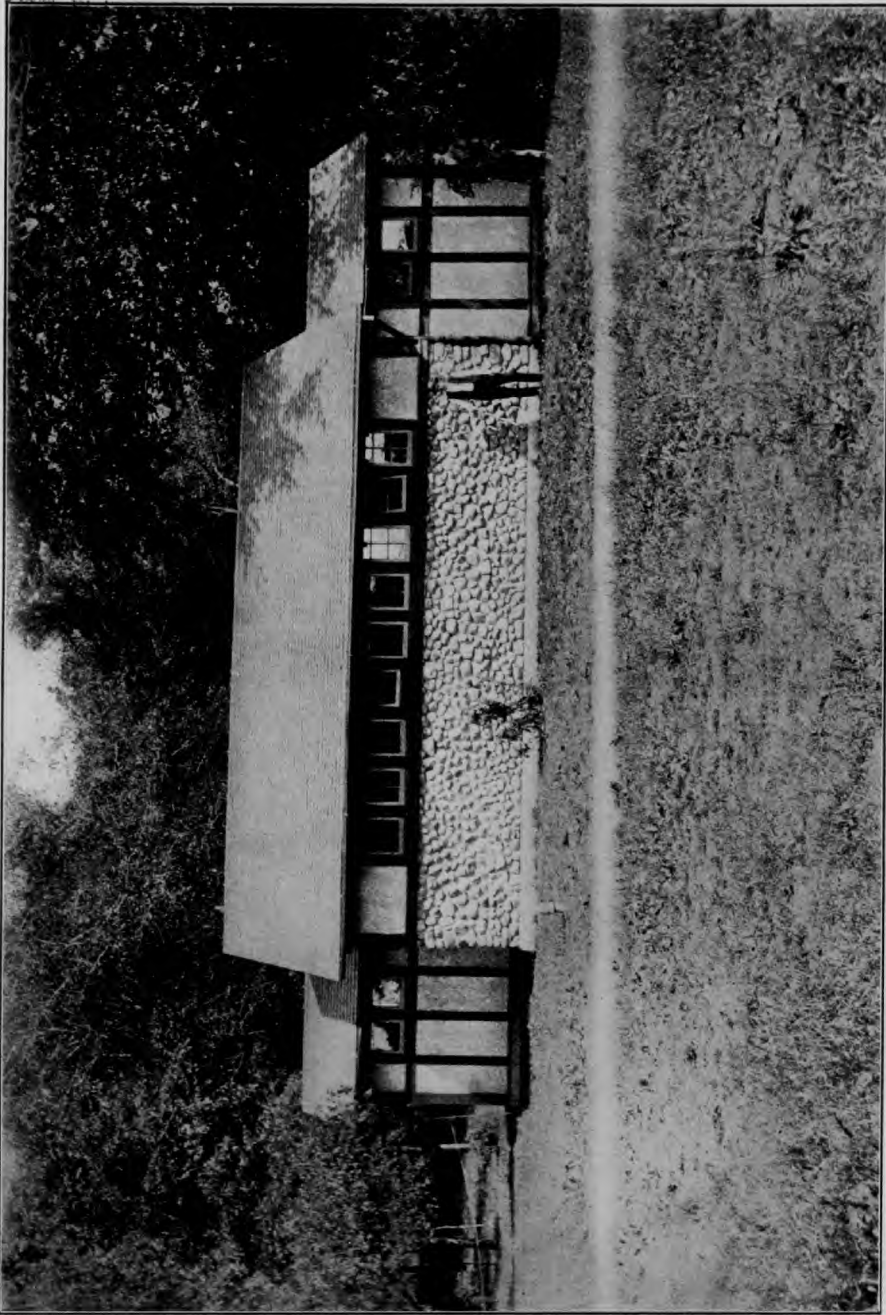
#### METROPOLITAN MUSEUM OF ART.

The first section of the new North Wing of the Metropolitan Museum of Art will be opened on January 4 by an exhibition of German contemporary art, sent here by a special commission officially appointed by the German Government. The new Central Wing, to accommodate the Hoentschel Collection and other collections of decorative art, will be finished during the early part of the year.



BIRD HOUSE, ZOOLOGICAL PARK, THE BRONX.





COMFORT STATION, CROTONA PARK.



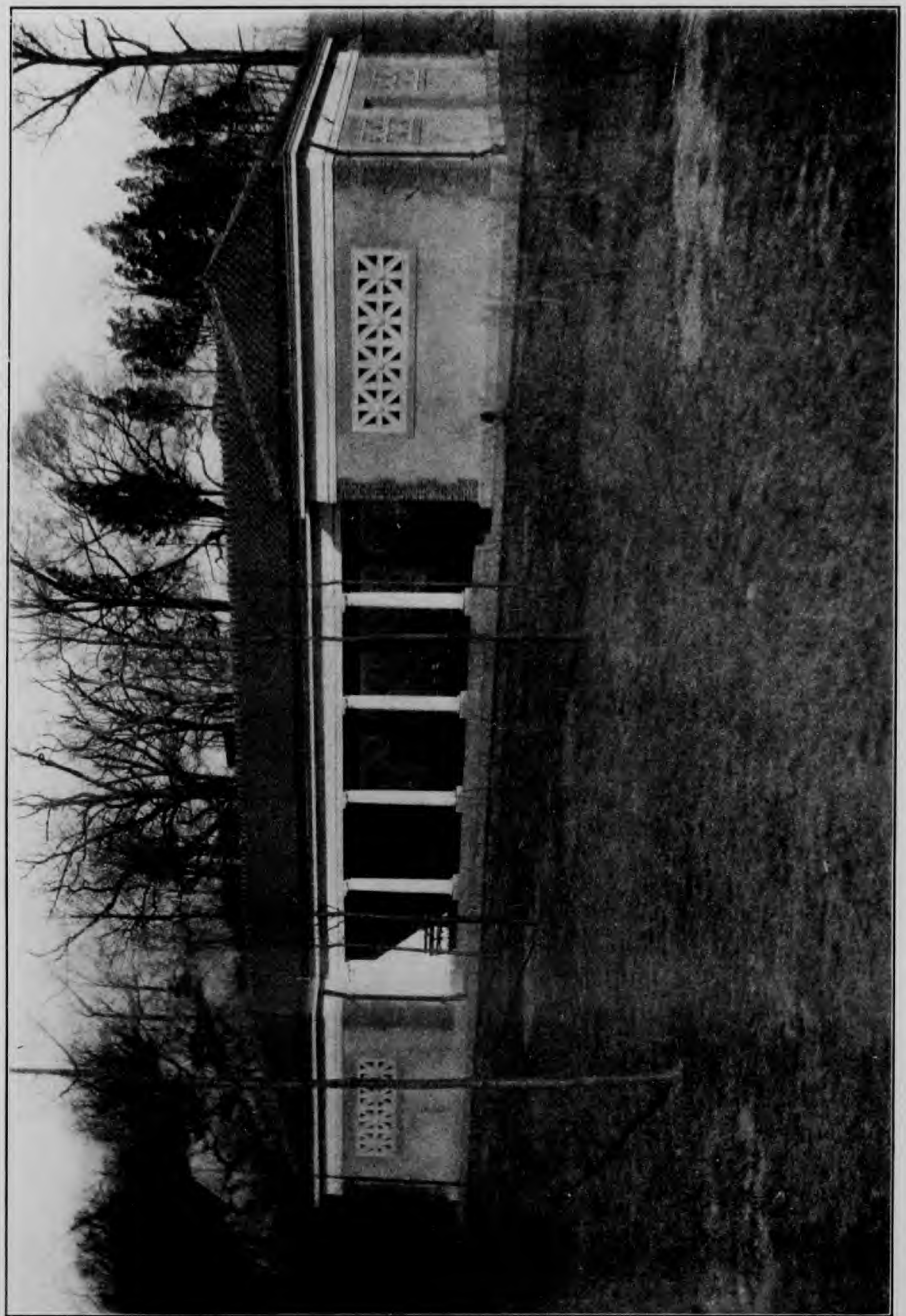
ELEPHANT HOUSE, ZOOLOGICAL PARK, THE BRONX.

## THE ART COMMISSION.

The annual number of submissions acted upon by the Art Commission has doubled during the last five years, being 90 in 1904, and 180 in 1908, and the total number of submissions for these five years is 681. These submissions cover objects having a total estimated value of \$130,000,000, and include 409 public structures, 138 statues, monuments and busts, 95 ornamental and drinking fountains, 12 portraits and mural decorations and 27 tablets.

In July, 1907, the jurisdiction of the Commission was extended to all structures built on public land. Previous to this amendment structures costing less than \$1,000,000 were passed upon by the Commission only when requested to do so by the Mayor. The number of such requests increased rapidly from year to year, for in 1904 the Mayor requested the Commission to act upon 28 structures, in 1905 on 56 structures, in 1906 on 65, and during the first five months of 1907 on 51.

The Charter makes the Art Commission, in a manner, guardian of existing works of art owned by the City, which comprise 425 portraits, sculptural objects and mural decorations. The collection of portraits dates from 1790, but until the investigation by the Art Commission practically nothing was known as to the time and manner of their acquisition, and in many cases the artists were unknown. In 1904 the Art Commission printed a tentative list of the works of art in the Borough of Manhattan. This was followed in 1906 by a similar list of those in the Borough of Brooklyn. The Commission printed the meagre data found on the small tablets on the portraits, without questioning their accuracy, but in 1907 it began a systematic search through the City's records and from them unearthed the facts concerning nearly all the paint-



SHELTER BUILDING, VAN CORTLANDT PARK.

ings and sculpture. These facts, with a photograph and a brief description of the listed object, have been put on file in the office of the Commission. The Commission has just issued a catalogue of the works of art belonging to the City.

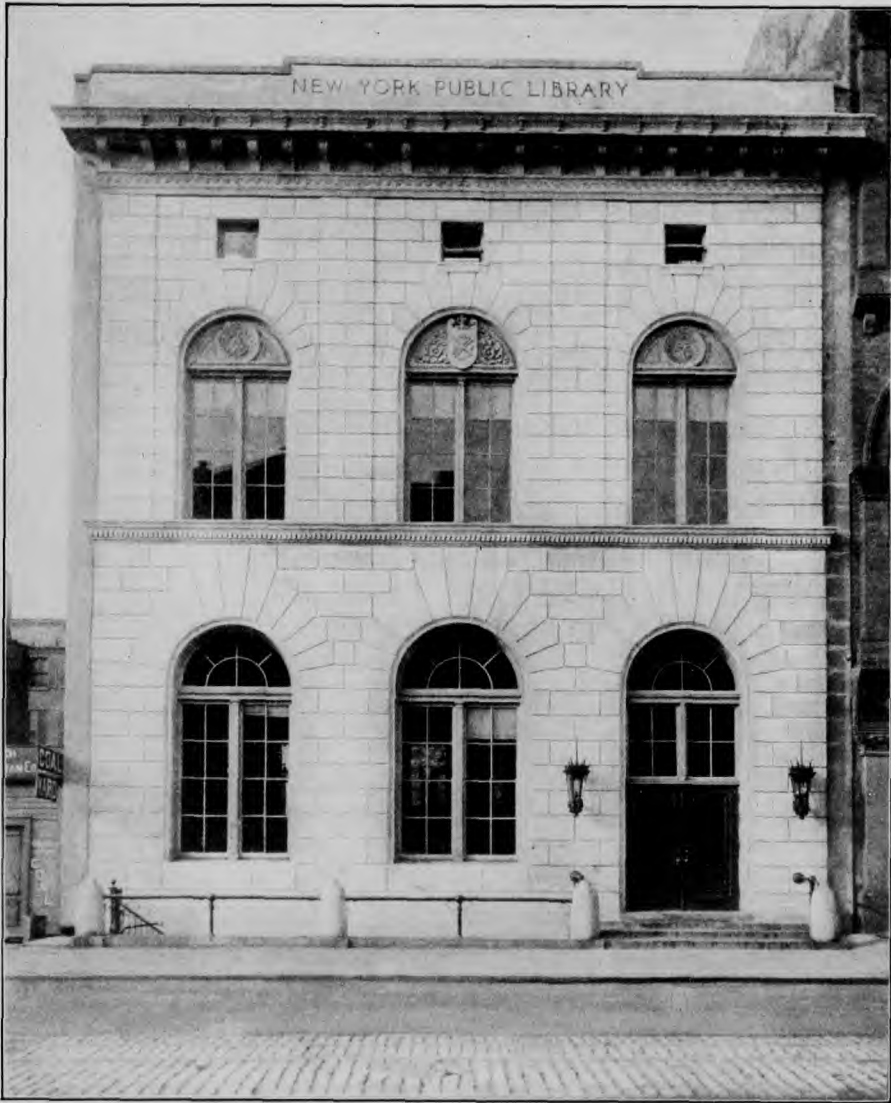
## BROOKLYN PUBLIC LIBRARY.

Work on the new central building of the Brooklyn Public Library will be started in about a year. This library will cost \$5,000,000 and will be built at the junction of Flatbush avenue and the Eastern parkway.

## GIFTS TO THE CITY.

Last spring Mrs. Russell Sage, who takes great interest in Central Park, gave to the park a plantation of hybrid and maximum rhododendrons, including all the soil necessary for the planting as well as all the labor required in connection with setting the plants. The plantation is on the East drive, between Ninetieth and One Hundredth streets, and is the finest exhibition of its kind in the world. This gift, which cost the donor about \$60,000, has added to the landscape effect of Central Park an adornment which will last many years.





PUBLIC LIBRARY NO. 6—One Hundred and Twenty-fifth Street Branch.



PUBLIC LIBRARY NO 14—Tompkins Square Branch,

Mrs. Sage has also volunteered to pay for the restoration of the Governor's Room in the City Hall to its original condition. This work will cost more than \$25,000.

All litigation in connection with the bequest of Angelina Crane, under her will dated January 19, 1891, for the erection of a drinking fountain to her memory, has been ended. The Commissioner of Parks for the Boroughs of Manhattan and Richmond has in course of preparation a contract with Frederick MacMonnies for the

submission of a suitable design commensurate with the amount of the available fund, about \$60,000. When this design is received it will be submitted to the Art Commission for approval as to design and location in City Hall Park.

The City has recently recovered a legacy of \$187,746.84 left to it by the late Betsy Head, to be used for the purchase and improvement of playgrounds.

#### THE INTERNATIONAL ROAD CONGRESS AT PARIS.

Last October the International Road Congress, the purpose of which I outlined in my last message to your Honorable Board, was held at Paris. This Congress, the first of its kind ever organized, was arranged by the French Government, and was prompted by the serious effect of high-speed motor cars upon the highways. Three delegates were sent by the United States Government, and several American states and cities were also represented. The Chief Engineer of the Board of Estimate and Apportionment, Nelson P. Lewis, and the Chief Engineer of the Department of Finance, Chandler Withington, were delegated to represent The City of New York, in the belief that not only would valuable information be secured at the Congress, but that the opportunity to observe the organization and methods under which municipal improvements are planned and carried out in European cities, would be of substantial use to our engineers. This practice of sending technical representatives to other cities and countries is quite generally followed by European cities, with most advantageous results. Mr. Lewis and Mr. Withington have prepared full reports on the Congress. For the following synopsis I am indebted to Mr. Lewis:



PUBLIC LIBRARY NO. 35—Hamilton Grange Branch, One Hundred and Forty-fifth Street.

The most conspicuous difference between the administration of public works, and especially of highways, in Europe and America, is the centralization of authority and responsibility in the former and the decentralization, or diffusion of such authority and responsibility, in this country. In general, it may be stated that greater centralization is accompanied by increased efficiency and economy, although the experience of Switzerland may be considered an exception. In that country the central government assumes no responsibility and exercises no authority over the highways, each canton being responsible for its own roads. In Great Britain the policy of decentralization has been carried to an absurd extreme, there being in England and Wales some 1,900 separate boards or councils, having jurisdiction over highway maintenance, while it is said that within fifteen miles of Charing Cross, London, there are ninety local road authorities who act independently of each other. In The City of New York there are separate highway bureaus dealing with the streets and roads in each borough, each independent of the other and each with its own organization, its own methods of administration and its own standards of work. The waste of energy, material and money and the unsatisfactory results are matters of common knowledge.

The general use of the motor car, with its serious effect upon roads of the old type, is necessitating different treatment and different methods of construction wherever roads of the macadam type are in use. The mileage of such roads in The City of New York is, and will continue to be, large, until our suburban wards have been so fully developed as to permit the laying of permanent pavements. These roads cannot be reconstructed at once, but the dust nuisance can undoubtedly be greatly abated by surface treatment. Sprinkling with oil emulsions and coating with tar



or other bituminous material have been successfully employed on European and on some American roads. Similar methods have been used to a very limited extent in this city, but this treatment has not had the serious investigation and the technical study which is required to make it a success, and to avoid the nuisance, discomfort and damage which follows a careless or haphazard application of these materials. If there is a city or a locality which is in conspicuous need of an efficient organization with uniform practice and standards and with distinct responsibility and authority for the administration of its highways, it is The City of New York.

During the progress of the Congress, I am informed by Mr. Lewis, the suggestion I made last year to the Prefect of the Seine that the Congress increase its scope so as to take in other serious problems of municipal government, was widely discussed by the delegates.

The next Congress takes place in Brussels in 1910, and there is every indication there will be an opportunity for an interchange of views and experiences on all municipal problems.

MUNICIPAL OPERATION.

So far as it has been in my power I have followed the policy declared in the last municipal campaign, that municipal operation of public utilities should be resorted to only when private ownership fails to render satisfactory service. It was this policy which resulted in taking over the Staten Island Ferry and the Thirty-ninth Street Ferry and the private water companies of Staten Island. In operating these ferries at a loss the City is carrying out one of its responsibilities to a part of its people.

In signing the Elsberg Rapid Transit bill on April 26, 1906, I said:

"If it should prove that private capital will not be offered under these conditions and that the City, by itself, cannot construct and equip these new roads, it will be perfectly feasible to apply to the next Legislature for a satisfactory amendment to this law. \* \* \* In the meantime the City will have had the advantage of accurately ascertaining just how much it must concede in order to induce responsible persons to invest in its new rapid transit routes."

It seems to me that the time has now come to make such amendments to the Elsberg law as will encourage private capital to extend our transit facilities.

We have the assurance, moreover, under existing law, that the City's interests in such contracts will be safeguarded by a strict accounting system.

In closing, I wish to express my thanks to the Department heads who have served under me and to the members of my office staff.

Respectfully,  
GEORGE B. McCLELLAN, Mayor.

APPENDIX.

STATEMENT OF CORPORATE STOCK ISSUED.

FROM JANUARY 1, 1904, TO NOVEMBER 1, 1908.

Showing the Amount Thereof Issued for Purposes to Which the City was Committed Prior to January 1, 1904, and the Amounts Issued for Purposes Authorized Subsequent to Said Date.

FOR WATER.

Additional Water Fund, City of New York.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Sanitary Protection of Croton Watershed.....	\$68,500 00	\$68,500 00	.....
Additional Water Fund (Aqueduct Commission).....	13,287,063 62	13,287,063 62	.....
Water Fund, Manhattan and The Bronx.....	6,596,938 37	1,869,800 00	\$4,727,138 37
Water Main Fund No. 3.....	21,000 00	21,000 00	.....
New Water Supply (chapter 724, Laws of 1905).....	5,693,500 00	.....	5,693,500 00
High Pressure Water System, Manhattan.....	3,394,650 00	.....	3,394,650 00
Water Main Fund, Brooklyn.....	122,100 00	122,100 00	.....
Water Construction, Brooklyn.....	31,500 00	31,500 00	.....
Water Fund, Brooklyn.....	7,020,404 64	2,371,000 00	4,649,404 64
High Pressure Water System, Brooklyn.....	1,414,600 00	.....	1,414,600 00
Water Fund, Queens.....	874,000 00	505,000 00	369,000 00
Water Fund, Richmond.....	376,200 00	72,000 00	304,200 00
Examination, etc., as to Present and Future Water Supply of the City.....	2,498,26	2,498 26	.....
Water Meter Fund (for Purchase of Water Meters)...	5,000 00	5,000 00	.....
Water Main, from Trotting Course Lane to Myrtle and Cypress Avenues, Queens.....	22,600 00	.....	22,600 00
Selecting Site for Filter Plant and Preparing Plans and Specifications .....	50,000 00	.....	50,000 00
Acquisition of Property, Rye Lake, Wampus River and Pond .....	640,643 37	.....	640,643 37
Land for Pipe Conduits, etc., Brooklyn.....	3,900 00	.....	3,900 00
Total for Water.....	\$39,625,098 26	\$18,355,461 88	\$21,269,636 38

FOR RAPID TRANSIT.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Manhattan and The Bronx.....	\$12,536,722 38	\$12,536,722 38	.....
Brooklyn and Manhattan .....	3,514,500 00	3,514,500 00	.....
Brooklyn Loop Lines in Manhattan.....	3,389,602 80	.....	\$3,389,602 80
Total for Rapid Transit.....	\$19,440,825 18	\$16,051,222 38	\$3,389,602 80

FOR SCHOOLS.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
High School Fund (old account).....	\$76,000 00	\$76,000 00	.....
School Building Fund, Richmond.....	80,000 00	80,000 00	.....
School Building Fund, All Boroughs.....	50,163,430 00	12,538,430 00	\$37,625,000 00
College of The City of New York.....	4,156,500 00	4,156,500 00	.....
Normal College Building, Fire Escapes.....	5,000 00	.....	5,000 00
Purchase of State Normal and Training School, Jamaica .....	83,000 00	.....	83,000 00
Boys' High School, Brooklyn.....	6,000 00	.....	6,000 00
Parental School, Queens.....	86,500 00	.....	86,500 00
School Buildings, Interior Construction—			
Manhattan .....	164,822 00	.....	164,822 00
The Bronx .....	37,000 00	.....	37,000 00
Brooklyn .....	272,872 00	.....	272,872 00
Queens .....	69,800 00	.....	69,800 00
Richmond .....	9,200 00	.....	9,200 00
School Buildings, Construction and Improvements: Contingencies .....	114,000 00	.....	114,000 00
School Buildings, Construction and Improvements—			
Manhattan .....	9,000 00	.....	9,000 00
Brooklyn .....	81,700 00	.....	81,700 00
Queens .....	7,000 00	.....	7,000 00
School Buildings, Fire Protection—			
Manhattan .....	96,406 25	.....	96,406 25
The Bronx .....	7,000 00	.....	7,000 00
Brooklyn .....	57,000 00	.....	57,000 00
Queens .....	38,000 00	.....	38,000 00
Richmond .....	6,000 00	.....	6,000 00
Washington Irving High School, Manhattan.....	12,000 00	.....	12,000 00
Total for Schools.....	\$55,638,230 25	\$16,850,930 00	\$38,787,300 25

FOR PARKS AND PUBLIC PLACES, ETC.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
William H. Seward Park in Hester Street.....	\$6,300 00	\$6,300 00	.....
Chelsea Park .....	8,500 00	.....	\$8,500 00
Improvement of Claremont Park, on Clay Avenue Side, The Bronx .....	15,000 00	.....	15,000 00
Improvement of St. James Park, The Bronx.....	14,500 00	.....	14,500 00
Bath Houses and Shelter House, Orchard Beach, Pelham Bay Park .....	4,100 00	.....	4,100 00
Improvement of Pelham Bay Park Along Pelham Bay Shore .....	10,000 00	.....	10,000 00
Improvement of Moshulu Parkway.....	13,500 00	.....	13,500 00
Improvement of Bronx and Pelham Parkway.....	52,700 00	.....	52,700 00
Improvement of Spuyten Duyvil Parkway.....	45,000 00	.....	45,000 00
Construction and Improvement of John Jay Park, De Witt Clinton Park, Thomas Jefferson Park, and Small Park at Thirty-fifth Street and First Avenue .....	350,000 00	350,000 00	.....
Additional Public Parks Fund.....	350,000 00	350,000 00	.....
Public Park in Twelfth Ward, One Hundred and Forty-fifth, One Hundred and Fifty-fifth Streets, Bradhurst and Edgecombe Avenues.....	48 94	48 94	.....
Riverside Park and Drive, Ninety-sixth Street Viaduct. Riverside Park and Drive, Twelfth Avenue Viaduct, Awards for Damages.....	211,428 16	211,428 16	.....
Botanical Museum, Herbarium and Garden.....	220,513 94	220,513 94	.....
Washington Park in Stapleton and Small Park in Richmond, Improvement of.....	441,360 92	141,000 00	300,360 92
Construction and Maintenance of Public Parkways....	3,095 76	3,095 76	.....
Improvement of Parks, Parkways and Drives, Manhattan and Richmond.....	10,000 00	10,000 00	.....
Restoration and Improvement of Jumel Mansion and Grounds .....	575,500 00	506,500 00	69,000 00
Improvement of Parks, Parkways and Drives—	11,275 00	.....	11,275 00
The Bronx.....	563,000 00	482,000 00	81,000 00
Queens .....	476,000 00	321,000 00	155,000 00
Toilet Facilities in City Parks and Rebuilding Bank Rock Bridge, Central Park.....	23,500 00	23,500 00	.....
Widening and Improving Cathedral Parkway, between Fifth and Seventh Avenues, Manhattan.....	63,000 00	.....	63,000 00
New York Zoological Garden in Bronx Park.....	1,030,870 70	300,000 00	730,870 70
Improvement and Construction of Parks, Parkways, Playgrounds, Boulevards and Driveways, Manhattan and Richmond.....	1,457,500 00	.....	1,457,500 00
Improvement and Construction of Parks, etc., The Bronx .....	980,666 66	.....	980,666 66
Improvement and Construction of Parks, etc., Brooklyn and Queens.....	1,476,680 00	.....	1,476,680 00
Acquisition and Construction of Playgrounds for the Children of the City.....	903,000 00	.....	903,000 00
Athletic Fields Under Jurisdiction of Board of Education .....	305,500 00	.....	305,500 00
Reconstructing Bulkhead on the Speedway.....	2,000 00	.....	2,000 00
Alterations, etc., in DeWitt Clinton Park.....	1,000 00	.....	1,000 00
Wire Fence, Bronx Park, at Bronxdale.....	5,000 00	.....	5,000 00
Department of Parks, Repairing Drives, etc.—			
Manhattan and Richmond.....	1,000 00	.....	1,000 00
Brooklyn and Queens.....	54,000 00	.....	54,000 00
The Bronx.....	23,000 00	.....	23,000 00
Total, Parks, etc.....	\$9,708,540 08	\$2,925,386 80	\$6,783,153 28

FOR PUBLIC BUILDINGS.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Improving, etc., New County Court House, Manhattan.	\$50,000 00	.....	\$50,000 00
New Hall of Records.....	3,106,164 94	\$3,106,164 94	.....



	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Municipal Building, Manhattan Terminal of New York and Brooklyn Bridge, Plans and Specifications....	20,000 00		20,000 00
New Hall of Records, Equipping Offices.....	33,000 00		33,000 00
Criminal Courts Building, Manhattan, Completion....	56,000 00	56,000 00	
Criminal Courts Building, Installation Vacuum Cleaning System .....	5,000 00		5,000 00
Criminal Courts Building, Completing Electrical Wiring System .....	9,500 00	9,500 00	
Court of General Sessions, Equipping Additional Court Room, etc.....	32,500 00		32,500 00
Repairs to County Court House, New York County...	50,000 00		50,000 00
Thirteenth District Municipal Court, Manhattan, Acquisition of Property on Madison Street.....	127,000 00		127,000 00
Repairs and Alterations to Building No. 264 Madison Street, Manhattan, for Use of Thirteenth District Municipal Court .....	44,000 00		44,000 00
Permanently Bettering Fifty-seventh Street Court House, Jefferson Market Court House and Harlem Court House .....	12,000 00		12,000 00
Improvement to Brownstone Building, City Hall Park.	20,000 00		20,000 00
Improvements, etc., City Hall, Manhattan.....	45,000 00		45,000 00
Municipal Electric Lighting Plant.....	625,000 00		625,000 00
Improving Washington, West Washington, Fulton and Jefferson Markets .....	16,000 00		16,000 00
West Washington Market, Reconstruction of Buildings Damaged by Fire.....	26,500 00		26,500 00
Office Building, President of the Borough of The Bronx, Williamsbridge.....	53,000 00		53,000 00
Construction and Equipment, Court House, The Bronx.	175,000 00	175,000 00	
Kings County Hall of Records, Metallic Furniture....	6,500 00		6,500 00
Kings County Hall of Records, Extension, Alterations, etc. ....	197,700 00	197,700 00	
Municipal Court House Site, Brooklyn.....	1,100 00		1,100 00
New Municipal Building and Additional Court Building, Brooklyn, Construction .....	13,000 00	13,000 00	
Court House on Gates Avenue for Second District Municipal Court and Sixth District Magistrates' Court, Brooklyn .....	50,000 00	50,000 00	
Gates Avenue Court House, Brooklyn, Electric Light and Gas Fixtures.....	1,500 00		1,500 00
Permanently Bettering Borough Hall, Brooklyn.....	1,000 00		1,000 00
Permanently Bettering Kings County Court House....	7,000 00		7,000 00
Kings County Court House, Coal Vaults, etc.....	3,350 00		3,350 00
Repairs, etc., Men's Prison, Raymond Street Jail, Brooklyn .....	20,000 00		20,000 00
Raymond Street Jail, New Building, Plans and Specifications .....	7,500 00		7,500 00
Public Comfort Station, Wallabout Market, Brooklyn.	500 00		500 00
Public Market, Brooklyn, Acquiring Title.....	752,700 00		752,700 00
Public Market, Eighth Ward, Brooklyn, Preparing Land .....	146,500 00		146,500 00
Construction of Borough Hall, Queens.....	42,347 48	42,347 48	
Rebuilding Queens County Court House.....	280,000 00		280,000 00
Alterations, etc., to Queens County Court House Building, Long Island City.....	39,471 75		39,471 75
Construction of County and Borough Buildings, Queens	15,000 00		15,000 00
Queens County Jail, New Fence.....	9,700 00		9,700 00
Borough Building, Richmond.....	619,700 00	619,700 00	
Staten Island Association of Arts and Sciences, Furnishing Quarters in Borough Hall.....	4,000 00		4,000 00
New Richmond County Jail, Construction.....	105,000 00	105,000 00	
Richmond County Court House, Improving, etc.....	3,000 00		3,000 00
Armory Fund .....	3,309,936 12	2,133,422 55	1,176,513 57
American Museum of Natural History.....	739,000 00	308,000 00	431,000 00
Metropolitan Museum of Art.....	759,400 00	20,000 00	739,400 00
Museum of Arts and Sciences, Brooklyn, Addition....	666,700 00	666,700 00	
Aquarium Building, Battery.....	64,500 00	30,000 00	34,500 00
Public Bath, Rivington Street.....	22,500 00	1,700 00	20,800 00
Public Baths, Manhattan.....	1,357,567 50	811,500 00	546,067 50
Public Baths, The Bronx.....	125,000 00	125,000 00	
Heating Equipment, Building at One Hundred and Sixty-seventh Street, Brook and Washington Avenues, The Bronx.....	960 00		960 00
Public Baths, Brooklyn.....	449,000 00	267,600 00	181,400 00
Public Bath, Eighth Street, First Ward, Queens.....	3,500 00		3,500 00
Interior Public Baths, Long Island City.....	550 00		550 00
Floating Bath, Long Island City.....	15,000 00		15,000 00
Gouverneur Hospital.....	350,500 00	350,500 00	
New Bellevue Hospital.....	1,152,100 00	1,152,100 00	
Temporary Pavilions, Bellevue Hospital.....	15,000 00		15,000 00
Alterations to Buildings and Fire Protection Devices, Bellevue Hospital.....	19,800 00		19,800 00
Bellevue Hospital Training School for Women Nurses.	687,500 00		687,500 00
New Bellevue Hospital, Acquiring Property.....	1,622,666 90	1,622,666 90	
Dormitory, Medical College Building, Manhattan.....	3,000 00	3,000 00	
New Harlem Hospital.....	770,000 00	770,000 00	
Fordham Hospital.....	741,750 00	741,750 00	
Cumberland Street Hospital, Brooklyn, Alterations....	21,000 00		21,000 00
Reception Hospital for Insane, Site, Manhattan.....	145,000 00		145,000 00
Department of Correction, Building Fund.....	295,000 00	35,000 00	260,000 00
Penitentiary on Rikers Island.....	43,500 00		43,500 00
Department of Charities—			
Building Fund.....	1,999,800 00	489,500 00	1,510,300 00
Lodging House, Manhattan.....	20,000 00		20,000 00
Staff House, Metropolitan Hospital, Blackwells Island .....	2,000 00		2,000 00
Tuberculosis Infirmary, Metropolitan Hospital, Blackwells Island.....	4,500 00		4,500 00
Morgue, Metropolitan Hospital.....	1,500 00		1,500 00
Hospital Pavilion, City Home, Blackwells Island..	9,000 00		9,000 00
Nurses' Home, Children's Hospital, Randalls Island	3,000 00		3,000 00
Nurses' Home and Training School, Kings County Hospital .....	6,500 00		6,500 00
Acquiring Land for Coney Island Hospital.....	127,662 00		127,662 00
Additional Dormitories, City Colony, Richmond....	3,000 00		3,000 00
Pavilion for Insane, City Colony, Richmond.....	500 00		500 00
Steam Heating and Lighting Plant, Kings County Hospital .....	2,500 00	2,500 00	
New York Public Library.....	3,487,400 00	3,487,400 00	
Central Library Building, Brooklyn.....	18,825 82		18,825 82
Enlarging Site, Montague Street Branch, Brooklyn Public Library.....	30,000 00	30,000 00	
Sites for Carnegie Libraries.....	1,343,000 00	1,343,000 00	
City Court Building, City Hall Park, Additional Stories	27,000 00		27,000 00
Kings County Court House, Construction of Additional Stories .....	11,000 00		11,000 00

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Municipal Court House Site, Brooklyn.....	93 75		93 75
Department of Public Charities, Metropolitan Hospital, New Dormitory.....	2,474 02		2,474 02
Total for Public Buildings.....	\$27,312,420 28	\$18,765,751 87	\$8,546,668 41
FOR BRIDGES.			
	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Brooklyn Bridge, Gore of Land at Southeast Corner of William Street and Present Property of Bridge....	\$1,800 00		\$1,800 00
Brooklyn Bridge Station, Sands and Washington Streets, Removing Supporting Columns.....	9,000 00		9,000 00
Brooklyn Bridge, Reconstructing Manhattan Terminal..	380,500 00	\$380,500 00	
Brooklyn Bridge, Acquisition of Property for Manhattan Terminal.....	1,747,492 50	1,747,492 50	
Brooklyn Bridge, Reconstructing Railway Floor.....	30,000 00		30,000 00
Brooklyn Bridge, Constructing Trolley Railway Approaches, Brooklyn.....	99,000 00		99,000 00
Brooklyn Bridge Track Stringers, Safety Signals and Track Loop.....	37,655 44		37,655 14
Williamsburg Bridge.....	9,762,500 00	9,762,500 00	
Manhattan Bridge.....	11,333,500 00	11,333,500 00	
Queensboro Bridge (Blackwells Island).....	10,075,500 00	10,075,500 00	
Bridge over Harlem River, First and Willis Avenues..	222,827 04	222,827 04	
Bridge over Harlem River, at Third Avenue.....	270,740 59	270,740 59	
Bridge over Harlem River, at Madison Avenue.....	960,876 45	960,876 45	
Bridge over Harlem River, from One Hundred and Forty-fifth to One Hundred and Forty-ninth Street .....	1,037,505 05	1,037,505 05	
Bridge over Harlem River, from Two Hundred and Seventh to One Hundred and Eighty-fourth Street.	1,155,980 54	1,155,980 54	
Bridge across Spuyten Duyvil Creek (Henry Hudson Memorial Bridge).....	79,500 00		79,500 00
Bridge over Tracks of Harlem Railroad at One Hundred and Fifty-third Street, The Bronx.....	20,000 00	20,000 00	
Widening Bridge over Harlem Railroad at One Hundred and Sixty-first and One Hundred and Seventy-seventh Streets, The Bronx.....	67,000 00		67,000 00
Bridge to Carry Jerome Avenue over Moshulu Parkway, The Bronx.....	3,000 00		3,000 00
Extension of Bridge over Port Morris Branch Railroad at Elton Avenue, One Hundred and Sixty-seventh Street and Washington Avenue, The Bronx.....	25,000 00		25 000 00
Bridge over Tracks of Harlem Railroad and Port Morris Branch Thereof, connecting Melrose Avenue, from One Hundred and Sixty-third to One Hundred and Sixty-fifth Street.....	500 00	500 00	
Bridge over Harlem Railroad and Bronx River at Two Hundred and Twenty-second Street.....	12,500 00		12,500 00
Bridges in Connection with Depression of Port Morris Branch Railroad.....	184,000 00	184,000 00	
Bridge over Tracks of New Haven Railroad at Westchester Avenue.....	30,000 00	30,000 00	
Temporary Bridge over Bronx River at Westchester Avenue .....	1,000 00	1,000 00	
Permanent Bridge over Bronx River at Westchester Avenue .....	285,948 72	285,948 72	
Bridge over Bronx River at One Hundred and Seventy-seventh Street.....	28,000 00	28,000 00	
Bridge across Bronx River and Approaches to Bridge over Harlem Railroad at Two Hundred and Thirty-third Street.....	169,500 00	169,500 00	
Highway Bridge over Bronx River, from Becker to Wakefield Avenue.....	1,000 00		1,000 00
Bridge to Extend One Hundred and Eighty-ninth Street over Harlem Railroad.....	16,000 00	16,000 00	
Approaches to Bridges over New York Central Railroad and New York and Putnam Railroad at Depot Place and West One Hundred and Seventy-seventh Street.	135,000 00	135,000 00	
Bridge over Eastchester Bay in Pelham Bay Park.....	476,500 00	476,500 00	
Bridge to Replace Eastchester Bridge over Hutchinsons River .....	9,417 23		9,417 23
Bridge over Gowanus Canal at Hamilton Avenue, Union Street, Third Street and Ninth Street, Construction.	455,000 00	455,000 00	
Bridge Over Gowanus Canal (as Above)—			
Damages, Change of Grade.....	268,544 65	268,544 65	
Damages, Change of Grade.....	89,306 36	89,306 36	
Bridge across Prospect Avenue at Seeley Street, Brooklyn .....	16,017 50	16,017 50	
Reconstructing Floor, Bridge over Wallabout Canal, Washington Avenue.....	6,000 00		6,000 00
Newtown Creek Bridge at Vernon Avenue.....	957,071 77	957,071 77	
Bridge Over Flushing Creek, Between Jackson Avenue and Broadway.....	355,000 00	355,000 00	
Bridge Across Dutch Kills Creek on Line of Borden Avenue, Queens .....	133,500 00		133,500 00
Total for Bridges.....	\$40,950,183 54	\$40,435,811 17	\$514,372 37
FOR PUBLIC WORKS, STREETS AND ROADS.			
	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Broadway Parkways, Fifty-ninth to Manhattan Street, Iron Fences .....	\$1,000 00		\$1,000 00
Delancey Street, Bowery and Norfolk Street, Improvement of Roadway.....	23,200 00		23,200 00
Park Avenue Improvement, Forty-fifth to Fifty-sixth Street .....	120,000 00	\$120,000 00	



	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Seventh Avenue Improvement, One Hundred and Tenth to One Hundred and Fifty-third Street.....	239,000 00	.....	239,000 00
Broadway Improvements, One Hundred and Thirty-fifth to One Hundred and Sixty-ninth Street.....	38,000 00	.....	38,000 00
Extension of Riverside Drive to Boulevard Lafayette..	3,536,871 03	3,536,871 03	.....
Riverside Drive Extension and Improvement, from One Hundred and Fifty-eighth Street to Henry Hudson Memorial Viaduct, Plans, etc.....	37,000 00	.....	37,000 00
Riverside Drive, Construction of Extension North of One Hundred and Fifty-fifth Street to Henry Hudson Memorial Viaduct.....	58,000 00	.....	58,000 00
Repairing Retaining Wall, West Side of Boulevard Lafayette, Near One Hundred and Eighty-first Street .....	10,000 00	.....	10,000 00
Rebuilding Retaining Wall, West Side of Fort Washington Avenue .....	11,000 00	.....	11,000 00
Street Signs, Manhattan.....	30,000 00	.....	30,000 00
Park Avenue Improvement, Above One Hundred and Sixth Street .....	621 08	.....	621 08
Sodding Plots, Prospect Avenue, The Bronx.....	5,000 00	.....	5,000 00
Sodding Plots, Longwood Avenue, The Bronx.....	1,000 00	.....	1,000 00
Change of Grade Damage Commission, Twenty-third and Twenty-fourth Wards.....	401,500 00	401,500 00	.....
Change of Grade Crossing at Broadway, New York Central Railroad .....	9,720 51	.....	9,720 51
Transverse Roads at Tremont Avenue, Burnside Avenue and Kingsbridge Road, in Connection with Grand Boulevard and Concourse.....	256,200 00	256,200 00	.....
Transverse Roads at East One Hundred and Sixty-fifth Street, East One Hundred and Sixty-seventh Street, Burnside Avenue and East Two Hundred and Fourth Street, in Connection with Grand Boulevard and Concourse.....	35,000 00	35,000 00	.....
Damages to Property on One Hundred and Seventy-seventh Street, Abolishing Grade Crossings, etc....	92,012 50	92,012 50	.....
Fund for Payment of Assessments Imposed Against City Relaying Water Main in Southern Boulevard, Near One Hundred and Forty-first Street.....	13,650 00	13,650 00	.....
Macadamizing Crotona Avenue in Crotona Park.....	25,000 00	25,000 00	.....
Improvement of Steps at One Hundred and Sixty-sixth Street, between Fulton and Franklin Avenues, The Bronx .....	7,600 00	.....	7,600 00
Acquiring Right of Way for New Route of Spuyten Duyvil and Port Morris Railroad.....	551,025 00	551,025 00	.....
Rebuilding Retaining Wall, East Side of Edgecombe Avenue, One Hundred and Forty-seventh to One Hundred and Forty-eighth Street.....	20,500 00	.....	20,500 00
Depot Place, The Bronx, Abolishing Grade Crossings, Awards for Damages.....	8,544 00	8,544 00	.....
Palisade Avenue, The Bronx, Damages, Change of Grade .....	51,207 75	.....	51,207 75
Atlantic Avenue Improvement, Brooklyn.....	424,500 00	424,500 00	.....
Street Signs, Brooklyn.....	5,000 00	.....	5,000 00
Shore Road, Brooklyn, Completion of.....	101,500 00	.....	101,500 00
Abolishing Grade Crossings, Highways and Railroads in Brooklyn .....	1,250,000 00	1,250,000 00	.....
Paving Farmers' Square, Wallabout Market.....	4,000 00	.....	4,000 00
Opening, Improving, etc., Bedford Avenue, Brooklyn..	325,469 64	325,469 64	.....
Repaving Under Chapter 475, Laws of 1895.....	10,000 00	10,000 00	.....
Paving Jerome Avenue.....	4,000 00	4,000 00	.....
Repaving Eighty-sixth Street.....	32,500 00	32,500 00	.....
Repaving Streets, Manhattan.....	5,554,850 00	1,913,000 00	3,641,850 00
Repaving Streets, The Bronx.....	1,464,800 00	414,800 00	1,050,000 00
Deficiencies in Assessments, Town of New Lots, Brooklyn .....	36,120 21	36,120 21	.....
Repaving Streets, Brooklyn.....	7,359,000 00	2,160,000 00	5,199,000 00
Repaving Streets, Queens.....	1,645,200 00	310,000 00	1,335,200 00
Repaving Streets, Richmond.....	1,399,000 00	161,000 00	1,238,000 00
Fund for Street and Park Openings.....	19,932,634 37	12,381,345 09	7,551,289 28
Belmont Avenue Sewer, Extension of, etc., The Bronx.	10,500 00	.....	10,500 00
Approving Sewerage System, The Bronx.....	35,000 00	.....	35,000 00
Approving Sewerage System, The Bronx.....	30,000 00	.....	30,000 00
Drainage and Sewer District Plans, The Bronx.....	47,110 00	.....	47,110 00
Sewer in Forty-second Street and Hudson River, Manhattan .....	36,000 00	.....	36,000 00
Sewer in Park Avenue, South of One Hundred and Fifty-third Street, The Bronx.....	18,500 00	.....	18,500 00
Reconstructing, etc., Sewer in East One Hundred and Sixty-ninth Street.....	28,600 00	.....	28,600 00
Reconstruction of Sewers, Manhattan.....	269,000 00	.....	269,000 00
Construction of Webster Avenue Relief Sewer, The Bronx .....	497,500 00	.....	497,500 00
Rebuilding Sewer in East One Hundred and Forty-ninth Street, The Bronx.....	75,000 00	.....	75,000 00
Sewer in Kent Avenue and Division Street, Outlet, Brooklyn .....	11,000 00	.....	11,000 00
Construction of Sewers, Borough of Brooklyn.....	803,500 00	300,000 00	503,500 00
Paving, etc., Bridges Over Harlem River Branch of New Haven Railroad, The Bronx.....	3,000 00	.....	3,000 00

Total for Public Works, Streets and Roads \$47,995,936 09 \$25,762,537 47 \$22,233,398 62

## FOR DEPARTMENT OF HEALTH.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Health Department Building Fund.....	\$1,879,500 00	\$1,085,000 00	\$794,500 00
Steamboat for Transportation of Patients Affected with Contagious Diseases, etc.....	67,000 00	.....	67,000 00
Site and Building for Sanitarium for Tubercular Patients, Orange County.....	318,500 00	.....	318,500 00
Total, Health Department.....	\$2,265,000 00	\$1,085,000 00	\$1,180,000 00

## FOR FIRE DEPARTMENT.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
New Hose Wagons, etc.....	\$106,150 00	.....	\$106,150 00
Fire Alarm Telegraph System, Manhattan.....	25,000 00	.....	25,000 00
For Sites, Buildings and Telegraph System.....	1,210,000 00	\$500,000 00	710,000 00
For Sites and Buildings.....	1,188,700 00	.....	1,188,700 00
Sites and Buildings, Manhattan and The Bronx.....	19,000 00	.....	19,000 00
New Apparatus, Manhattan and The Bronx.....	95,500 00	.....	95,500 00
Purchase of New Apparatus, Brooklyn.....	3,000 00	.....	3,000 00
Sites and Buildings, Brooklyn and Queens.....	210,500 00	210,500 00	.....
Fire Alarm Telegraph System, Queens.....	62,600 00	.....	62,600 00
Extension of Fire Alarm System, Queens, Including Apparatus for Volunteer Companies.....	64,000 00	.....	64,000 00
Construction of New Fireboat.....	8,500 00	.....	8,500 00
Construction, etc., of Fireboats.....	325,000 00	.....	325,000 00
Placing Fireboat "Seth Low" in Condition for Service.	22,500 00	.....	22,500 00
Fire Alarm Telegraph System, Richmond.....	23,500 00	.....	23,500 00
Boroughs of Brooklyn and Queens, Sites, Erection of, etc., Additions to Buildings for an Extension of Paid System .....	155,500 00	.....	155,500 00
Total, Fire Department.....	\$3,519,450 00	\$710,500 00	\$2,808,950 00

## FOR DOCKS AND FERRIES.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Dock Fund .....	\$41,404,422 00	\$5,614,689 93	\$35,789,732 07
Total, Docks and Ferries.....	\$41,404,422 00	\$5,614,689 93	\$35,789,732 07

## FOR DEPARTMENT OF CORRECTION.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Permanently Bettering and Improving Harts Island and the Buildings Thereon.....	\$40,000 00	.....	\$40,000 00
New Boilers, Second District Prison.....	3,500 00	.....	3,500 00
Repairing Steamboats.....	30,000 00	.....	30,000 00
Purchase of a New Steamboat.....	600 00	.....	600 00
Construction and Equipment of Steamboat.....	3,000 00	.....	3,000 00
Total, Department of Correction.....	\$77,100 00	.....	\$77,100 00

## FOR DEPARTMENT OF PUBLIC CHARITIES.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
New Steamboat.....	\$65,500 00	.....	\$65,500 00
Repairs to Steamboat "Thomas S. Brennan".....	22,400 00	.....	22,400 00
Total, Department of Public Charities....	\$87,900 00	.....	\$87,900 00

## FOR POLICE DEPARTMENT.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
For Sites and Buildings.....	\$2,046,920 00	\$558,720 00	\$1,488,200 00
For Improving, etc., Station Houses.....	61,000 00	.....	61,000 00
New Stock or Plant, Brooklyn.....	20,000 00	.....	20,000 00
General Repairs, etc., to Steamboat "Patrol".....	13,000 00	.....	13,000 00
Two Additional Power Launches.....	.....	.....	.....
Total, Police Department.....	\$2,140,920 00	\$558,720 00	\$1,582,200 00

## FOR STREET CLEANING.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
New Stock or Plant, Manhattan and The Bronx.....	\$814,595 00	\$193,245 00	\$621,350 00
Property for Stable, Northwest Corner of Eightieth Street and Avenue B, Manhattan.....	71,000 00	.....	71,000 00
Property on East One Hundred and Eighty-ninth Street, The Bronx.....	53,500 00	.....	53,500 00
Incinerating Plant, Manhattan.....	30,000 00	30,000 00	.....
New Stock or Plant, Brooklyn.....	353,000 00	83,750 00	269,250 00
Site for and Construction of Stable, Brooklyn.....	296,500 00	296,500 00	.....
Two Automobiles.....	4,000 00	4,000 00	.....
Three or More Autos.....	11,650 00	.....	11,650 00
New Stock or Plant, Queens.....	33,503 92	33,503 92	.....
Crematory, Queens.....	11,550 00	.....	11,550 00
New Stock or Plant, Richmond.....	179,634 00	101,634 00	78,000 00
Total, Street Cleaning.....	\$1,858,932 92	\$742,632 92	\$1,116,300 00



FOR MISCELLANEOUS PURPOSES.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Expenses of Commissioners of Estimate and Appraisal..	\$14,000 00	\$9,000 00	\$5,000 00
Metropolitan Sewerage Commission.....	20,000 00		20,000 00
Expense of Commission on Improvements, etc., Jamaica Bay .....	25,000 00		25,000 00
Comfort Station, Madison Square Park, Manhattan....	1,000 00		1,000 00
Public Comfort Stations—			
Manhattan .....	215,000 00	215,000 00	
Brooklyn .....	43,000 00	43,000 00	
Queens .....	1,000 00		1,000 00
To Provide for Uncollected Taxes.....	3,000,000 00	3,000,000 00	
Storage Yard, Park Avenue and One Hundred and Eightieth Street, etc., The Bronx.....	169,500 00		169,500 00
Garage Under Brooklyn Bridge.....	1,000 00		1,000 00
Improving Sanitary Conditions, Gowanus Canal, Brooklyn .....	654,000 00		654,000 00
Monument in Memory of Prison Ship Martyrs.....	46,272 15		46,272 15
Municipal Asphalt Repair Plant, Brooklyn.....	25,000 00		25,000 00
Alterations, etc., Rooms Leased for Eighth District Court, Westchester, The Bronx.....	4,000 00		4,000 00
Topographical Bureau—			
The Bronx.....	251,000 00		251,000 00
Brooklyn .....	30,000 00		30,000 00
Queens .....	850,000 00		850,000 00
Richmond .....	504,000 00		504,000 00
Map or Plan of Portion of Second, Third and Fourth Wards, Queens.....	100,000 00		100,000 00
Map or Plan of Ward 1, and Parts of Wards 2, 3, 4, 5, Richmond .....	75,000 00		75,000 00
Carnegie Libraries, Original Stock of Books—			
Manhattan, The Bronx and Richmond.....	99,257 89	99,257 89	
Brooklyn .....	27,200 00	27,200 00	
Queens .....	18,500 00	18,500 00	
Acquisition of Property in Connection with Depressing Tracks of Port Morris Railroad Through St. Mary's Park, The Bronx.....	60,000 00	60,000 00	
Corporation Yard for Bureau of Sewers, Brooklyn....	7,100 00		7,100 00
Total for Miscellaneous Purposes.....	\$6,240,830 04	\$3,471,957 89	\$2,768,872 15

SUMMARY.

	Total.	Commitments.	
		Prior to January 1, 1904.	Subsequent to January 1, 1904.
Water .....	\$39,625,098 26	\$18,355,461 88	\$21,269,636 38
Rapid Transit.....	19,440,825 18	16,051,222 38	3,389,602 80
Schools .....	55,638,230 25	16,850,930 00	38,787,300 25
City Parks, Public Places, etc.....	9,708,540 08	2,925,386 80	6,783,153 28
Public Buildings.....	27,312,420 28	18,765,751 87	8,546,668 41
Bridges .....	40,950,183 54	40,435,811 17	514,372 37
Public Works, Streets and Roads.....	47,995,936 09	25,762,537 47	22,233,398 62
Department of Health.....	2,265,000 00	1,085,000 00	1,180,000 00
Fire Department.....	3,519,450 00	710,500 00	2,808,950 00
Docks and Ferries.....	41,404,422 00	5,614,689 93	35,789,732 07
Department of Correction.....	77,100 00		77,100 00
Department of Public Charities.....	87,900 00		87,900 00
Police Department.....	2,140,920 00	558,720 00	1,582,200 00
Street Cleaning.....	1,858,932 92	742,632 92	1,116,300 00
Miscellaneous Purposes.....	6,240,830 04	3,471,957 89	2,768,872 15
Total.....	\$298,265,788 64	\$151,330,602 31	\$146,935,186 33

Note—The actual issue of Corporate Stock from January 1, 1904, to November 1, 1908, was \$298,945,094.84.

Comparison of Budget of The City of New York for 1904 with the Budget for 1909.

	Budget, 1904.	Budget, 1909.	Increase, Budget of 1909 Over 1904.	Decrease, Budget of 1909 Below 1904.	Per Cent. of \$45,483,644.07, Being Increase of 1909 Over 1904.
1 Debt Service (principal, interest and installments) ....	\$29,711,290 04	\$47,223,078 33	\$17,511,788 29		38.501
2 Department of Education .....	20,913,017 77	27,470,736 80	6,557,719 03		14.417
3 Police Department..	12,030,500 00	14,160,201 85	2,129,701 85		4.682
4 Fire Department....	5,968,300 28	8,039,565 50	2,071,265 22		4.553
5 Department of Street Cleaning .....	5,447,712 20	7,418,299 20	1,970,587 00		4.332
6 Charitable Institutions .....	2,846,249 55	4,760,650 98	1,914,401 43		4.209
7 Department of Water Supply, Gas and Electricity .....	4,799,852 23	6,511,143 26	1,711,291 03		3.762
8 Department of Health	1,109,391 48	2,484,859 25	1,375,467 77		3.024
9 Department of Parks	1,999,333 95	3,319,065 14	1,319,731 19		2.910
10 President, Borough of Brooklyn.....	1,409,435 25	2,337,421 44	927,986 19		2.042
11 President, Borough of Manhattan....	1,897,645 50	2,697,868 62	800,223 12		1.759
12 Board of City Record	667,300 00	1,441,550 00	774,250 00		1.702
13 Rents .....	332,095 07	942,342 25	610,247 18		1.341
14 Department of Public Charities .....	1,902,490 16	2,512,605 66	610,115 50		1.319
15 Libraries .....	519,393 80	1,101,268 00	581,874 20		1.279
16 Department of Finance .....	988,030 60	1,545,040 00	557,009 40		1.224
17 Bellevue and Allied Hospitals .....	598,880 78	1,102,745 02	503,864 24		1.107
18 Department of Correction .....	794,350 00	1,274,957 50	480,607 50		1.056

	Budget, 1904.	Budget, 1909.	Increase, Budget of 1909 Over 1904.	Decrease, Budget of 1909 Below 1904.	Per Cent. of \$45,483,644.07, Being Increase of 1909 Over 1904.
19 President, Borough of Queens.....	869,308 63	1,327,307 18	457,998 55		1.006
20 Municipal Courts, City of New York	430,050 00	849,550 00	419,500 00		.922
21 Law Department....	460,560 00	879,340 00	418,780 00		.920
22 Department of Bridges .....	423,038 38	790,808 64	367,770 26		.808
23 President, Borough of Richmond.....	432,980 00	776,069 60	343,089 60		.754
24 Tenement House Department .....	516,433 08	812,720 00	296,286 92		.651
25 College of The City of New York....	298,362 00	584,811 29	286,449 29		.629
26 President, Borough of The Bronx....	1,102,000 00	1,289,928 88	187,928 88		.413
27 City Magistrates' Court, First Division .....	189,400 00	355,800 00	166,400 00		.365
28 City Magistrates' Court, Second Division .....	177,800 00	328,000 00	150,200 00		.330
29 The Normal College of The City of New York.....	220,000 00	352,990 00	132,990 00		.292
30 Department of Taxes and Assessments..	349,900 00	470,900 00	121,000 00		.266
31 Board of Aldermen and City Clerk....	154,456 00	261,806 00	107,350 00		.236
32 City Court of New York .....	136,050 00	233,400 00	97,350 00		.214
33 Commissioners of Accounts .....	150,500 00	230,110 00	79,610 00		.175
34 Board of Elections..	979,210 00	1,035,130 00	55,920 00		.123
35 Mayoralty .....	63,500 00	119,300 00	55,800 00		.122
36 Civil Service Commission .....	100,000 00	153,020 00	53,020 00		.116
37 Board of Assessors..	30,450 00	44,500 00	14,050 00		.030
38 Court of Special Sessions, First Division .....	96,150 00	108,170 00	12,020 00		.026
39 Coroners .....	151,300 00	159,700 00	8,400 00		.018
40 Court of Special Sessions, Second Division .....	70,900 00	76,400 00	5,500 00		.012
41 Armory Board.....	107,807 50	109,950 00	2,142 50		.004
42 Examining Board of Plumbers .....	5,154 00	6,259 00	1,105 00		.002
43 Children's Court, First Division.....		26,250 00	*26,250 00		.057
44 Children's Court, Second Division..		18,400 00	*18,400 00		.040
45 Detailed Police....		26,700 00	*26,700 00		.058
46 Commissioner of Licenses .....		54,800 00	*54,800 00		.124
47 Board of Estimate and Apportionment .....		135,000 00	*135,000 00		.296
48 Brooklyn Disciplinary Training School .....		60,000 00	*60,000 00		.130
49 State Taxes.....	556,542 03			\$556,542 03 }	102.38+
50 Miscellaneous .....	956,140 48	426,385 44		529,755 04 }	2.38—
Total, City.....	\$102,963,260 76	\$148,446,904 83	\$46,569,941 14	\$1,086,297 07	100.00
The County of New York	\$2,566,090 98	\$3,131,886 34	\$565,795 36		
The County of Kings..	1,148,003 55	1,634,460 74	486,457 19		
The County of Queens..	159,998 39	305,099 46	145,101 07		
The County of Richmond	67,672 60	104,349 69	36,677 09		
Total, Counties.	\$3,941,765 52	\$5,175,796 23	\$1,234,030 71		
Total City Budget.....	\$102,963,260 76	\$148,446,904 83	\$45,483,644 07		
Total County Budgets..	3,941,765 52	5,175,796 23	1,234,030 71		
Item of Deficiency in Taxes .....	1,687,667 20	2,922,447 08	1,234,779 88		
Total, Budgets..	\$108,592,693 48	\$156,545,148 14	\$47,952,454 66		

\* Not in 1904 Budget.

† Not in 1904 Budget as separate accounts. Included in "Miscellaneous" in 1904.

Notes—Items 43, 44 and 46 created since 1904. Item 45 included in departmental allowance in 1904. Items 47 and 48 included in miscellaneous items in 1904. Item 49, State Taxes, included in the several county budgets in 1909 and principal cause of increases shown therein.

In connection therewith Alderman Dowling offered the following resolution: Resolved, That the message of his Honor the Mayor be printed in full in the City Record, spread at large upon the minutes of this Board, and that two thousand copies thereof be printed in pamphlet form for distribution; further, that the various subjects embraced in said message be referred to the appropriate committees of this Board. Which resolution was adopted.

MOTIONS, ORDINANCES AND RESOLUTIONS RESUMED.  
No. 1539.

By the President—  
Resolved, That the following named persons be and they are hereby appointed Commissioners of Deeds:  
By Alderman Barton—  
P. O'Connor, No. 212 Norman avenue, Brooklyn.  
By Alderman B. W. B. Brown—  
Thomas H. Baskerville, No. 31 Nassau street, Manhattan.  
By Alderman J. W. Brown—  
Daniel Byrnes, No. 433 East One Hundred and Thirty-ninth street, Bronx.  
By Alderman Case—  
Harry P. Kohn, No. 45 West Eighty-fourth street, Manhattan.  
By Alderman Carter—  
George J. Hoffman, No. 221 Beach street, Morris Park, Queens.  
By Alderman Cole—  
Wilbur W. Whitford, No. 20 Hatfield place, Port Richmond.  
By Alderman Coleman—  
John G. Wischerth, Bedford avenue, corner Greene avenue, Brooklyn.  
John E. Bullwinkel, No. 533 Washington avenue, Brooklyn.  
E. Nothiger, No. 215 Montague street, Brooklyn.  
By Alderman Colgan—  
John J. Kelly, No. 48 Green lane, Brooklyn.



By Alderman Corbett—  
Gustave A. Silk, No. 2300 Westchester avenue, Bronx.  
Frederick Burnham, Main street and Westchester avenue, Bronx.

By Alderman Dowling—  
John Boyle, Jr., No. 215 West Twenty-third street, Manhattan.

By Alderman Downing—  
Fanny D. Dugan, No. 957 Pacific street, Brooklyn.  
Charles C. Johnson, No. 71 Pierrepont street, Brooklyn.  
John F. Bergesch, No. 38 Stuyvesant street, Manhattan.

By Alderman Drescher—  
William A. Buell, No. 178 Greenwich street, Manhattan.

By Alderman Esterbrook—  
John Kapp, No. 122 Halsey street, Brooklyn.

By Alderman Flanagan—  
Mary E. Haggerty, No. 135 Eleventh street, Long Island City.

By Alderman Gaynor—  
Charles L. Wanke, No. 189 South second street, Brooklyn.

By Alderman Grimm—  
Adolph Geller, No. 418 Bradford street, Brooklyn.

By Alderman Gunther—  
Thomas A. Penner, No. 504 Eighth avenue, Brooklyn.  
Burton W. Gibson, No. 616 Tenth street, Brooklyn.  
Florence H. Cohen, No. 44 Court street, Brooklyn.

By Alderman Levine—  
Henry C. Meyer, No. 393 Central Park West, Manhattan.  
Henry Goldman, No. 112 Rivington street, Manhattan.  
Chas. S. Sinsheimer, No. 53 Park row, Manhattan.  
Jacob B. Rubenstein, No. 530 Brook avenue, Bronx.  
Robert Bandes, No. 1536 Broadway, Manhattan.

By Alderman Martyn—  
John Paul Hoffman, No. 439 East Third street, Brooklyn.  
Isidore Kryfetz, No. 1493 Eastern parkway, Brooklyn.  
Benj. B. Levy, Far Rockaway, Queens.

By Alderman Marx—  
Julius Kendler, No. 2 West One Hundred and Sixteenth street, Manhattan.

By Alderman Morrison—  
Daniel Kertscher, No. 158a Hull street, Brooklyn.

By Alderman Mulcahy—  
Charles J. Engel, No. 538 West One Hundred and Forty-fifth street, Manhattan.

By Alderman Murphy—  
A. H. Cordan, No. 1879 Longfellow avenue, Bronx.  
Walter L. Croghan, No. 634 Pelham avenue, Bronx.  
Ernest Schaefer, No. 1365 Prospect avenue, Bronx.

By Alderman McCann—  
Paul Borchard, No. 42 Amsterdam avenue, Manhattan.  
Earl A. Darr, No. 505 West One Hundred and Forty-eighth street, Manhattan.  
Edward H. Emanuel, No. 155 East Fifty-seventh street, Manhattan.

By Alderman McDonald—  
Alfred Klausman, No. 428 St. Nicholas avenue, Manhattan.  
W. M. Gahrman, No. 509 West One Hundred and Seventy-ninth street, Manhattan.  
Wm. Kennedy, No. 86 Audubon avenue, Manhattan.

By Alderman O'Reilly—  
James Barnett Robinson, Nos. 52 to 58 Duane street, Manhattan.

By Alderman Potter—  
Ambrose P. Rikeman, No. 2074 East Third street, Brooklyn.

By Alderman Quinn—  
Mary F. Haggarty, No. 169 Fulton avenue, Long Island City.

By Alderman Redmond—  
C. Elmer Spedick, No. 375 Fulton street, Brooklyn.  
J. H. Walters, No. 216 Montague street, Brooklyn.

By Alderman Sandiford—  
J. C. Blake, No. 85 Chestnut street, Brooklyn.  
Morris W. Hart, Russell place and Atlantic avenue, Brooklyn.  
Abraham H. Hein, No. 469 Miller avenue, Brooklyn.  
Louis Wilednik, No. 1571 Eastern parkway, Brooklyn.

By Alderman Schneider—  
Chas. H. Halpern, No. 116 Second avenue, Manhattan.

By Alderman Smith—  
Frieda Thomas, No. 142 Suffolk street, Manhattan.  
George J. Lee, No. 227 West One Hundred and Sixteenth street, Manhattan.  
E. Grant Marsh, Comptroller's Office, City.  
Leo N. Levy, No. 661 Willoughby avenue, Brooklyn.  
Jacob N. Herrle, No. 898 Broadway, Brooklyn.

By Alderman Stormont—  
Clarence H. Teller, No. 36 West One Hundred and Thirty-first street, Manhattan.

By Alderman Wentz—  
Michael J. Foy, No. 264 Halsey street, Brooklyn.

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

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Beyer, B. W. B. Brown, J. W. Brown, Carter, Cole, Coleman, Colgan, Diemer, Dowling, Drescher, Esterbrook, Finnigan, Flanagan, Gaynor, Grimm, Gunther, Hochdorffer, Kavanagh, Kenneally, Kenney, Levine, Linde, Loos, Martyn, Marx, McAleer, McCann, McDonald, Moskowitz, Muhlbauer, Murphy, Nagle, Nugent, Potter, Redmond, Schloss, Schneider, Smith, Stapleton, Velten, Walsh, Wentz, President Cromwell, President Cresser, President Haffen, by John F. Murray, Commissioner of Public Works, and the Vice-Chairman—48.

No. 1540.

By Alderman J. W. Brown—  
Resolved, That permission be and the same is hereby given to George Korge to erect, place and keep three storm doors in front of his premises, northwest corner of One Hundred and Forty-seventh street and Brook avenue, in the Borough of The Bronx, provided the said storm doors shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough; such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 1541.

By Alderman Coleman—  
Resolved, That George C. Ward, of No. 199 Franklin avenue, Brooklyn, be and he is hereby appointed a City Surveyor.

Which was referred to the Committee on Salaries and Offices.

No. 1542.

By Alderman Drescher—  
Resolved, That permission be and the same is hereby given to Dincin Brothers to parade five men with advertising signs through the streets and thoroughfares of the Borough of Manhattan under the supervision of the Police Department. Such permission to continue only for a period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 1543.

By Alderman Dowling—  
Resolved, That when this Board adjourns it do adjourn to meet on Tuesday, January 12, 1909, at 1.30 o'clock p. m.

Which was adopted.

No. 1544.

By Alderman Hochdorffer—  
Resolved, That it is recommended to the Commissioner of Water Supply, Gas and Electricity that lamp-posts be erected, street lamps placed thereon and lighted in front of the Claremont Park Church, on the northwest corner of One Hundred and Sixty-seventh street and Teller avenue; also along the following thoroughfares: One Hundred and Sixty-seventh street, from Webster to Morris avenue; Teller avenue, from One Hundred and Sixty-fifth to One Hundred and Sixty-ninth street; One Hun-

dred and Sixty-ninth street, from Morris avenue to the Grand Concourse and Boulevard; College avenue and Findlay avenue, from One Hundred and Sixty-ninth street south; Morris avenue, north and south, and One Hundred and Seventieth street, from Clay to Morris avenue, in the Borough of The Bronx.

Which was adopted.

No. 1545.

By Alderman Linde—

Resolved, That the Committee on Buildings be and are hereby requested to substitute the following resolution to the Building Code:

That the lines forming the restricted section wherein a frame building is permitted to occupy but 80 per cent. in width of the lot upon which it is built, as now provided in section 143 of the Building Code, which relates to the Third Ward, in the Borough of Brooklyn, be changed so as to read as follows:

"Beginning at a point on New York Bay one hundred (100) feet south of the intersection of the southerly side of Sixtieth street and New York Bay, running thence easterly on a line one hundred (100) feet south of the southerly side of Sixtieth street and parallel with Sixtieth street to a point one hundred (100) feet east of the easterly side of Sixth avenue, thence northerly and parallel with Sixth avenue one hundred (100) feet to the southerly side of Sixtieth street; thence easterly along the southerly side of Sixtieth street to a point one hundred (100) feet east of the easterly side of Fourteenth avenue; thence southerly on a line one hundred (100) feet east of the easterly side of Fourteenth avenue and parallel with Fourteenth avenue to Gravesend Bay, thence following the shore line to a point or place of beginning."

Which was referred to the Building Code Commission.

No. 1546.

By Alderman Marx—

AN ORDINANCE to amend section 529 of subdivision 13 of chapter 13 of Part 1 of the Code of Ordinances of The City of New York.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. Section 529 of subdivision 13 of chapter 13 of Part 1 of the Code of Ordinances of The City of New York is hereby repealed and the following section inserted in lieu thereof:

Sec. 529. No person shall transport any rails, pillars or columns of iron, steel or other material through and along the public streets or highways of the City without placing under and about such pillars, columns and rails a cloth felt, or other material, so as to deaden any sound made by the transportation of such columns or pillars or rails, and the same shall not be transported through or upon such streets or highways unless so loaded and packed as not to disturb the peace and quiet of such streets.

Any violation of this ordinance is hereby made a misdemeanor punishable by a fine of not less than ten dollars nor more than twenty-five dollars, or imprisonment not to exceed thirty days.

Sec. 2. This ordinance shall take effect immediately.

No. 1547.

By the same—

AN ORDINANCE to amend the Code of Ordinances of The City of New York by adding at the end of chapter 13 of Part 1 a new subdivision on "Street Noises."

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The Code of Ordinances of The City of New York is hereby amended by adding at the end of chapter 13 of Part 1 the following subdivision:

16. Street Noises.

Sec. 532. No person shall utter any cry, make any noise, or operate or cause to be operated any musical instrument, graphophone, megaphone, phonograph, bell, gong, horn, calliope, tick-tack device, or other machine or instrument, or make any noise whatsoever, for the purpose of attracting the attention of pedestrians or residents in any street or public place in said City to any show, performance or other form of amusement or for the purpose of calling attention to wares or merchandise, or signifying a wish to purchase junk or other waste material, or to give notice of the approach of any cart, wagon or other vehicle, in order to sell merchandise therefrom or to advertise any article of merchandise, show, or performance; nor shall any person blow any horn or ring any bell on any vehicle, automobile or motor-cycle, except at the intersection of streets, or to warn pedestrians, drivers or automobiles.

Sec. 533. No railroad, street railroad, elevated railroad corporation, or any officer or receiver thereof, shall operate, or cause to be operated, any car, engine or other vehicle upon tracks laid on, through or over any street, highway or right of way in The City of New York, which engine, car or other vehicle shall have flat or broken wheels, loose trucks, chains or bars, framework or other parts whereby unnecessary noise shall be caused in said city, nor shall any railroad, street railroad, elevated railroad corporation, or any officer or receiver thereof operate or maintain any rail, switch, frog or crossing or other structure over which cars are run, which shall be broken, loose, sagged or otherwise defective, so as to cause unnecessary noise in said city.

Should any car, engine or other vehicle having such flat or broken wheels, loose trucks, chains or bars, framework or other parts, whereby unnecessary noise shall be caused, or should said rails, switch, frog, crossing or other structure over which cars are run remain in such defective condition for five days after notice by the Board of Health of The City of New York, duly given to said railroad, street railroad, elevated railroad corporation or any officer or receiver thereof, said railroad, street railroad, elevated railroad corporation or officer or receiver thereof shall be liable to a penalty upon conviction of not to exceed \$500, to be recovered by the Corporation Counsel in a civil action for each offense, instituted in the name of The City of New York.

Sec. 534. No person shall operate over or through any streets of The City of New York any automobile, motor-wagon, motorcycle, wagon, truck, cart or buggy, which automobile, motor-wagon or motorcycle shall have any engine or machine which shall give forth any loud, unusual or unnecessary noises, whereby the peace of the said city shall be disturbed, nor shall the exhaust of any automobile be "cut out" or made to discharge except through the muffler thereon, when said automobile is operated through the streets in any built-up portion of said city; nor shall any such automobile, motor-wagon, motorcycle, wagon, truck, cart, buggy or vehicle be operated over said streets which shall have any loose boards, creaking or unholed axles or wheels, trucks, chains or other parts, whereby any unnecessary noise shall be caused.

Any violation of this ordinance is hereby made a misdemeanor punishable by a fine of ten dollars.

Sec. 2. This ordinance shall take effect immediately.

Which were severally referred to the Committee on Laws and Legislation.

No. 1548.

By Alderman Mulligan—

Whereas, The development of The City of New York is being seriously retarded because of the lack of transit facilities and citizens occasioned great annoyance owing to the failure of the existing companies to afford reasonable and sufficient accommodations; and

Whereas, The recent abrogation of transfers by the street railroad companies has worked an additional hardship upon the people and emphasized the pressing need of additional subways; and

Whereas, The various street railroad companies are, and long have been, in arrears for taxes and in debt to the City; and

Whereas, The sums due are reputed to run into many millions of dollars, which if paid would go far towards enabling the City to commence subway construction; therefore, be it

Resolved, That the Board of Aldermen request the Comptroller and the Chief of the Bureau of Franchises to furnish it at the earliest possible date with a complete statement setting forth the indebtedness of every kind, of all the several street railroad companies of The City of New York, with dates when such amounts became due and full details of the measures taken and about to be taken towards effecting prompt payment; with complete data as to measures taken or about to be taken with particular reference to the protection of the City's interests in the case of such companies as may be in the hands of receivers.

Which was adopted.

No. 1549.

By Alderman McDonald—

Resolved, That it is recommended to the Commissioner of Water Supply, Gas and Electricity that two lamp-posts be erected, street lamps placed thereon and lighted on the One Hundred and Eighty-first street side of the Fort Washington Reformed



Church on the northeast corner of One Hundred and Eighty-first street and Fort Washington avenue, in the Borough of Manhattan.

Which was adopted.

No. 1550.

By Alderman Schloss—

Resolved, That permission be and the same is hereby given to John Raggio to erect, place and keep a stormdoor in front of his premises, No. 767 Amsterdam avenue, in the Borough of Manhattan, provided the said stormdoor shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 1551.

By Alderman Smith—

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 to issue Special Revenue Bonds to the amount of sixty thousand dollars (\$60,000) for the purpose of maintaining, operating and equipping two new public baths situated at Nos. 83 and 85 Carmine street and the northeast corner of Cherry and Oliver streets.

Which was referred to the Committee on Finance.

No. 1552.

By Alderman Velten—

Resolved, That permission be and the same is hereby given to Walter Adams to drive an advertising wagon through the streets and thoroughfares of the Borough of Brooklyn under the supervision of the Police Department. Such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

#### RESIGNATION.

No. 1553.

By Alderman Wentz—

City of New York—Board of Aldermen, }  
City Hall, January 4, 1909. }

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

Gentlemen—I have the honor to present to you my resignation as one of your colleagues, having been called to another field of duty.

In thus severing my official relations I wish to express my appreciation of your uniform kindness and courtesy and my best wishes for your future happiness and success.

Faithfully yours,

W. WENTZ.

Alderman Downing, the Vice-Chairman and the President spoke in eulogy of the retiring Alderman, to which he made an appropriate response.

The resignation was then accepted.

#### MESSAGES FROM HIS HONOR THE MAYOR RESUMED.

The President laid before the Board the following message from his Honor the Mayor:

No. 1554.

City of New York—Office of the Mayor, }  
January 4, 1909. }

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

Gentlemen—I have signed Ordinance No. 674, adopted by your Honorable Board December 22, 1908, entitled:

"Ordinance relative to the use of headlights and searchlights on automobiles."

I have signed this proposed ordinance as your action is undoubtedly a step in the right direction, but perhaps it would be more advisable to prohibit entirely the use of powerful searchlights of acetylene or electric power in the Borough of Manhattan and the Borough of Brooklyn.

Respectfully,

GEO. B. McCLELLAN, Mayor.

Which communication was referred to the Committee on Laws and Legislation.

#### MOTIONS, ORDINANCES AND RESOLUTIONS AGAIN RESUMED.

The Vice-Chairman moved that the Board do now adjourn.

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

And the President declared that the Board stood adjourned until Tuesday, January 12, 1909, at 1.30 o'clock p. m.

P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.



#### CHANGES IN DEPARTMENTS, ETC.

##### CORPORATION COUNSEL.

January 5—The following changes have been made in the payroll of the Bureau of Street Openings of this Department, each of which will take effect January 1, 1909:

Thomas C. Blake, Assistant, salary fixed at \$6,000 per annum.

James F. Quigley, Assistant, salary fixed at \$5,000 per annum.

L. Howell LaMotte, Assistant, salary fixed at \$4,500 per annum.

William R. Keese, Assistant, salary fixed at \$4,000 per annum.

Edward F. Reynolds, Assistant, salary fixed at \$3,500 per annum.

James R. Fitzgerald, Charles A. Molloy, John J. Kearney and John P. Smith, each promoted to the position of Deputy Assistant at an annual salary of \$2,400.

Howard L. Campion, Junior Assistant, salary fixed at \$2,100 per annum.

Samuel J. Benson, Junior Assistant, salary fixed at \$1,800 per annum.

Luis G. Segura and Ambrose M. Norris, Clerks, third grade, salary of each fixed at \$1,500 per annum.

Nathan Goldstein, Frank C. Flynn and Charles E. Lamb, Clerks, second grade, salary of each fixed at \$1,050 per annum.

John J. Laracy and John W. Thompson, Messengers, salary of each fixed at \$1,050 per annum.

Mary M. Kehoe, Telephone Switchboard Operator, salary fixed at \$900 per annum.

William B. R. Faber, Computer of Assessments, salary fixed at \$2,100 per annum.

William E. Wild, Edward A. Quirk and James H. Wall, Computers of Assessments, salary of each fixed at \$1,800 per annum.

J. Monroe Boylston, Frank J. Flynn, Edward A. Reilly, Patrick S. MacDwyer and Benjamin F. England, Computers of Assessments, salary of each fixed at \$1,650 per annum.

Daniel E. Dowling, Jr., and John A. Brophy, Computers of Assessments, salary of each fixed at \$1,350 per annum.

Mortimer A. Smith, Topographical Draughtsman, salary fixed at \$2,100 per annum.

George Grote and Charles E. Clarke, Topographical Draughtsmen, salary of each fixed at \$1,800 per annum.

##### MUNICIPAL COURT, FIFTH DISTRICT.

Borough of Manhattan.

January 4—Appointed Frank H. Hoyt, Stenographer, in and for the Municipal Court, Fifth District, New York City, at an annual salary of \$2,000, to begin January 1, 1909.

##### DEPARTMENT OF PARKS.

Boroughs of Manhattan and Richmond.

January 5—Appointed January 4, 1909:

John E. Nagle, Secretary to Commissioner, No. 69 East One Hundred and Twenty-fifth street, \$1,800 per annum.

Ambulance Attendant, at \$4 per day, employed under Civil Service Rule XII., paragraph 6:

Dr. F. W. Baldwin, No. 2 West One Hundred and Twenty-ninth street; Dr. Richard J. Egan, No. 25 East One Hundred and Twenty-second street.

##### Borough of The Bronx.

January 5—The title of William H. Lorenze, No. 705 Wendover avenue, has been changed from Stoker to Park Laborer, to take effect this date.

Discharge of R. W. O'Connell, of No. 1077 Hall place, Carpenter; said discharge to take effect at the close of to-day's work.

Discharge of the following employees in this Department, said discharges to take effect January 5, 1909:

##### Inspectors.

August E. Gent, No. 692 East One Hundred and Thirty-fourth street; Casper Sheridan, No. 632 East One Hundred and Thirty-eighth street.

January 4—Discharge of the following employees, to take effect at the close of the day's work, December 31, 1908:

##### Hostlers.

Fredk. Pope, No. 349 East One Hundred and Thirty-sixth street; Adolph Wientge, No. 683 East One Hundred and Forty-third street; Michael O'Donnell, No. 776 East One Hundred and Sixty-third street.

##### Drivers.

James J. Coogan, One Hundred and Thirty-third street and St. Anns avenue; Chas. Lyons, No. 634 Brook avenue; James Foy, Westchester; Lexington C. Fields, Westchester; James S. Dailey, Roland avenue, Westchester; John Hughes, Unionport; Francis S. McKenna, No. 1512 Robbins avenue; John Metzger, No. 548 East One Hundred and Fortieth street; Joseph Moore, No. 516 East One Hundred and Fortieth street.

##### Stokers.

Martin Donovan, No. 1715 Webster avenue; Peter J. Byrne, No. 1354 Webster avenue; Thomas O'Kane, No. 651 East One Hundred and Fortieth street; Richard McGrath, No. 111 East One Hundred and Eighty-fourth street; Isaac King, No. 851 East One Hundred and Thirty-sixth street.

##### Pipe Fitter's Helper.

Andrew Samson, No. 410 East One Hundred and Sixty-eighth street.

##### Plumbers' Helpers.

Felix E. Lavell, No. 4003 Third avenue; John J. Browne, No. 621 East One Hundred and Thirty-sixth street.

##### Carpenters.

Louis H. Casey, No. 2346 Morris avenue; Andrew O'Connell, No. 905 Third avenue; Geo. Lane, Jr., Westchester; F. C. Ziegler, No. 967 East One Hundred and Sixty-seventh street.

##### Painter.

Daniel H. Olmstead, No. 1182 Samson street.

##### Gardeners.

Wm. Meiners, Stapleton, S. I.; Jos. Simonson, No. 2 Charles street; John Kerbert, No. 1011 East One Hundred and Fifty-sixth street; Wm. L. Siebenthaler, No. 112 Wynant street, S. I.; August Alford, No. 186 East Sixty-fourth street; Thos. Fox, No. 62 Ninth avenue; Samuel A. Aqua, No. 39 Willis avenue; Herman Birth, No. 1229 First avenue; Martin Drach, Williamsbridge; Wm. Dihn, Prescott avenue and St. Nicholas place; Geo. W. Cottam, No. 1026 Third avenue; John Speckman, Westchester; Joseph Pfister, No. 3820 Third avenue; Wm. Schneider, Westchester; Francis C. Downey, No. 991 Summit avenue; John M. Boland, No. 1806 Third avenue.

##### Climbers and Pruners.

Michael W. Joyce, No. 247 Willis avenue; Thos. Miller, No. 1250 East One Hundred and Seventy-sixth street; Wm. H. O'Connor, No. 619 East One Hundred and Thirty-eighth street; Mattio Morico, No. 27 Marion street; Henry Weisgerber, Westchester; John J. Bolen, Unionport; Wm. F. Leins, One Hundred and Seventy-fourth street and Southern boulevard; Michael Ceriglieno, No. 15 Spring street; John Larkin, No. 676 East One Hundred and Forty-sixth street; Lawrence Blome, No. 3020 Park avenue.

##### DEPARTMENT OF DOCKS AND FERRIES.

December 31—The following persons have been dropped from the list of employees for absence:

John M. Wolfrum, Machinist; Hill F. Kennedy, Dock builder; Florence A. Lynch, Dock Laborer; Edmond D. Saunders, Stone Cutter; Joseph Peloso, Dock Laborer; John J. McEntee, Dock Builder; Dennis J. Murphy, Dock Laborer; John M. McGee, Dock Laborer.

January 5—William A. Cross, formerly employed as a Dock Builder, and residing at No. 534 West Forty-seventh street, died on the 3d inst. His name has been dropped from the list of employees.

##### BOARD OF CITY MAGISTRATES, FIRST DIVISION.

January 5—James E. Torrans, of No. 502 West One Hundred and Seventy-sixth street, Manhattan, has been appointed as a Stenographer, on probation, in and for the City Magistrates' Courts of the First Division, City of New York, in place of Ralph E. Roberts, resigned.

##### DEPARTMENT OF FINANCE.

January 5—William Henderson, Jr., an Auditor of Accounts in the Auditing Bureau of this Department, has tendered his resignation, which has been accepted, taking effect at the close of business December 31, 1908.

##### FIRE DEPARTMENT.

January 4—Appointed—

Borough of Manhattan.

James A. Gould, as ununiformed Fireman, for a probationary period of one month, with salary at the rate of \$800 per annum, to take effect from January 1, 1909, and assigned to Engine Company 59.

Conrad Bollinger, as ununiformed Fireman, for a probationary period of one month, with salary at the rate of \$800 per annum, and assigned to Hook and Ladder Company 24, January 1, 1909.

James Fagan, as Licensed Fireman, with compensation at the rate of \$3 per diem, to take effect from December 29, 1908, and assigned to Engine Company 85.

##### Transferred.

Foreman Thomas J. Barry, Superintendent of Buildings Branch, transferred to the Repair Shops, Boroughs of Manhattan, The Bronx and Richmond, to take effect January 2, 1909.

Blacksmith Edward Nugent, Repair Shops, Boroughs of Manhattan, The Bronx and Richmond, transferred to the Repair Shops, Boroughs of Brooklyn and Queens, to take effect January 2, 1909.

Tinsmith and Roofer Henry Seelig, Repair Shops, Boroughs of Brooklyn and Queens, transferred to the Superintendent of Buildings Branch, Boroughs of Manhattan, The Bronx and Richmond, to take effect from January 2, 1909.

##### Promoted.

Borough of Brooklyn.

Fireman first grade Francis J. Gallagher, Engine Company 145, promoted to be an Engineer of Steamer in this Department, with salary at the rate of \$1,600 per annum, to take effect from January 1, 1909, and assigned to Engine Company 117.

##### Promoted.

The following Assistant Foremen to be Foremen, with salary at the rate of \$2,160 per annum, to take effect January 1, 1909:

Edward J. Matthews, Engine Company 54 to Engine Company 206, Richmond.

Thomas W. Smith, Engine Company 23, to Engine Company 2, Manhattan.

Michael J. Niven, Engine Company 22, to Engine Company 35, Manhattan.

Edward J. Browne, Engine Company 20, to Engine Company 55, Manhattan.

John J. Kelly, Hook and Ladder Company 1, to Hook and Ladder Company 9, Manhattan.

James Flynn, Engine Company 4, to Engine Company 6, Manhattan.

Leland D. Potter, Hook and Ladder Company 12, to Hook and Ladder Company 35, Manhattan.

Samuel P. Lynch, Hook and Ladder Company 3, to Engine Company 18, Manhattan.

Harry J. Riley, Engine Company 164, to Engine Company 10, Manhattan.

Henry A. Maper, Engine Company 2, to Engine Company 126, Brooklyn and Queens.

Michael J. Heslan, Hook and Ladder Company 79, to Engine Company 103, Brooklyn and Queens.

Retired on half pay on own application after more than 20 years' continuous service:

Borough of Manhattan.

Fireman first grade Daniel Fields, Hook and Ladder Company 23, on \$700 per annum, to take effect January 1, 1909.

Borough of Brooklyn.

Assistant Foreman Russell G. Gardner, Engine Company 150, on \$900 per annum, to take effect January 1, 1909.

Retired on one-third pay for total and permanent physical disability not caused in or induced by the actual performance of the duties of position in the uniformed force:

Borough of Manhattan.

Fireman first grade Irving C. Bennett, Engine Company 30, on \$466.66, to take effect January 1, 1909.

Fireman first grade Joseph A. Fenwick, Engine Company 62, on \$466.66, to take effect January 1, 1909.

Fireman first grade Edward H. McNichol, Engine Company 10, on \$466.66, to take effect January 1, 1909.

##### Designation of Compensation.

Borough of Manhattan.

The salaries of the following named employees have been designated as follows: Driver Michael Walsh, Fire Alarm Telegraph Bureau, at the rate of \$912 per annum, to take effect January 1, 1909.

Driver Max Koons, Fire Alarm Telegraph Bureau, at the rate of \$912 per annum, to take effect January 1, 1909.

Boroughs of Manhattan, The Bronx and Richmond.

Watchman William F. Gillen, Headquarters, at the rate of \$912.50 per annum, to take effect January 1, 1909.



Dropped from the Rolls.  
Boroughs of Brooklyn and Queens.  
Carpenter George W. Hand, Repair Shops.  
Carpenter John Geiger, Repair Shops.  
Bricklayer Stephen T. Byrnes, Repair Shops.  
All employees dropped from the rolls, to take effect January 1, 1909:  
Dropped from the Rolls.  
Borough of Manhattan.  
Laborer Patrick M. Brown, Headquarters.  
Laborer Patrick Smith, Headquarters.  
Batteryman's Assistant Stephen J. Healy, Fire Alarm Telegraph Bureau.  
Cable Splicer John J. Lynch, Fire Alarm Telegraph Bureau.  
Driver Michael Gormley, Fire Alarm Telegraph Bureau.  
Driver Daniel Burns, Fire Alarm Telegraph Bureau.  
Assistant Batteryman Thomas Burgoyne, Fire Alarm Telegraph Bureau.  
Boroughs of Manhattan, The Bronx and Richmond.  
Foreman Painter John T. Kenny, Repair Shops.  
Coremaker John T. McAviney, Repair Shops.  
Temporary Painter and Letterer Chas. L. Kennedy, Repair Shops.  
Temporary Stripper and Painter Thomas J. Comer, Repair Shops.  
Temporary House Painter William F. Taple, Repair Shops.  
Temporary House Painter Alphonse Pauze, Repair Shops.  
Hose Repairer Walter Baecht, Repair Shops.  
Pattern Maker John J. McAleer, Repair Shops.  
Nickel Plater James A. Gaffney, Repair Shops.  
Machinist James Fogarty, Repair Shops.  
Laborer Peter Fitzgerald, Repair Shops.  
Stripper Frederick Sitter, Repair Shops.  
Wheelwright Michael McMurrugh, Repair Shops.  
Driver Lipman Moses, Hospital and Training Stables.  
Carpenter Peter J. Murphy, Superintendent of Buildings Branch.  
Tinsmith Thomas A. Hagan, Superintendent of Buildings Branch.  
Foreman Plumber William L. Herbert, Superintendent of Buildings Branch.  
Borough of Manhattan.  
Stenographer and Typewriter Julius Libermann, Headquarters, to take effect from 5 p. m., December 31, 1908.

## OFFICIAL DIRECTORY.

**STATEMENT OF THE HOURS DURING** which the Public Offices in the City are open for business and at which the Courts regularly open and adjourn as well as the places where such offices are kept and such Courts are held, together with the heads of Departments and Courts

### CITY OFFICES.

#### MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.  
Telephone, 8020 Cortlandt.  
GEORGE B. McCLELLAN, Mayor.  
Frank M. O'Brien, Secretary.  
William A. Willis, Executive Secretary.  
James A. Rierdon, Chief Clerk and Bond and Warrant Clerk.

**BUREAU OF WEIGHTS AND MEASURES.**  
Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 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.  
Francis V. S. Oliver, Jr., Chief of Bureau.  
Principal Office, Room 1, City Hall.  
Branch Office, Room 12, Borough Hall, Brooklyn.  
Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I.  
Branch Office, Hackett Building, Long Island City, Borough of Queens.

**AQUEDUCT COMMISSIONERS.**  
Room 207, No. 280 Broadway, 5th floor, 9 a. m. to 4 p. m.  
Telephone, 1942 Worth.  
The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

#### ARMORY BOARD.

Mayor George B. McClellan, the Comptroller, Herman A. Metz, the President of the Board of Aldermen, Patrick F. McGowan, Brigadier-General George Moore Smith, Brigadier-General John G. Eddy, Captain J. W. Miller, the President of the Department of Taxes and Assessments, Lawson Purdy.  
Harrie Davis, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre streets.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 3900 Worth.

#### ART COMMISSION.

City Hall, Room 21.  
Telephone call, 1107 Cortlandt.  
Robert W. de Forest, Trustee Metropolitan Museum of Art, President; Frank D. Millet, Painter, Vice-President; Howard Mansfield, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of the City of New York; John Bigelow, President of New York Public Library; Arnold W. Brunner, Architect; John B. Pine, Charles Howland Russell, Fred B. Pratt, Herbert Adams.  
John Quincy Adams, Assistant Secretary.

**BELLEVUE AND ALLIED HOSPITALS.**  
Office, Bellevue Hospital, Twenty-sixth street and First avenue.  
Telephone, 4400 Madison Square.  
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Arden M. Robbins, Samuel Sachs, Leopold Stern, John J. Barry, John G. O'Keefe, Robert W. Hebbard, ex-officio.

#### BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.  
Telephone, 7560 Cortlandt.  
Patrick F. McGowan, President.  
P. J. Scully, City Clerk.

#### BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.  
Antonio Zucca.  
Paul Weimann.  
James H. Kennedy.  
William H. Jasper, Secretary.  
Telephone, 29, 30 and 31 Worth.

#### BOARD OF ELECTIONS.

Headquarters General Office, No. 107 West Forty-first Street.  
Commissioners—John T. Dooling (President), Charles B. Page, (Secretary), Rudolph C. Fuller, James Kane.  
Michael T. Daley, Chief Clerk.  
Telephone, 2946 Bryant.

#### BOROUGH OFFICES.

**Manhattan.**  
No. 112 West Forty-second street.  
William C. Baxter, Chief Clerk.  
**The Bronx.**  
One Hundred and Thirty-eighth street and Mott avenue (Solingen Building).  
Cornelius A. Bunner, Chief Clerk.  
**Brooklyn.**  
No. 42 Court street (Temple Bar Building).  
George Russell, Chief Clerk.  
**Queens.**  
No. 46 Jackson avenue, Long Island City.  
Carl Voegel, Chief Clerk.  
**Richmond.**  
Borough Hall, New Brighton, S. I.  
Charles M. Schwalbe, Chief Clerk.  
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

#### BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; the Comptroller, President of the Board of Aldermen, President of the Borough of Manhattan, President of the Borough of Brooklyn, President of the Borough of The Bronx, President of the Borough of Queens, President of the Borough of Richmond.

#### OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 1406. Telephone, 2280 Worth.  
Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary. Charles V. Adee, Clerk to Board.

#### OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.  
Arthur S. Tuttle, Engineer in charge Division of Public Improvements, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.  
Harry P. Nichols, Engineer in charge Division of Franchises, No. 277 Broadway, Room 801. Telephone, 2282 Worth.

#### BOARD OF EXAMINERS.

Rooms 607 and 608 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 5840 Gramercy.  
Warren A. Conover, Charles Buck, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry R. Marshall and George A. Just, Chairman.  
Edward V. Barton, Clerk.  
Board meeting every Tuesday at 2 p. m.

#### BOARD OF PAROLE OF THE NEW YORK CITY REFORMATORY OF MISDEMEANANTS.

Office, No. 148 East Twentieth street.  
John J. Barry, Commissioner of Correction, President.  
Wm. E. Wyatt, Judge, Special Sessions, First Division.  
Robert J. Wilkin, Judge, Special Sessions, Second Division.  
James J. Walsh, City Magistrate, First Division.  
Edward J. Dooley, City Magistrate, Second Division.  
Samuel B. Hamburger, John C. Heintz, Dominick Di Dario, James F. Boyle.  
Thomas R. Minnick, Secretary.

#### BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.  
Francis K. Pendleton, Corporation Counsel.  
Lawson Purdy, President of the Department of Taxes and Assessments.  
Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.  
Telephone, 1200 Worth.

#### BOARD OF WATER SUPPLY.

Office, No. 209 Broadway.  
John A. Bensel, Charles N. Chadwick, Charles A. Shaw, Commissioners.  
Thomas Hassett, Secretary.  
J. Waldo Smith, Chief Engineer.

#### COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, No. 280 Broadway, 9 a. m. to 4 p. m.  
Telephone, 4315 Worth.  
John Purroy Mitchel, Ernest Y. Gallaher, Commissioners.

#### CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.  
Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.  
Commissioners—William E. Stillings, George C. Norton, Lewis A. Abrams.  
Lamont McLoughlin, Clerk.  
Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

#### CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.  
Telephone, 7560 Cortlandt.  
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.

Joseph F. Prendergast, First Deputy City Clerk.  
John T. Oakley, Chief Clerk of the Board of Aldermen.  
Joseph V. Sculley, Clerk, Borough of Brooklyn.  
Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.  
William R. Zimmerman, Deputy City Clerk, Borough of Queens.  
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

#### CITY RECORD OFFICE.

**BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.**  
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 807, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2, City Hall.  
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

#### COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.  
John N. Bogart, Commissioner.  
James P. Archibald, Deputy Commissioner.  
John J. Caldwell, Secretary.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 2828 Worth.

#### COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; James J. Martin, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and Timothy P. Sullivan, Chairman Finance Committee, Board of Aldermen, Members.  
N. Taylor Phillips, Deputy Comptroller, Secretary; Office of Secretary, Room 12, Stewart Building.  
Telephone, 1200 Worth.

#### DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.  
James W. Stevenson, Commissioner.  
John H. Little, Deputy Commissioner.  
Edgar E. Schiff, Secretary.  
Office hours, 9 a. m. to 4 p. m.  
Saturdays, 9 a. m. to 12 m.  
Telephone, 6080 Cortlandt.

#### DEPARTMENT OF CORRECTION.

**CENTRAL OFFICE.**  
No. 148 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1047 Gramercy.  
John J. Barry, Commissioner.  
George W. Meyer, Deputy Commissioner.  
John B. Fitzgerald, Secretary.

#### DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.  
Telephone, 300 Rector.  
Allen N. Spooner, Commissioner.  
Denis A. Judge, Deputy Commissioner.  
Joseph W. Savage, Secretary.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

#### DEPARTMENT OF EDUCATION.

**BOARD OF EDUCATION.**  
Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.  
Telephone, 5580 Plaza.  
Richard B. Aldcroft, Jr.; Walter Alexander, Nicholas J. Barrett, Charles E. Bruce, M. D.; Joseph E. Cosgrove, Frederic R. Coudert, Francis W. Crowninshield, Francis P. Cunneen, Thomas M. De Laney, Horace E. Dresser, Alexander Ferris, Joseph Nicola Francolini, George Freifeld, George J. Gillespie, John Greene, Lewis Haase, Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, James P. Holland, Arthur Hollick, Hugo Kanzler, Max Katzenberg, Alrick H. Man, Clement March, Mitchell May, Robert E. McCafferty, Dennis J. McDonald, M. D.; Ralph McKee, Frank W. Meyer, Thomas J. O'Donohue, Henry H. Sherman, Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, James E. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board (one vacancy).  
Egerton L. Winthrop, Jr., President.  
John Greene, Vice-President.  
A. Emerson Palmer, Secretary.  
Fred H. Johnson, Assistant Secretary.  
C. B. J. Snyder, Superintendent of School Buildings.  
Patrick Jones, Superintendent of School Supplies.  
Henry R. M. Cook, Auditor.  
Thomas A. Dillon, Chief Clerk.  
Henry M. Leipziger, Supervisor of Lectures.  
Claude G. Leland, Superintendent of Libraries.  
A. J. Maguire, Supervisor of Janitors.

#### BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and Andrew W. Edson, John H. Haaren, Clarence E. Melaney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubmüller, John H. Walsh, Associate City Superintendents.

#### DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D. Franklin, John Griffin, M. D.; John L. N. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, Julia Richman, Alfred T. Schaffner, Albert Shiels, Edgar Dubs Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Joseph H. Wade, Evangeline E. Whitney.

#### BOARD OF EXAMINERS.

William H. Maxwell, City Superintendent of Schools, and James C. Byrnes, Walter L. Hervey, Jerome A. O'Connell, George J. Smith, Examiners.

#### DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1200 Worth.  
Herman A. Metz, Comptroller.  
John H. McCoey and N. Taylor Phillips, Deputy Comptrollers.  
Hubert L. Smith, Assistant Deputy Comptroller.  
Paul Loeser, Secretary to Comptroller.

#### MAIN DIVISION.

H. J. Storrs, Chief Clerk, Room 11.  
**BOOKKEEPING AND AWARDS DIVISION.**  
Frank W. Smith, Chief Accountant and Bookkeeper, Room 8.

#### STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 85.

**BUREAU OF AUDIT—MAIN DIVISION.**  
P. H. Quinn, Chief Auditor of Accounts, Room 27.

**LAW AND ADJUSTMENT DIVISION.**  
Jeremiah T. Mahoney, Auditor of Accounts, Room 185.

**BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.**  
Charles S. Hervey, Supervising Statistician and Examiner, Room 180.

**CHARITABLE INSTITUTIONS DIVISION.**  
Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 38.

**OFFICE OF THE CITY PAYMASTER.**  
No. 83 Chambers street and No. 65 Reade street.  
John H. Timmerman, City Paymaster.

**ENGINEERING DIVISION.**  
Stewart Building, Chambers street and Broadway, Chandler Withington, Chief Engineer, Room 55.

**DIVISION OF REAL ESTATE.**  
Mortimer J. Brown, Appraiser of Real Estate, Rooms 101, 103 and 105.

**BUREAU FOR THE COLLECTION OF TAXES.**  
Borough of Manhattan—Stewart Building, Room O.

David E. Austen, Receiver of Taxes.  
John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.  
Borough of The Bronx—Municipal Building, Third and Tremont avenues.

John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.  
Borough of Brooklyn—Municipal Building, Rooms 2-8.  
James B. Bouck and William Gallagher, Deputy Receivers of Taxes.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.  
George H. Creed and Mason O. Smedley, Deputy Receivers of Taxes.

Borough of Richmond—Borough Hall, St. George, New Brighton.  
John De Morgan and F. Wilsey Owen, Deputy Receivers of Taxes.

**BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.**

Borough of Manhattan—Stewart Building, Room 1.  
Daniel Moynahan, Collector of Assessments and Arrears.

Richard E. Weldon, Deputy Collector of Assessments and Arrears.  
Borough of The Bronx—Municipal Building, Rooms 1-3.

James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.  
Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.

Thomas J. Drennan, 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—St. George, New Brighton.

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.

John M. Gray, Collector of City Revenue and Superintendent of Markets.  
John F. Hobbs, Deputy Superintendent of Markets.

David O'Brien, Deputy Collector of City Revenue.

**BUREAU FOR THE EXAMINATION OF CLAIMS.**  
Frank J. Prial, Chief Examiner. Room 181.

**BUREAU OF THE CITY CHAMBERLAIN.**  
Stewart Building, Chambers street and Broadway, Rooms 63 to 67.

James J. Martin, City Chamberlain.  
Henry J. Walsh, Deputy Chamberlain.  
Telephone, 4270 Worth.

#### 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 always open.

Telephone, 4900 Columbus.  
Thomas Darlington, M. D., Commissioner of Health and President.

Alvah H. Doty, M. D.; Theodore A. Bingham, Commissioners.

Eugene W. Scheffer, Secretary.  
Herman M. Biggs, M. D., General Medical Officer.

James McC. Miller, Chief Clerk.  
Walter Bessel, M. D., Sanitary Superintendent.  
William H. Guilfoyle, M. D., Registrar of Records.

Borough of Manhattan.  
Alonzo Blauvelt, M. D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk.

Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 3731 Third avenue.  
Alonzo Blauvelt, M. D., Acting Assistant Sanitary Superintendent; Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton street, Jamaica.

John H. Barry, M. D., Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk; Robert Campbell, 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 Superintendent; Charles E. Hoyer, Assistant Chief Clerk; J. Walter Wood, M. D., Assistant Registrar of Records.

#### DEPARTMENT OF PARKS.

Henry Smith, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.

William J. Fransioli, Secretary.  
Offices, Arsenal Central Park.  
Telephone, 201 Plaza.

Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.  
Offices, Litchfield Mansion, Prospect Park, Brooklyn.

Telephone, 2300 South.  
Joseph I. Berry, Commissioner of Parks for the Borough of The Bronx.

Office, Zbrowski Mansion, Claremont Park.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m. Telephone, 2640 Tremont.



**DEPARTMENT OF PUBLIC CHARITIES.****PRINCIPAL OFFICE.**

Foot of East Twenty-sixth street, 9 a. m. to 4 p. m. Saturdays, 12 m.  
 Telephone, 3350 Madison Square.  
 Robert W. Hebbard, Commissioner.  
 Richard C. Baker, First Deputy Commissioner.  
 Thomas W. Hynes, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn. Telephone, 2977 Main.  
 J. McKee Borden, Secretary.  
 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.  
 The Children's Bureau, No. 66 Third avenue, Office hours, 8.30 a. m. to 4 p. m.  
 Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island. Telephone, 1000 Tompkinsville.

**DEPARTMENT OF STREET CLEANING.**

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m. Telephone, 3863 Cortlandt.  
 William H. Edwards, Commissioner.  
 James D. Hogan, Deputy Commissioner, Borough of Manhattan.  
 Owen J. Murphy, Deputy Commissioner, Borough of Brooklyn.  
 Jerome F. Reilly, Deputy Commissioner, Borough of The Bronx.  
 John J. O'Brien, Chief Clerk.

**DEPARTMENT OF TAXES AND ASSESSMENTS.**

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 Commissioners—Lawson Purdy, President; Frank Raymond, James H. Tully, Charles Putzel, Hugh Hastings, Charles J. McCormack, John J. Halleran.

**DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.**

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m. Telephone, 3863 Cortlandt; Brooklyn, 3980 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.  
 John H. O'Brien, Commissioner.  
 M. F. Loughman, Deputy Commissioner.  
 John F. Garvey, Secretary to Department.  
 I. M. de Varona, Chief Engineer.  
 George W. Birdsall, Consulting Hydraulic Engineer.  
 George F. Sever, Consulting Electrical Engineer.  
 Charles F. Lacombe, Chief Engineer of Light and Power.  
 Michael C. Padden, Water Register, Manhattan.  
 William A. Hawley, Secretary to Commissioner.  
 William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.  
 John W. McKay, Acting Chief Engineer, Brooklyn.  
 William R. McGuire, Water Register, Brooklyn.  
 Michael Hecht, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.  
 Thomas M. Lynch, Water Register, The Bronx.  
 Charles C. Wissel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.  
 John E. Bowe, Deputy Commissioner, Borough of Richmond, Municipal Building, St. George.

**EXAMINING BOARD OF PLUMBERS.**

Bartholomew F. Donohoe, President; John J. Moore, Secretary; John J. Dunn, Treasurer; ex-officio, Horace Loomis and Matthew E. Healy.  
 Rooms Nos. 14, 15 and 16 Aldrich Building, Nos. 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.

**FIRE DEPARTMENT.**

Office hours for all, except where otherwise noted from 9 a. m. to 4 p. m.; Saturdays 12 m.

**HEADQUARTERS.**

Nos. 157 and 159 East Sixty-seventh street, Manhattan.  
 Telephone, 640 Plaza, Manhattan; 2653 Main, Brooklyn.  
 Nicholas J. Hayes, Commissioner.  
 P. A. Whitney, Deputy Commissioner.  
 Charles C. Wise, Deputy Commissioner, Boroughs of Brooklyn and Queens.  
 William A. Larney, Secretary; Mark Levy, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner, Boroughs of Brooklyn and Queens.  
 Edward F. Croker, Chief of Department.  
 Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.  
 Joseph L. Burke, Inspector of Combustibles, Nos. 157 and 159 East Sixty-seventh street, Manhattan. Telephone, 640 Plaza.  
 Franz S. Wolf, Inspector of Combustibles, Boroughs of Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn. Telephone, 3520 Main.  
 Peter Seery, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.  
 William L. Beers, Fire Marshal, Boroughs of Brooklyn and Queens.  
 Andrew P. Martin, Chief Inspector in Fire Alarm Telegraph Bureau.  
 William T. Beggin, Chief of Battalion in charge Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan, The Bronx and Richmond, Nos. 157 and 159 East Sixty-seventh street, Manhattan. Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.  
 Central office open at all hours.

**LAW DEPARTMENT.****OFFICE OF CORPORATION COUNSEL.**

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 Telephone 3900 Worth.  
 Francis K. Pendleton, Corporation Counsel.  
 Assistants—Theodore Connolly, George L. Sterling, Charles D. Olendorf, William P. Burr, R. Percy Chittenden, David Rumsey, William Beers Crowell, John L. O'Brien, Terence Farley, Cornelius F. Collins, John F. O'Brien, Edward S. Malone, Edwin J. Freedman, Louis H. Hahlo, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neil, Richard H. Mitchell, John Widdicombe, Edward J. McGoldrick, Curtis A. Peters, Arthur Sweeney, Joel J. Squier, Harford P. Walker, George P. Nicholson, George H. Folwell, William H. King, Alfred W. Booraem, Josiah A. Stover, Thomas F. Noonan, J. Gabriel Britt, Royal E. T. Riggs, Charles McIntyre, Solon Berrick, Francis J. Byrne, James P. O'Connor, William H. Jackson, Edward Maxson, Elliot S. Benedict, Clarence L. Barber, Isaac Phillips, Edward A. McShane, Eugene F. Kirby.  
 Secretary to the Corporation Counsel—Edmund Kirby.  
 Chief Clerk—Andrew T. Campbell.

**BROOKLYN OFFICE.**

Borough Hall, 2d floor, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
 Telephone, 2948 Main.  
 James D. Bell, Assistant in charge.

**BUREAU OF STREET OPENINGS.**

No. 90 West Broadway, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
 Telephone, 8190 Cortlandt.  
 John P. Dunn, Assistant in charge.

**BUREAU FOR THE RECOVERY OF PENALTIES.**

No. 119 Nassau street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 Telephone, 4526 Cortlandt.  
 Herman Stiefel, Assistant in charge.

**BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.**

No. 280 Broadway, 5th floor. Office hours for public, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 Telephone, 4588 Worth.  
 Geo. O'Reilly, Assistant in charge.

**TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.**

No. 44 East Twenty-third street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 Telephone, 1061 Gramercy.  
 John P. O'Brien, Assistant in charge.

**METROPOLITAN SEWERAGE COMMISSION.**

Office, No. 17 Battery place. George A. Soper, Ph. D., President; James H. Fuertes, Secretary; H. de B. Parsons, Charles SooySmith, Linsly R. Williams, M. D.  
 Telephone, 1694 Rector.

**MUNICIPAL CIVIL SERVICE COMMISSION.**

No. 299 Broadway, 9 a. m. to 4 p. m.  
 Frank L. Polk, R. Ross Appleton, Arthur J. O'Keefe.  
 Frank A. Spencer, Secretary.  
 John F. Skelly, Assistant Secretary.

**Labor Bureau.**

Nos. 54-60 Lafayette street.  
 Telephone, 2140 Worth.

**MUNICIPAL EXPLOSIVES COMMISSION.**

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.  
 Patrick A. Whitney, Deputy Fire Commissioner and Chairman; William Montgomery, John Sherry, C. Andrade, Jr., Abram A. Breneman.  
 Telephone, 640 Plaza.  
 Franz S. Wolf, Secretary, Nos. 365-367 Jay street, Brooklyn.  
 Stated meeting, Friday of each week, at 3 p. m. Telephone, 3520 Main.

**POLICE DEPARTMENT.****CENTRAL OFFICE.**

No. 300 Mulberry street, 9 a. m. to 4 p. m. Telephone, 3100 Spring.  
 Theodore A. Bingham, Commissioner.  
 William F. Baker, First Deputy Commissioner.  
 Frederick H. Bugher, Second Deputy Commissioner.  
 Bert Hanson, Third Deputy Commissioner.  
 Arthur Woods, Fourth Deputy Commissioner.  
 Daniel G. Slattery, Secretary to Commissioner.  
 William H. Kipp, Chief Clerk.

**PUBLIC SERVICE COMMISSION.**

The Public Service Commission for the First District, Tribune Building, No. 154 Nassau street, Manhattan.  
 Office hours, 8 a. m. to 11 p. m., every day in the year, including holidays and Sundays.  
 Stated public meetings of the Commission, Tuesdays and Fridays at 11.30 a. m. in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.  
 Commissioners—William R. Willcox, Chairman; William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis, Counsel, George S. Coleman, Secretary, Travis H. Whitney.  
 Telephone, 4150 Beekman.

**TENEMENT HOUSE DEPARTMENT.**

Manhattan Office, No. 44 East Twenty-third street. Telephone, 5331 Gramercy.  
 Edmond J. Butler, Commissioner.  
 Wm. H. Abbott, Jr., First Deputy Commissioner.  
 Brooklyn Office (Boroughs of Brooklyn, Queens and Richmond), Temple Bar Building, No. 44 Court street. Telephone, 3825 Main.  
 John McKeown, Second Deputy Commissioner.  
 Bronx Office, Nos. 2804, 2806 and 2808 Third Avenue. Telephone, 967 Melrose.  
 William B. Calvert, Superintendent.

**BOROUGH OFFICES.****BOROUGH OF THE BRONX.**

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 Louis F. Haffen, President.  
 Henry A. Gumbleton, Secretary.  
 John F. Murray, Commissioner of Public Works.  
 John A. Hawkins, Assistant Commissioner of Public Works.  
 Josiah A. Briggs, Chief Engineer.  
 Frederick Greiffenberg, Principal Assistant Topographical Engineer.  
 Charles H. Graham, Engineer of Sewers.  
 Thomas H. O'Neil, Superintendent of Sewers.  
 Samuel C. Thompson, Engineer of Highways.  
 Patrick J. Reville, Superintendent of Buildings.  
 John A. Mason, Assistant Superintendent of Buildings.  
 Peter J. Stumpf, Superintendent of Highways.  
 Albert H. Liebenau, Superintendent of Public Buildings and Offices.  
 Telephone, 66 Tremont.

**BOROUGH OF BROOKLYN.**

President's Office, Nos. 15 and 16 Borough Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
 Bird S. Coler, President.  
 Charles Frederick Adams, Secretary.  
 John A. Heffernan, Private Secretary.  
 Thomas R. Farrell, Commissioner of Public Works.  
 James M. Power, Secretary to Commissioner.  
 David F. Moore, Superintendent of Buildings.  
 James Dunne, Superintendent of the Bureau of Sewers.  
 Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.  
 Patrick F. Lynch, Superintendent of Highways.

**BOROUGH OF MANHATTAN.**

Office of the President, Nos. 14, 15 and 16 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 John F. Ahearn, President.  
 Bernard Downing, Secretary.

John Cloughen, Commissioner of Public Works.  
 James J. Hagan, Assistant Commissioner of Public Works.  
 Edward S. Murphy, Superintendent of Buildings.  
 Frank J. Goodwin, Superintendent of Sewers.  
 John R. Voorhis, Superintendent of Buildings and Offices. Telephone, 6725 Cortlandt.

**BOROUGH OF QUEENS.**

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
 Lawrence Gresser, President.  
 John M. Cragen, Secretary.  
 Alfred Denton, Commissioner of Public Works.  
 Harry Sutphin, Assistant Commissioner of Public Works.  
 James P. Hicks, Superintendent of Highways.  
 Carl Berger, Superintendent of Buildings.  
 Cornelius Burke, Superintendent of Sewers.  
 James E. Clonin, Superintendent of Street Cleaning.  
 Edward F. Kelly, Superintendent of Public Buildings and Offices.  
 Telephone, 1000 Greenpoint.

**BOROUGH OF RICHMOND.**

President's Office, New Brighton, Staten Island.  
 George Cromwell, President.  
 Maybury Fleming, Secretary.  
 Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.  
 John Seaton, Superintendent of Buildings.  
 H. E. Buel, Superintendent of Highways.  
 John T. Fetherston, Superintendent of Street Cleaning.  
 Ernest H. Seehusen, Superintendent of Sewers.  
 John Timlin, Jr., Superintendent of Public Buildings and Offices.  
 Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 5 p. m. Saturdays, 9 a. m. to 12 m.  
 Telephone, 1000 Tompkinsville.

**CORONERS.**

Borough of The Bronx—Corner of Third avenue and Tremont avenue. Telephone, 1250 Tremont and 1402 Tremont.  
 Robert F. McDonald, A. F. Schwannecke.  
 William T. Austin, Chief Clerk.  
 Borough of Brooklyn—Office, Rooms 1 and 3 Municipal Building. Telephone, 4004 Main and 4005 Main.  
 Henry J. Brewer, M. D., John F. Kennedy.  
 Joseph McGuinness, Chief Clerk.  
 Open all hours of the day and night.  
 Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.  
 Coroners: Julius Harburger, Peter P. Acritelli, George F. Shradly, Jr., Peter Dooley.  
 Julius Harburger, President Board of Coroners.  
 Jacob E. Bausch, Chief Clerk.  
 Telephones, 1094, 5057, 5058 Franklin.  
 Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.  
 Samuel D. Nutt, Alfred S. Ambler.  
 Martin Mager, Jr., Chief Clerk.  
 Office hours, from 9 a. m. to 10 p. m.  
 Borough of Richmond—No. 44 Second street, New Brighton. Open for the transaction of business all hours of the day and night.  
 Matthew J. Cahill.  
 Telephone, 7 Tompkinsville.

**COUNTY OFFICES.****NEW YORK COUNTY.****COMMISSIONER OF JURORS.**

Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.  
 Thomas Allison, Commissioner.  
 Matthew F. Neville, Assistant Commissioner.  
 Frederick P. Simpson, Assistant Commissioner.  
 Frederick O'Byrne, Secretary.  
 Telephone, 241 Worth.

**COMMISSIONER OF RECORDS.**

Office, Hall of Records.  
 William S. Andrews, Commissioner.  
 James O. Farrell, Superintendent.  
 James J. Fleming, Jr., Secretary.  
 Telephone, 3900 Worth.

**COUNTY CLERK.**

Nos. 5, 8, 9, 10 and 11 New County Court-house. Office hours from 9 a. m. to 4 p. m.  
 Peter J. Dooling, County Clerk.  
 John F. Curry, Deputy.  
 Joseph J. Glennen, Secretary.  
 Telephone, 870 Cortlandt.

**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.  
 Wm. Travers Jerome, District Attorney.  
 John A. Henneberry, Chief Clerk.  
 Telephone, 4304 Franklin.

**PUBLIC ADMINISTRATOR.**

No. 119 Nassau street, 9 a. m. to 4 p. m.  
 William M. Hoes, Public Administrator.  
 Telephone, 6376 Cortlandt.

**REGISTER.**

Hall of Records. 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.  
 Frank Gass, Register.  
 William H. Sinnott, Deputy Register.  
 Telephone, 3900 Worth.

**SHERIFF.**

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 Thomas F. Foley, Sheriff.  
 John F. Gilchrist, Under Sheriff.  
 Telephone, 4984 Worth.

**SURROGATES.**

Hall of Records. 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.  
 Abner C. Thomas and John P. Cohalan, Surrogates; William V. Leary, Chief Clerk.

**KINGS COUNTY.****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, 9 a. m. to 12 m.  
 Telephone, 1454 Main.

**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.  
 Lewis M. Swasey, Commissioner.  
 D. H. Ralston, Deputy Commissioner.  
 Telephone, 1114 Main.  
 Thomas D. Mossrop, Superintendent.  
 William J. Beattie, Assistant Superintendent.  
 Telephone, 1082 Main.

**COUNTY CLERK.**

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
 Frank Ehlers, County Clerk.  
 Robert A. Sharkey, Deputy County Clerk.  
 John Cooper, Assistant Deputy County Clerk.  
 Telephone call, 4930 Main.

**COUNTY COURT.**

County Court-house, Brooklyn, Rooms 10, 17, 18, 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 17, 18 and 22, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m.  
 Norman S. Dike and Lewis L. Fawcett, County Judges.  
 Charles S. Devoy, Chief Clerk.  
 Telephone, 4154 and 4155 Main.

**DISTRICT ATTORNEY.**

Office, County Court-house, Borough of Brooklyn. Hours, 9 a. m. to 5 p. m.  
 John F. Clarke, District Attorney.  
 Telephone number, 2955-6-7—Main.

**PUBLIC ADMINISTRATOR.**

No. 44 Court street (Temple Bar), Brooklyn, 9 a. m. to 5 p. m.  
 Charles E. Teale, Public Administrator.  
 Telephone, 2840 Main.

**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.  
 William A. Prendergast, Register.  
 Frederick H. E. Elstein, Deputy Register.  
 Telephone, 2830 Main.

**SHERIFF.**

County Court-house, Brooklyn, N. Y. 9 a. m. to 4 p. m.; Saturdays, 12 m.  
 Alfred T. Hobley, Sheriff.  
 James P. Connell, Under Sheriff.  
 Telephone, 6845, 6846, 6847, Main.

**SURROGATE.**

Hall of Records, Brooklyn, N. Y.  
 Herbert T. Ketcham, Surrogate.  
 Edward J. Bergen, Chief Clerk and 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.  
 Telephone, 3954 Main.

**QUEENS COUNTY.****COMMISSIONER OF JURORS.**

Office hours, 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.; Saturdays 9 a. m. to 12 m. Queens County Court-house, Long Island City.  
 John P. Balbert, Commissioner of Jurors.  
 Rodman Richardson, Assistant Commissioner.  
 Telephone, 455 Greenpoint.

**COUNTY CLERK.**

No. 364 Fulton street, Jamaica, Fourth Ward, Borough of Queens, City of New York.  
 Office open, 9 a. m. to 4 p. m.; Saturday, 9 a. m. to 12 m.  
 John Niederstein, County Clerk.  
 Henry Walter, Jr., Deputy County Clerk.  
 Telephone, 151 Jamaica.

**COUNTY COURT.**

Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September. County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.  
 Burt J. Humphrey, County Judge.  
 Telephone, 286 Jamaica.

**DISTRICT ATTORNEY.**

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.  
 Frederick G. De Witt, District Attorney.  
 Telephone, 39 Greenpoint.

**PUBLIC ADMINISTRATOR.**

No. 17 Cook avenue, Elmhurst.  
 John T. Robinson, Public Administrator, County of Queens.  
 Telephone, 335 Newtown.

**SHERIFF.**

County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 Herbert S. Harvey, Sheriff.  
 John M. Phillips, Under Sheriff.  
 Telephone, 43 Greenpoint (office).  
 Henry O. Schleth, Warden, Queens County Jail.  
 Telephone, 372 Greenpoint.

**SURROGATE.**

Daniel Noble, Surrogate.  
 Wm. F. Hendrickson, Clerk.  
 Office, No. 364 Fulton street, Jamaica.  
 Except on Sundays, holidays and half holidays, the office is open from 9 a. m. to 4 p. m.; 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.  
 Telephone, 397 Jamaica.

**RICHMOND COUNTY.****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.  
 Telephone, 81 Tompkinsville.



**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.  
 Telephone, 28 New Dorp.

**COUNTY JUDGE AND SURROGATE.**

Terms of Court, Richmond County, 1909.  
 County Courts—Stephen D. Stephens, County Judge.  
 First Monday of June, Grand and Trial Jury.  
 Second Monday of November, Grand and Trial Jury.  
 Fourth Wednesday of January, without a Jury.  
 Fourth Wednesday of February, without a Jury.  
 Fourth Wednesday of March, without a Jury.  
 Fourth Wednesday of April, without a Jury.  
 Fourth Wednesday of July, without a Jury.  
 Fourth Wednesday of September, without a Jury.  
 Fourth Wednesday of October, without a Jury.  
 Fourth Wednesday of December, without a Jury.  
 Surrogate's Court—Stephen D. Stephens, Surrogate.  
 Mondays, at the Borough Hall, St. George, at 10.30 o'clock a. m.  
 Tuesdays, at the Borough Hall, St. George, at 10.30 o'clock a. m.  
 Wednesdays, at the Surrogate's Office, Richmond at 10.30 o'clock a. m.

**DISTRICT ATTORNEY.**

Borough Hall, St. George, S. I.  
 Samuel H. Evins.  
 Telephone, 50 Tompkinsville.

**SHERIFF.**

County Court-house, Richmond, S. I.  
 Office hours, 9 a. m. to 4 p. m.  
 Joseph J. Barth.

**THE COURTS.****APPELLATE DIVISION OF THE SUPREME COURT.****FIRST JUDICIAL DEPARTMENT.**

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m.  
 Edward Patterson, Presiding Justice; George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.  
 Clerk's Office opens at 9 a. m.  
 Telephone, 3840 Madison Square.

**SUPREME COURT—FIRST DEPARTMENT.**

County Court-house, Chambers street. Court open from 10.15 a. m. to 4 p. m.  
 Special Term, Part I. (motions), Room No. 16.  
 Special Term, Part II. (ex-parte business), Room No. 13.  
 Special Term, Part III., Room No. 19.  
 Special Term, Part IV., Room No. 20.  
 Special Term, Part V., Room No. 6.  
 Special Term, Part VI. (Elevated Railroad cases), Room No. 31.  
 Trial Term, Part II., Room No. 34.  
 Trial Term, Part III., Room No. 22.  
 Trial Term, Part IV., Room No. 21.  
 Trial Term, Part V., Room No. 24.  
 Trial Term, Part VI., Room No. 18.  
 Trial Term, Part VII., Room No. —.  
 Trial Term, Part VIII., Room No. 23.  
 Trial Term, Part IX., Room No. 35.  
 Trial Term, Part X., Room No. 26.  
 Trial Term, Part XI., Room No. 27.  
 Trial Term, Part XII., Room No. —.  
 Trial Term, Part XIII., and Special Term, Part VII., Room No. 36.  
 Trial Term, Part XIV., Room No. 28.  
 Trial Term, Part XV., Room No. 37.  
 Trial Term, Part XVI., Room No. —.  
 Trial Term, Part XVII., Room No. 20.  
 Trial Term, Part XVIII., Room No. 29.  
 Appellate Term, Room No. 29.  
 Naturalization Bureau, Room No. 38, third floor, northeast.  
 Clerks in attendance from 10 a. m. to 4 p. m.  
 Clerk's Office, Special Term, Part I. (motions), Room No. 15.  
 Clerk's Office, Special Term, Part II. (ex-parte business), ground floor, southeast corner.  
 Clerk's Office, Special Term, Calendar, ground floor, south.  
 Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.  
 Clerk's Office, Appellate Term, room southwest corner, third floor.  
 Trial Term, Part I. (criminal business).  
 Criminal Court-house, Centre street.  
 Justices—Charles H. Trux, Charles F. MacLean, Henry Bischoff, Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, James A. O'Gorman, James A. Blanchard, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph E. Newburger, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard, Irving Lehman.  
 Peter J. Dooling, Clerk, Supreme Court.  
 Telephone, 4580 Cortlandt.

**SUPREME COURT—SECOND DEPARTMENT.**

Kings County Court-house, Borough of Brooklyn, N. Y.  
 Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions.  
 James F. McGee, General Clerk.  
 Telephone, 5460 Main.

**CRIMINAL DIVISION—SUPREME COURT.**

Building for Criminal Courts, Centre, Elm, White and Franklin streets.  
 Court opens at 10.30 a. m.  
 Peter J. Dooling, Clerk; Edward R. Carroll, Special Deputy to the Clerk.  
 Clerk's Office open from 9 a. m. to 4 p. m.  
 Telephone, 6064 Franklin.

**COURT OF GENERAL SESSIONS.**

Held in the Building for Criminal Courts, Centre, Elm, White and Franklin streets.  
 Court opens at 10.30 a. m.  
 Thomas C. T. Crain, Otto A. Rosalsky, Warren W. Foster, Thomas C. O'Sullivan, Edward Swann, Joseph F. Mulqueen, James T. Malone, Judges of the Court of General Sessions. Edward R. Carroll, Clerk. Telephone, 1201 Franklin.  
 Clerk's Office open from 9 a. m. to 4 p. m.  
 During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

**CITY COURT OF THE CITY OF NEW YORK.**

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.  
 Part I.  
 Part II.  
 Part III.  
 Part IV.  
 Part V.  
 Part VI.  
 Part VII.  
 Part VIII.  
 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; Lewis J. Conlan, Francis B. Delehanty, Joseph I. Green, Alexander Finelite, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Richard T. Lynch, Edward B. La Fetra, Justices. Thomas F. Smith, Clerk.  
 Telephone, 6142 Cortlandt.

**COURT OF SPECIAL SESSIONS.**

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.  
 Court opens at 10 a. m.  
 Justices—First Division—William E. Wyatt, Wilford H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Franklin Chase Hoyt, Charles W. Culkin, Clerk; William M. Fuller, Deputy Clerk.  
 Clerk's Office open from 9 a. m. to 4 p. m.  
 Telephone, 2092 Franklin, Clerk's office.  
 Telephone, 601 Franklin, Justices' chambers.

Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Thursdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Wednesday at 10 o'clock.

Justices—Howard J. Forker, John Fleming, Morgan M. L. Ryan, Robert J. Wilkin, George J. O'Keefe, James J. McInerney, 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  
 Ernest K. Coulter, Clerk.  
 Telephone, 5353 Stuyvesant.  
 Second Division—No. 102 Court street, Brooklyn.  
 William F. Delaney, Clerk.  
 Telephone, 627 Main.

**CITY MAGISTRATES' COURT.****First Division.**

Court opens from 9 a. m. to 4 p. m.  
 City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Joseph F. Moss, James J. Walsh, Henry Steinert, Daniel E. Finn, Frederick B. House, Charles N. Harris, Frederic Kernochan, Arthur C. Butts, Otto H. Droege, Joseph E. Corrigan, Moses Herrman, Paul Krotel.  
 Philip Bloch, Secretary. One Hundred and Twenty-first street and Sylvan place.  
 First District—Criminal Court Building.  
 Second District—Jefferson Market.  
 Third District—No. 69 Essex street.  
 Fourth District—No. 151 East Fifty-seventh street.  
 Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.  
 Sixth District—One Hundred and Sixty-first street and Brook avenue.  
 Seventh District—No. 314 West Fifty-fourth street.  
 Eighth District—Main street, Westchester.

**BOARD MEETINGS.**

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock a. m.  
 JOSEPH HAAG, Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.  
 N. TAYLOR PHILLIPS, Deputy Comptroller, Secretary.

The Board of Revision of Assessments meets in the Old Council Chamber (Room 16), City Hall, every Thursday at 11 a. m., upon notice of the Chief Clerk.  
 HENRY J. STORRS, Chief Clerk.

The Board of City Record meets in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.  
 PATRICK J. TRACY, Supervisor, Secretary.

**OFFICIAL BOROUGH PAPERS.****BOROUGH OF THE BRONX.**

"The Bronx Star," "North Side News," "Bronx Independent."

**BOROUGH OF RICHMOND.**

"Staten Island World," "Richmond County Herald."

**BOROUGH OF QUEENS.**

"Long Island Star" (First and Second Wards), "Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

**BOROUGH OF BROOKLYN.**

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Free Press."

**BOROUGH OF MANHATTAN.**

"Real Estate Record and Guide" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designated by Board of City Record June 19, 1906. Amended June 20, 1906; September 30, 1907; February 24, 1908, and March 5 and 16, 1908.

**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 3 o'clock p. m. on

**MONDAY, JANUARY 18, 1909.****Borough of Brooklyn.**

No. 1. FOR THE SALE OF DISCARDED PIANOS.  
 The pianos to be sold are now on storage on the fourth floor of storehouse at No. 131 Livingston street, Borough of Brooklyn, where

they may be seen, and are marked as intended for sale.

The removal of the said pianos from the premises where they are now stored must be made within ten days from the opening of bids.

The amount of security required is Twenty-five Dollars (\$25).

No bid will be considered which does not include all of the articles mentioned in the following list:

Eleven (11) pianos.  
 Cash payment must be made at the time and the place of sale by the successful bidder, in addition to submitting the bond heretofore set forth in the sum of \$25.

Should the successful bidder fail to remove the goods or articles within ten days, the said bidder will be considered as having forfeited ownership of said articles and the money paid therefor, and the articles will be resold for the benefit of the City.

In the event of the successful bidder failing to remove the articles within the time limited, the security above mentioned will be considered as forfeited, and will be retained by The City of New York.

C. B. J. SNYDER,  
 Superintendent of School Buildings.  
 Dated January 7, 1909.

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 3 o'clock p. m.

**MONDAY, JANUARY 18, 1909.****Borough of Brooklyn.**

No. 2. HEATING WORK FOR ALTERATIONS, ETC., IN MECHANICAL LABORATORY OF MANUAL TRAINING HIGH SCHOOL, ON SEVENTH AVENUE, BETWEEN FOURTH AND FIFTH STREETS, BOROUGH OF BROOKLYN.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered, or, in case of regular deliveries under contract, similar discounts for payment within similar intervals after the last day of the month in which such deliveries of goods are made.

The time allowed to complete the whole work will be thirty working days, as provided in the contract.

The amount of security required is Five Hundred Dollars.

On No. 2 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan, and also at branch office, No. 131 Livingston street, Borough of Brooklyn.

C. B. J. SNYDER,  
 Superintendent of School Buildings.  
 Dated January 7, 1909.

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 3 o'clock p. m.

**MONDAY, JANUARY 18, 1909.****Borough of Manhattan.**

No. 3. FOR GLASS TO BE FURNISHED TO THE VARIOUS SCHOOLS IN THE BOROUGH OF MANHATTAN.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered, or, in case of regular deliveries under contract similar discounts for payments within similar intervals after the last day of the month in which such deliveries of goods are made.

The time allowed to complete the whole work will be thirty working days, as provided in the contract.

The amount of security required is Two Thousand Dollars.

The bid to be submitted must include the entire work on all schools, and award will be made thereon.

No. 4. FOR FURNITURE FOR UNGRADED CLASSES IN VARIOUS PUBLIC SCHOOLS IN THE BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be forty-five working days, as provided in the contract.

The amount of security required is Eight Hundred Dollars.

The proposal to be submitted must include the entire work on all schools, and award will be made thereon.

On Nos. 3 and 4 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,  
 Superintendent of School Buildings.  
 Dated January 7, 1909.

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 Supplies at the above office of the Department of Education until 12 o'clock noon on

**TUESDAY, JANUARY 12, 1909.**

FOR FURNISHING AND DELIVERING DIRECT TO EACH SCHOOL, BOOKS, PLASTER CASTS, TOOLS, LABORATORY APPARATUS AND MISCELLANEOUS SUPPLIES FOR THE DAY HIGH SCHOOLS AND TRAINING SCHOOLS FOR TEACHERS OF THE CITY OF NEW YORK.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Bidder must enter his price under the separate headings, and in estimating the amount of his

bid upon which security will be required said security must be based on the highest price quoted on each item.

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or hereto annexed, per pound, dozen, gallon, yard or other unit of measure, by which the bids will be tested. Award will be made to the lowest bidder on each item whose sample is equal to the sample referred to by catalogue number. The said reference is made only as a means of briefly describing the article called for.

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 Superintendent of School Supplies, Board of Education, the Borough of Manhattan, corner of Park avenue and Fifty-ninth street.

PATRICK JONES,  
 Superintendent of School Supplies.  
 Dated December 30, 1908.

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 Supplies at the above office of the Department of Education until 12 o'clock noon on

**MONDAY, JANUARY 11, 1909.**

FOR FURNISHING AND DELIVERING DIRECT TO EACH SCHOOL, GENERAL APPARATUS AND SUPPLIES FOR THE DEPARTMENTS OF CHEMISTRY, PHYSICS, BIOLOGY, PHOTOGRAPHY, PHYSIOGRAPHY, BOTANICAL AND ZOOLOGICAL SUPPLIES FOR THE DAY AND EVENING HIGH SCHOOLS AND SUPPLIES FOR TRAINING SCHOOLS FOR TEACHERS OF THE CITY OF NEW YORK.

The time for the delivering of the articles, materials and supplies and the performance of the contract is by or before December 31, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Bidder must enter his price under the separate headings, and in estimating the amount of his bid upon which security will be required said security must be based on the highest price quoted on each item.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, dozen, gallon, yard or other unit of measure, by which the bids will be tested. Award will be made to the lowest bidder on each item whose sample is equal to the sample referred to by catalogue number. The said reference is made only as a means of briefly describing the article called for.

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 Superintendent of School Supplies, Board of Education, the Borough of Manhattan, corner of Park avenue and Fifty-ninth street.

PATRICK JONES,  
 Superintendent of School Supplies.  
 Dated December 30, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

**THURSDAY, JANUARY 21, 1909.**

FOR FURNISHING AND DELIVERING TWENTY THOUSAND GALLONS OF AUTOMOBILE NAPHTHA TO THE BROOKLYN BRIDGE.

Deliveries shall be made semi-weekly of such quantities of the naphtha as may be required, and the time for completing the delivery of the total quantity to be furnished is ten (10) months. The amount of security to guarantee the faithful performance of the work will be Eight Hundred Dollars (\$800).

Trade discount shall be allowed as provided in Paragraph R of the form of contract.

The right is reserved by the Commissioner to reject all the bids should he deem it to be to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON, Commissioner.  
 Dated January 6, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

**DEPARTMENT OF TAXES AND ASSESSMENTS.**

DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGH OF MANHATTAN, HALL OF RECORDS, THE CITY OF NEW YORK, JANUARY 7, 1909.

NOTICE IS HEREBY GIVEN, AS REQUIRED by the Greater New York Charter, that the books called "The Annual Record of the Assessed Valuation of Real and Personal Estate of the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond," comprising The City of New York, will be open for public inspection, examination and correction on the second Monday of January, and will remain open to and including the 31st day of March, 1909.

During the time that the books are open for public inspection, application may be made by any person or corporation claiming to be aggrieved by the assessed valuation of real or personal estate to have the same corrected.

In the Borough of Manhattan, at the Main Office of the Department of Taxes and Assessments, No. 31 Chambers street, Hall of Records.

In the Borough of The Bronx, at the office of the Department, Municipal Building, One Hundred and Seventy-seventh street and Third avenue.

In the Borough of Brooklyn, at the office of the Department, Municipal Building.

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson avenue and Fifth street, Long Island City.

In the Borough of Richmond, at the office of the Department, Borough Hall, New Brighton, S. I.

Applications for the reduction of real estate assessments must be in writing and should be upon blanks furnished by the Department.



Applications for the correction of the personal assessments of corporations must be filed at the main office of the Borough of Manhattan.

Application in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the Borough where such person resides, and in case of a non-resident carrying on business in The City of New York at the office of the Department in the Borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 10 a. m. and 12 noon.

LAWSON PURDY, President;  
FRANK RAYMOND,  
JAMES I. TULLY,  
CHARLES PUTZEL,  
HUGH HASTINGS,  
CHARLES J. McCORMACK,  
JOHN I. HALLERAN,  
Commissioners of Taxes and Assessments.  
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## DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

### NOTICE OF SALE AT AUCTION.

ON FRIDAY, JANUARY 8, 1909, at 11 o'clock a. m., the Department of Water Supply, Gas and Electricity will sell at public auction to the highest bidder, by Sam Vorzimmer, Auctioneer, at the East New York Repair Yard, No. 137 Jamaica avenue, Brooklyn, N. Y., the following parcels:

#### Parcel "A."

150 tons scrap iron.  
2,500 pounds scrap brass.  
600 pounds old rubber.

#### TERMS OF SALE.

The upset price at which this material will be sold is as follows:  
Nine Dollars per ton for scrap iron.  
Eight Cents per pound for scrap brass.  
Eight Cents per pound for old rubber.

No bid below this price will be considered or accepted.

The sale of the material will be based on delivery on the ground, but the purchaser or purchasers must agree to have the material weighed at the nearest public scale to the point where the material is sold.

Successful bidders must make cash payment in bankable funds at the time and place of sale.

Bids will be received for one or both lots of this material, 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 material within ten 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 or purchasers must remove the material under the supervision of an employee of the Department, and will not be allowed to select material for removal at will.

JOHN H. O'BRIEN, Commissioner.  
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### 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 76, No. 1. Grading lot on the northwest corner of Forty-fifth street and Seventh avenue.

List 100, No. 2. Paving with asphalt Hart street, from Wyckoff avenue to St. Nicholas avenue.

List 101, No. 3. Paving with asphalt and laying cement sidewalks on Jefferson avenue, between Knickerbocker and Irving avenues.

List 133, No. 4. Paving with asphalt Beverley road, from Ocean parkway to East Second street.

List 145, No. 5. Laying cement sidewalks on both sides of Lincoln place, between Kingston and Brooklyn avenues; east side of Kingston avenue, between Park and Sterling places; both sides of Lenox road, between New York and Nostrand avenues, and on the north side of Clarkson avenue, between New York and Nostrand avenues.

List 193, No. 6. Grading lots on the south side of Forty-seventh street, between Second and Third avenues.

List 197, No. 7. Fencing lots on the east side of Fleeman street, between Flushing avenue and Lemon street, and on the south side of Livingston street, between Bond and Nevins streets.

List 199, No. 8. Laying cement sidewalks on both sides of Fifty-second street, from Fifty-second street to the high-water line, and on the west side of First avenue, between Fifty-first and Fifty-second streets.

List 227, No. 9. Fencing lots on the south side of Dean street, between Nevins street and Third avenue; north side of Marion street, between Reid and Patchen avenues; north side of Fulton street, between Sackman street and Van Sinderen avenue; southeast side of Lombardy street, between Kingsland and Morgan avenues; west side of Junius street, between Pitkin and Glenmore avenues; northeast corner of Knickerbocker avenue and Hart street; west side of Pennsylvania avenue, between Jamaica avenue and Fulton street; west side of Seventh avenue, between Twenty-second and Twenty-third streets; south side of Fifteenth street, between Seventh and Eighth avenues.

List 228, No. 10. Paving with asphalt East Fifth street, between Albemarle road and Church avenue.

List 229, No. 11. Paving with asphalt East Eighteenth street, between Cortelyou and Dorchester roads.

List 230, No. 12. Paving with asphalt and recuring East Nineteenth street, between Cortelyou road and Dorchester road.

List 232, No. 13. Paving with asphalt Martense street, between Rogers and Nostrand avenues.

List 233, No. 14. Paving with asphalt Newkirk avenue, between East Twenty-sixth street and Nostrand avenue.

List 235, No. 15. Paving with asphalt and relaying brick gutters on Sterling place, between Troy and Schenectady avenues.

List 238, No. 16. Laying cement sidewalks on the northeast corner of Eleventh avenue and Sixteenth street; east side of Eleventh avenue, from Prospect avenue to Sherman street; northeast corner of Tenth avenue and Sherman street; north side of Prospect avenue, between Seventh and Eighth avenues; west side of Wash-

ington avenue, between Bergen street and St. Marks avenue; west side of Franklin street, between Eastern parkway and Crown street, and between Washington place and Montgomery street.

List 239, No. 17. Laying cement sidewalks on the east side of Lorimer street, between McKibbin street and Broadway; on both sides of Dean street, between Howard and Saratoga avenues; north side of Somers street, between Stone avenue and Eastern parkway; north side of St. Marks avenue, between Buffalo and Rochester avenues; southwest side of Broadway, between Sumpter and Hull streets, and between Eastern parkway and Conway street; south side of St. Marks avenue, between Utica and Rochester avenues, and on the south side of Sumpter street, between Hopkinson and Rockaway avenues.

List 1919, No. 18. Regulating, grading, curbing Forty-first street, between New Utrecht avenue and the old city line.

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. Northwest corner of Forty-fifth street and Seventh avenue.

No. 2. Both sides of Hart street, from Wyckoff avenue to St. Nicholas avenue, and to the extent of half the block at the intersecting avenues.

No. 3. Both sides of Jefferson avenue, from Knickerbocker avenue to Irving avenue, and to the extent of half the block at the intersecting avenues.

No. 4. Both sides of Beverley road, from Ocean parkway to East Second street, and to the extent of half the block at the intersecting streets.

No. 5. Both sides of Lincoln place, between Kingston and Brooklyn avenues; east side of Kingston avenue, from Sterling place to Park place; both sides of Lenox road, between Nostrand and New York avenues; north side of Clarkson avenue, between Nostrand and New York avenues.

No. 6. Lots Nos. 23 and 23 of Block 763, on the south side of Forty-seventh street, between Second and Third avenues.

No. 7. East side of Fleeman street (avenue), between Flushing avenue and Lemon street; south side of Livingston street, between Nevins and Bond streets, being Lots Nos. 157, 158, 159, 160 and 161 of Block 8598, and Lots Nos. 23, 24, 25, 26 and 27 of Block 166.

No. 8. Both sides of Fifty-second street, between Second avenue and the high-water line, and west side of First avenue, from Fifty-first to Fifty-second street.

No. 9. North side of Marion street, between Reid and Patchen avenues; south side of Dean street, between Nevins street and Third avenue; north side of Fulton street, between Sackman street and Van Sinderen avenue; south side of Lombardy street, between Morgan and Kingsland avenues; west side of Junius street, between Glenmore and Pitkin avenues; northeast corner of Hart street and Knickerbocker avenue; west side of Pennsylvania avenue, between Jamaica avenue and Fulton street; west side of Seventh avenue, between Twenty-second and Twenty-third streets; south side of Fifteenth street, between Seventh and Eighth avenues.

No. 10. Both sides of East Fifth street, from Church avenue to Albemarle road, and to the extent of half the block at the intersecting streets and avenues.

No. 11. Both sides of East Eighteenth street, from Cortelyou road to Dorchester road, and to the extent of half the block at the intersecting streets and avenues.

No. 12. Both sides of East Nineteenth street, from Cortelyou road to Dorchester road, and to the extent of half the block at the intersecting streets and avenues.

No. 13. Both sides of Martense street, from Rogers avenue to Nostrand avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 14. Both sides of Newkirk avenue, from East Twenty-sixth street to Nostrand avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 15. Both sides of Dean street, from East Twenty-sixth street to Nostrand avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 16. Southeast corner of Eleventh avenue and Sixteenth street; east side of Eleventh avenue, from Prospect avenue to Sherman street; southeast corner of Tenth avenue and Sherman street; Lot No. 80 of Block 1112, on the northeast side of Prospect avenue, between Seventh and Eighth avenues; west side of Washington avenue, between St. Marks avenue and Bergen street; west side of Franklin avenue, between Eastern parkway and Crown street, and between Washington place and Montgomery street.

No. 17. East side of Lorimer street, between McKibbin street and Broadway; both sides of Dean street, between Howard and Saratoga avenues; north side of Somers street, between Stone avenue and Eastern parkway, Lot No. 56 of Block 1540; north side of St. Marks avenue, between Buffalo and Rochester avenues; southwest side of Broadway, between Sumpter and Hull streets, and between Eastern parkway and Conway street; Lot No. 27 of Block 1361, on the south side of St. Marks avenue, between Rochester and Utica avenues, and on the south side of Sumpter street, between Rockaway and Hopkinson avenues.

No. 18. Both sides of Forty-first street, from New Utrecht avenue to the old city line and to the extent of half the block at the intersecting streets and 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 February 9, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,  
PAUL WEIMANN,  
JAMES H. KENNEDY,  
Board of Assessors.

WILLIAM H. JASPER, Secretary.  
No. 320 Broadway, City of New York, Borough of Manhattan, January 7, 1909.  
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PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

Borough of Manhattan.

List 358, No. 1. Paving with asphalt block pavement, curbing and recuring, West One Hundred and Fifty-first street, from Macombs Dam road to Bradhurst avenue.

List 359, No. 2. Paving with asphalt block pavement, curbing and recuring, West One Hundred and Thirty-fifth street, from Convent avenue to Amsterdam avenue.

List 360, No. 3. Paving with asphalt block pavement, curbing and recuring, West One Hundred and Fifty-second street, from Macombs Dam road to Bradhurst avenue.

List 381, No. 4. Paving with asphalt block pavement, curbing and recuring, West One Hun-

dred and Thirty-sixth street, from Convent avenue to Amsterdam avenue.

#### Borough of The Bronx.

List 276, No. 5. Paving with sheet asphalt and curbing Beekman avenue, from East One Hundred and Forty-first street to St. Marys street.

List 312, No. 6. Paving with asphalt blocks and curbing Grant avenue, between East One Hundred and Sixty-first street and East One Hundred and Sixty-fifth street.

List 315, No. 7. Repairing sidewalks and placing guard rail at the southwest corner of Kelly street and One Hundred and Sixty-seventh street.

List 317, No. 8. Temporary sewer in Kingsbridge road, between Two Hundred and Thirty-second street (Eighteenth street) and Two Hundred and Thirty-third street (Nineteenth street), Wakefield.

List 363, No. 9. Sewer and appurtenances in Anthony avenue, between Burnside avenue and East One Hundred and Eightieth street.

List 365, No. 10. Receiving basins and appurtenances at the southeast corner of Garrison avenue and Hunts Point road; northwest corner of Garrison avenue and Faile street; southwest and southeast corners of Garrison avenue and Faile street; northwest corner of Garrison avenue and Bryant avenue; northwest and northeast corners of Garrison avenue and Whittier street; northeast corner of Inwood avenue and Clarke place; west side of Inwood avenue, opposite Clarke place; northeast corner of Creston avenue and East One Hundred and Eighty-second street; northwest and northeast corners of West One Hundred and Ninety-second street and Grand avenue.

List 366, No. 11. Sewer and appurtenances in the Grand Boulevard and Concourse (west side), between East One Hundred and Eighty-first street and East One Hundred and Eighty-third street.

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 One Hundred and Fifty-first street, from Macombs Dam road to Bradhurst avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 2. Both sides of One Hundred and Thirty-fifth street, from Convent avenue to Amsterdam avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 3. Both sides of One Hundred and Fifty-second street, from Macombs Dam road to Bradhurst avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 4. Both sides of One Hundred and Thirty-sixth street, from Convent avenue to Amsterdam avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 5. Both sides of Beekman avenue, from One Hundred and Forty-first street to St. Marys street, and to the extent of half the block at the intersecting streets and avenues.

No. 6. Both sides of Grant avenue, from One Hundred and Sixty-second street to One Hundred and Sixty-fifth street, and to the extent of half the block at the intersecting streets and avenues.

No. 7. West side of Kelly street, from its intersection with One Hundred and Sixty-seventh street to a point about 90 feet southerly; south side of One Hundred and Sixty-seventh street, from its intersection with Kelly street to a point about 100 feet westerly.

No. 8. Both sides of Kingsbridge road, from Two Hundred and Thirty-second street to Two Hundred and Thirty-third street.

No. 9. Both sides of Anthony avenue, from Burnside avenue to One Hundred and Eightieth street.

No. 10. Both sides of Garrison avenue, from Hunts Point road to Bryant avenue; east side of Irvine street, from Seneca avenue to Garrison avenue; east side of Hunts Point road, from Seneca avenue to Garrison avenue; both sides of Faile street, from Seneca avenue to Garrison avenue; north side of Garrison avenue, from Longfellow avenue to Edgewater road; both sides of Whittier street, from Garrison avenue to Longfellow street, from Cromwell avenue to Macombs road; both sides of Inwood avenue, from Clarke place to One Hundred and Seventieth street; northeast side of Clarke place, from Inwood avenue to Jerome avenue; north side of One Hundred and Eighty-second street, from Creston avenue to the Grand Boulevard and Concourse; east side of Creston avenue, from One Hundred and Eighty-second street to One Hundred and Eighty-third street; both sides of Grand avenue, from One Hundred and Ninety-second street to Kingsbridge road.

No. 11. West side of the Grand Boulevard and Concourse, between One Hundred and Eighty-first and One Hundred and Eighty-third streets, including inside Lot No. 19 on Block 3162 and Lot No. 26½ of Block 3163.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before February 2, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,  
PAUL WEIMANN,  
JAMES H. KENNEDY,  
Board of Assessors.

WILLIAM H. JASPER, Secretary.  
No. 320 Broadway, City of New York, Borough of Manhattan, December 31, 1908.  
d31,j12

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 9768, No. 1. Regulating, grading, curbing, paving with asphalt and laying cement sidewalks on Ninety-sixth street, between Shore road and Marine avenue.

List 9780, No. 2. Regulating, grading, curbing and laying cement sidewalks on Martense street, between Rogers and Nostrand avenues.

List 9797, No. 3. Regulating, grading, curbing and laying cement sidewalks on Thirty-eighth street, between Third and Fifth avenues, together with a list of awards for damages caused by a change of grade.

List 9811, No. 4. Grading, paving with asphalt and curbing Degraw street, between Clason and Washington avenues.

List 9823, No. 5. Regulating, grading, curbing and laying concrete sidewalks on Newkirk avenue between Flatbush avenue and East Seventeenth street.

List 9867, No. 6. Regulating, grading, curbing and laying cement sidewalks on Seventy-second street, between Second avenue and Shore road.

List 9870, No. 7. Regulating, grading, curbing Degraw street, between Clason and Franklin avenues, except the right of way of the Brighton Beach Railroad, together with a list of awards for damages caused by a change of grade.

List 9875, No. 8. Regulating, grading, curbing and laying cement sidewalks on Rogers avenue, between Park place and Montgomery street.

List 9883, No. 9. Regulating, grading, curbing and laying sidewalks on East Twenty-eighth street, between Newkirk and Foster avenues.

List 9913, No. 10. Regulating, grading, curbing and laying cement sidewalks on East Twenty-ninth street, between Farragut and Glenwood roads, together with a list of awards for damages caused by a change of grade.

List 102, No. 11. Paving with asphalt Milford street, between Pitkin avenue and New Lots road.

List 190, No. 12. Laying cement sidewalks on the northwest side of Bay Twenty-ninth street, between Bath and Benson avenues; north side of Eighty-sixth street, between Twenty-second and Twenty-third avenues; east side of Third avenue, between Carroll and First streets; west side of Third avenue, between Carroll street and lateral canal; north side of Butler street, between Third and Fourth avenues; north side of Sackett street, between Third and Fourth avenues.

List 204, No. 13. Laying cement sidewalks on the east side of Sixth avenue, between Forty-fifth and Forty-seventh streets, and between Fifty-fifth and Fifty-eighth streets.

List 205, No. 14. Laying cement sidewalks on the east side of Sixth avenue, between Fifty-ninth and Sixtieth streets; west side, between Forty-fourth and Fifty-fourth streets, and between Fifty-sixth and Fifty-seventh streets.

List 206, No. 15. Laying cement sidewalks on the south side of Seventy-ninth street, between Fort Hamilton and Seventh avenues; both sides of Twenty-third avenue, between Eighty-sixth street and Benson avenue, and between Cropsey avenue and Bath avenue.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Ninety-sixth street, between Shore road and Marine avenue, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of Martense street, between Rogers and Nostrand avenues, and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Thirty-eighth street, between Third and Fifth avenues, and to the extent of half the block at the intersecting streets.

No. 4. Both sides of Degraw street, between Clason and Washington avenues, and to the extent of half the block at the intersecting streets.

No. 5. Both sides of Newkirk avenue, between Flatbush avenue and East Seventeenth street, and to the extent of half the block at the intersecting streets.

No. 6. Both sides of Seventy-second street, between Second avenue and Shore road, and to the extent of half the block at the intersecting streets.

No. 7. Both sides of East Twenty-eighth street, between Newkirk and Foster avenues, and to the extent of half the block at the intersecting streets.

No. 8. Both sides of East Twenty-ninth street, between Farragut and Glenwood roads, and to the extent of half the block at the intersecting streets.

No. 9. Both sides of Pitkin avenue and New Lots road, and to the extent of half the block at the intersecting streets.

No. 10. Lots Nos. 1, 68 and 65 of Block 6413 on the northwest side of Bay Twenty-third street, between Bath and Benson avenues; northeast corner of Eighty-sixth street and Twenty-second avenue; both sides of Third avenue, between Carroll street and Lateral Canal (First street); north side of Butler street, between Third and Fourth avenues; north side of Sackett street, between Third and Fourth avenues.

No. 11. East side of Sixth avenue, between Forty-fifth and Forty-seventh streets, and between Fifty-fifth and Fifty-eighth streets.

No. 12. East side of Sixth avenue, between Fifty-ninth and Sixtieth streets; west side, between Forty-fourth and Fifty-fourth streets, and between Fifty-sixth and Fifty-seventh streets.

No. 13. South side of Seventy-ninth street, between Fort Hamilton and Seventh avenues; both sides of Twenty-third avenue, between Eighty-sixth street and Benson avenue, and between Cropsey avenue and Bath avenue.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before January 26, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,  
PAUL WEIMANN,  
JAMES H. KENNEDY,  
Board of Assessors.

WILLIAM H. JASPER, Secretary.  
No. 320 Broadway, City of New York, Borough of Manhattan, December 24, 1908.  
d24,j7

List 9875, No. 8. Regulating, grading, curbing and laying cement sidewalks on Rogers avenue, between Park place and Montgomery street.

List 9883, No. 9. Regulating, grading, curbing and laying sidewalks on East Twenty-eighth street, between Newkirk and Foster avenues.

List 9913, No. 10. Regulating, grading, curbing and laying cement sidewalks on East Twenty-ninth street, between Farragut and Glenwood roads, together with a list of awards for damages caused by a change of grade.

List 102, No. 11. Paving with asphalt Milford street, between Pitkin avenue and New Lots road.

List 190, No. 12. Laying cement sidewalks on the northwest side of Bay Twenty-ninth street, between Bath and Benson avenues; north side of Eighty-sixth street, between Twenty-second and Twenty-third avenues; east side of Third avenue, between Carroll and First streets; west side of Third avenue, between Carroll street and lateral canal; north side of Butler street, between Third and Fourth avenues; north side of Sackett street, between Third and Fourth avenues.

List 204, No. 13. Laying cement sidewalks on the east side of Sixth avenue, between Forty-fifth and Forty-seventh streets, and between Fifty-fifth and Fifty-eighth streets.

List 205, No. 14. Laying cement sidewalks on the east side of Sixth avenue, between Fifty-ninth and Sixtieth streets; west side, between Forty-fourth and Fifty-fourth streets, and between Fifty-sixth and Fifty-seventh streets.

List 206, No. 15. Laying cement sidewalks on the south side of Seventy-ninth street, between Fort Hamilton and Seventh avenues; both sides of Twenty-third avenue, between Eighty-sixth street and Benson avenue, and between Cropsey avenue and Bath avenue.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Ninety-sixth street, between Shore road and Marine avenue, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of Martense street, between Rogers and Nostrand avenues, and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Thirty-eighth street, between Third and Fifth avenues, and to the extent of half the block at the intersecting streets.

No. 4. Both sides of Degraw street, between Clason and Washington avenues, and to the extent of half the block at the intersecting streets.

No. 5. Both sides of Newkirk avenue, between Flatbush avenue and East Seventeenth street, and to the extent of half the block at the intersecting streets.

No. 6. Both sides of Seventy-second street, between Second avenue and Shore road, and to the extent of half the block at the intersecting streets.

No. 7. Both sides of East Twenty-eighth street, between Newkirk and Foster avenues, and to the extent of half the block at the intersecting streets.

No. 8. Both sides of East Twenty-ninth street, between Farragut and Glenwood roads, and to the extent of half the block at the intersecting streets.

No. 9. Both sides of Pitkin avenue and New Lots road, and to the extent of half the block at the intersecting streets.

No. 10. Lots Nos. 1, 68 and 65 of Block 6413 on the northwest side of Bay Twenty-third street, between Bath and Benson avenues; northeast corner of Eighty-sixth street and Twenty-second avenue; both sides of Third avenue, between Carroll street and Lateral Canal (First street); north side of Butler street, between Third and Fourth avenues; north side of Sackett street, between Third and Fourth avenues.

No. 11. East side of Sixth avenue, between Forty-fifth and Forty-seventh streets, and between Fifty-fifth and Fifty-eighth streets.

No. 12. East side of Sixth avenue, between Fifty-ninth and Sixtieth streets; west side, between Forty-fourth and Fifty-fourth streets, and between Fifty-sixth and Fifty-seventh streets.

No. 13. South side of Seventy-ninth street, between Fort Hamilton and Seventh avenues; both sides of Twenty-third avenue, between Eighty-sixth street and Benson avenue, and between Cropsey avenue and Bath avenue.

All persons whose interests are affected by the above named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before January 26, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,  
PAUL WEIMANN,  
JAMES H. KENNEDY,  
Board of Assessors.

WILLIAM H. JASPER, Secretary.  
No. 320 Broadway, City of New York, Borough of Manhattan, December 24, 1908.  
d24,j7



dollars (\$450,000) under each contract, will be required for the faithful performance of the contract. Each bond must be signed by the contractor and the sureties. The name and address of each surety offered must be stated in the bid or proposal, together with the amount in which each surety will qualify. The sureties and the amount in which each will qualify must be satisfactory to the Board.

No bid will be received and deposited unless accompanied by a certified check upon a National or State bank, drawn to the order of the Comptroller of The City of New York, to the amount of fifty thousand dollars (\$50,000) for each contract. Only one check for each contract will be required, whether bids are submitted for the contracts separately or combined.

Time allowed for the completion of the work under each contract is 42 months from the service of notice by the Board to begin work.

Pamphlets containing information for bidders, forms of proposal, contract and bond, approved by the Corporation Counsel, and specifications, and pamphlets containing contract drawings, can be obtained at the office of the Board of Water Supply, Room 1515, at the above address, upon application in person or by mail, by depositing the sum of ten dollars (\$10) in currency, or check drawn to the order of the Board of Water Supply, for each pamphlet, or twenty dollars (\$20) for each set. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

JOHN A. BENSEL, President;  
CHARLES N. CHADWICK,  
CHARLES A. SHAW,  
Commissioners of the Board of Water Supply.

J. WALDO SMITH, Chief Engineer.  
THOMAS HASSETT, Secretary.

d18j7

See General Instructions to Bidders on the last page, last column, of the "City Record."

## DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

### TO CONTRACTORS.

#### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

MONDAY, JANUARY 18, 1909.

FOR FURNISHING AND DELIVERING MEDICAL AND SURGICAL SUPPLIES.

The time for the performance of the contract is during the year 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price per pound, dozen, gallon, yard, etc., by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each class, line or item, as stated in the specifications.

All bids and quotations shall be subject to cash discounts, as provided in Paragraph "T" of the contract.

Blank forms and further information may be obtained at the office of the General Drug Department, Bellevue Hospital Grounds, East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD, Commissioner.

The City of New York, January 6, 1909.

j6,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

### TO CONTRACTORS.

#### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

WEDNESDAY, JANUARY 20, 1909.

FOR FURNISHING AND DELIVERING DRY GOODS, RUBBER GOODS, PLATED WARE, OILS AND OTHER MISCELLANEOUS SUPPLIES.

The time for the performance of the contract is during the year 1909.

The amount of security required is fifty (50) per cent. of the amount of the bid or estimate.

The bidder will state the price per yard, per pound, per dozen, or other unit, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each class, line or item, as stated in the specifications.

All bids and quotations shall be subject to cash discounts, as provided in paragraph "T" of the contract.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD, Commissioner.

The City of New York, January 6, 1909.

j6,20

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

### TO CONTRACTORS.

#### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

FRIDAY, JANUARY 15, 1909.

FOR PROVIDING ALL THE LABOR AND MATERIALS REQUIRED FOR THE INSPECTION AND MAINTENANCE OF ELECTRICAL APPARATUS ON BLACKWELL'S ISLAND, THE CENTRAL OFFICE, THE BUREAU OF DEPENDENT ADULTS AND MORGUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract is during the year 1909.

The security required will be One Thousand Dollars (\$1,000).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire for a complete job.

Blank forms and further information may be obtained at the office of the Supervising Engineer of the Department, foot of East Twenty-

sixth street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD, Commissioner.

Dated January 2, 1909.

j2,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

### TO CONTRACTORS.

#### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

WEDNESDAY, JANUARY 13, 1909.

FOR FURNISHING ALL THE WORK, LABOR SERVICES AND MATERIALS REQUIRED FOR THE EXTERMINATION OF RATS AND MICE, AND FOR THE EXTERMINATION OF ROACHES AND WATER BUGS.

The time for the performance of the contract is during the year 1909.

The amount of security required is One Hundred and Fifty Dollars (\$150) on each line or item.

The bidder will state the price for each line or item, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each line or item, as stated in the specifications.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD, Commissioner.

The City of New York, January 2, 1909.

j2,13

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

### BOROUGH OF BROOKLYN AND QUEENS.

#### TO CONTRACTORS.

#### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

FRIDAY, JANUARY 15, 1909.

No. 1. FOR PROVIDING ALL THE LABOR AND MATERIALS REQUIRED FOR THE INSPECTION AND MAINTENANCE OF ELECTRICAL APPARATUS AT THE KINGS COUNTY HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

No. 2. FOR PROVIDING ALL THE LABOR AND MATERIALS REQUIRED FOR THE INSPECTION, MAINTENANCE AND REPAIRS TO THE ELEVATORS AND MOTORS, REGULATING DEVICES AND MACHINERY ON THE BASE, WITH ALL DEVICES THERETO NECESSARY TO MAINTAIN SUCH IN OPERATIVE CONDITION AT THE CUMBERLAND STREET HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of both contracts is during the year 1909.

The security required will be Five Hundred Dollars (\$500) on Contract No. 1, and Three Hundred Dollars (\$300) on Contract No. 2.

The bidder will state one aggregate price for each contract, described and specified, as each contract is entire for a complete job.

Blank forms and further information may be obtained at the office of the Supervising Engineer of the Department, foot of East Twenty-sixth street, Borough of Manhattan, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD, Commissioner.

Dated January 2, 1909.

j2,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

## BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 p. m. on

FRIDAY, JANUARY 15, 1909.

FOR ENGINEER'S SUPPLIES, LUMBER, PAINTS, GLASS AND OILS, MEDICAL SUPPLIES, HORSES.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days, 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered; or, in case of regular deliveries under contract, similar discounts for payment within similar intervals after the last day of the month in which such deliveries of goods are made.

The security required will be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the supplies and the full performance of the contract is on or before December 31, 1909.

The bids will be read from the total, and will be compared and awarded to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated January 4, 1909.

j5,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 p. m. on

FRIDAY, JANUARY 15, 1909.

FOR CANNED GOODS, BREAD, ICE, BUTTER, EGGS, GROCERIES, PROVISIONS, HAY, OATS, CROCKERY, GLASSWARE, HARDWARE, PLATED WARE, GRANITE

WARE, MUSLIN, RUBBER GOODS, UNIFORMS, HARNESS, MISCELLANEOUS, ETC.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered; or, in case of regular deliveries under contract, similar discounts for payment within similar intervals after the last day of the month in which such deliveries of goods are made.

The security required will be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the supplies and the full performance of the contract is on or before December 31, 1909.

The bids will be read from the total, and will be compared and awarded to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated January 4, 1909.

j5,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 p. m. on

FRIDAY, JANUARY 15, 1909.

FOR MEATS, FISH, MILK AND POULTRY.

All bids and quotations shall be subject to the following cash discounts: Five per cent. for payment within ten days; 3 per cent. for payment within thirty days, and 2 per cent. for payment within sixty days after goods are delivered; or, in case of regular deliveries under contract similar discounts for payment within similar intervals after the last day of the month in which such deliveries of goods are made.

The security required will be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the supplies and the full performance of the contract is on or before December 31, 1909.

The bids will be compared and the contract awarded at a lump or aggregate sum to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where bids and deposits are also delivered.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated January 4, 1909.

j5,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 p. m. on

FRIDAY, JANUARY 8, 1909.

FOR COAL.

The security required will be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the supplies and the full performance of the contract is on or before December 31, 1909.

The bids will be read from the total, and will be compared and awarded to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN, President, Board of Trustees.

Dated December 26, 1908.

d28,j8

See General Instructions to Bidders on the last page, last column, of the "City Record."

## AQUEDUCT COMMISSIONERS.

THE AQUEDUCT COMMISSIONERS' OFFICE, ROOM 207, STEWART BUILDING, No. 280 BROADWAY, NEW YORK, December 17, 1908.

### TO CONTRACTORS.

IRON AND WOODEN FENCING AT JEROME PARK RESERVOIR.

SEALED BIDS OR PROPOSALS WILL BE received by the Aqueduct Commissioners at the above office until 12 o'clock noon on

TUESDAY, JANUARY 12, 1909.

at which place and hour the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Aqueduct Commissioners as soon thereafter as practicable for building, approximately, 2 3/4 miles of iron and wooden fencing, with necessary gates, around Jerome Park Reservoir, in The City of New York, Borough of The Bronx.

The security required will be Ten Thousand Dollars (\$10,000).

The contract will be required to be completed within one hundred and eighty (180) consecutive calendar days from the date on which the contract is signed by the Commissioners.

The following is a statement, based upon the estimate of the Engineer, of the quantities of the various classes of the work required:

#### Statement of Approximate Quantities.

8,520 feet iron fencing, 6 feet high.  
3,180 feet iron fencing, 4 feet high.  
4,165 feet wooden fencing, 6 feet high.  
15 iron gates.  
6 wooden gates.  
10 granite gate-posts.  
225 cubic yards concrete.  
500 cubic yards rock excavation.  
500 cubic yards earth excavation.  
4,500 cubic yards earth filling.

The work is authorized by chapter 490, Laws of 1883, of the State of New York, and the amendments thereto.

No bid will be received or considered unless accompanied by either a certified check upon one of the State or National banks in The City of New York, drawn to the order of the Comptroller, or money to the amount of One Thousand Dollars (\$1,000).

Copies of pamphlet containing further information for bidders, form of proposal, forms of

contract and bond approved by the Corporation Counsel, lithographs of the contract drawings and the specifications can be obtained at the office of the Aqueduct Commissioners on application in person or by mail.

JOHN F. COWAN, President.

HARRY W. WALKER, Secretary.

d10,j12

See General Instructions to Bidders on the last page, last column, of the "City Record."

## MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, December 22, 1908.

### (AMENDED NOTICE.)

PUBLIC NOTICE IS HEREBY GIVEN that the time for receiving applications for the position of

NURSE (FEMALE)

has been extended to 4 p. m., Tuesday, January 19, 1909.

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON JANUARY 19 WILL BE ACCEPTED.)

The examination will be held on Monday, February 15, 1909, at 10 a. m.

The subjects and weights of the examination are as follows:

Duties ..... 6  
Experience ..... 4

The percentage required is 70.

Candidates must be registered nurses (University of the State of New York) or have received diplomas from recognized training schools for nurses. These credentials must be shown at the time of filing applications.

The requirement of citizenship is waived for this examination.

Vacancies, none at present.

Salary, \$900 per annum.

Minimum age, 21 years.

F. A. SPENCER, Secretary.

d22,j15

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, December 21, 1908.

### (AMENDED NOTICE.)

PUBLIC NOTICE IS HEREBY GIVEN that the time for receiving applications for the position of

DIETITIAN (MALE AND FEMALE)

has been extended to 4 p. m., Monday, January 18, 1909.

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON JANUARY 18 WILL BE ACCEPTED.)

The examination will be held on Friday, February 5, 1909, at 10 a. m.

The subjects and weights of the examination are as follows:

Special paper ..... 6  
Experience ..... 4

A percentage of 70 will be required.

Candidates must have had a two years' course in an approved school of domestic science, or its equivalent, and should also have had some experience in the administration of the dietary department of an institution.

The examination is not limited to residents of the State of New York, and the rule requiring that every application shall bear the certificates of four residents of The City of New York is waived for this examination.

About ten vacancies exist in the Department of Public Charities and Bellevue and Allied Hospitals.

The requirement of citizenship is waived for this examination.

Salary, from \$720 to \$1,500 per annum.

Minimum age, 21 years.

F. A. SPENCER, Secretary.

d21,j18

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled. No application will be accepted at the office of the Commission, by mail or otherwise, after the closing hour for the receipt of same set forth in the advertisement.

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, Room 1119.

The Commission cannot guarantee that applications mailed in response to written requests will be received in time to permit of their being prepared and filed prior to closing hour.

All notices of examinations will be posted in the office of the Commission, 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. The scope of the examination will be stated, but for more general information application should be made at the office of the Commission.

Specimen questions of previous examinations may be obtained at Room 1108.

Unless otherwise specifically stated, the minimum



**TWENTY-FOURTH WARD, SECTION 11.**  
**BOSTON ROAD—SEWER.** between South-  
 ern boulevard and East One Hundred and Se-  
 venty-seventh street. Area of assessment: Both  
 sides of Boston road, from Southern boulevard  
 to East One Hundred and Seventy-seventh  
 street; southeast side of Bryant avenue, between  
 One Hundred and Seventy-sixth street and Bos-  
 ton road; both sides of Vyse avenue, between  
 One Hundred and Seventy-fourth and One Hun-  
 dred and Seventy-seventh streets, and both sides  
 of Hoe avenue, between One Hundred and  
 Seventy-fourth street and Boston road.

—that the same were confirmed by the Board of  
 Assessors on January 5, 1909, and entered Janu-  
 ary 5, 1909, in the Record of Titles of Assess-  
 ments, kept in the Bureau for the Collection  
 of Assessments and Arrears of Taxes and As-  
 sessments and of Water Rents, and unless the  
 amount assessed for benefit on any person or  
 property shall be paid within sixty days after the  
 date of said entry of the assessment, interest will  
 be collected thereon, as provided in section 1019  
 of said Greater New York Charter.

Said section provides, in part, that "If any  
 such assessment shall remain unpaid for the period  
 of sixty days after the date of entry thereof in  
 the said Record of Titles of Assessments, it shall  
 be the duty of the officer authorized to collect and  
 receive the amount of such assessment to charge, collect  
 and receive interest thereon at the rate of 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 Col-  
 lector 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 Hun-  
 dred and Seventy-seventh street and Third ave-  
 nue, 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 March 6, 1909, will be exempt  
 from interest, as above provided, and after that  
 date will be subject to a charge of interest at the  
 rate of seven per centum per annum from the  
 date when the above assessments became liens  
 to the date of payment.

HERMAN A. METZ, Comptroller.  
 City of New York, Department of Finance,  
 Comptroller's Office, January 5, 1909.

j6,19

#### 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 QUEENS:

##### FIRST WARD.

**ELEVENTH AVENUE—SEWER.** from Broad-  
 way to Newtown road. Area of assessment: Both  
 sides of Eleventh avenue, from Broadway to  
 Newtown road.

—that the same was confirmed by the Board of  
 Assessors January 5, 1909, and entered on Janu-  
 ary 5, 1909, in the Record of Titles of Assess-  
 ments, kept in the Bureau for the Collection of  
 Assessments and Arrears of Taxes and Assess-  
 ments 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 col-  
 lected thereon, as provided in section 1019 of said  
 Greater New York Charter.

Said section provides, in part, that "If any  
 such assessment shall remain unpaid for the period  
 of sixty days after the date of entry thereof in  
 the said Record of Titles of Assessments, it shall  
 be the duty of the officer authorized to collect and  
 receive the amount of such assessment to charge, collect  
 and receive interest thereon at the rate of seven per  
 centum per annum, to be calculated to the date of  
 payment from the date when such assessment became  
 a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An  
 assessment shall become a lien upon the real estate  
 affected thereby ten days after its entry in the  
 said record."

The above assessment is payable to the Col-  
 lector of Assessments and Arrears at the Bureau  
 for the Collection of Assessments and Arrears of  
 Taxes and Assessments and of Water Rents, at  
 the Hackett Building, No. 51 Jackson avenue,  
 Long Island City, Borough of Queens, between  
 the hours of 9 a. m. and 2 p. m., and on Satur-  
 days from 9 a. m. until 12 m., and all payments  
 made thereon on or before March 6, 1909, will  
 be exempt from interest, as above provided, and  
 after that date will be subject to a charge of  
 interest at the rate of seven per centum per  
 annum from the date when above assessment  
 became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
 City of New York, Department of Finance,  
 Comptroller's Office, January 5, 1909.

j6,19

#### 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:

##### THIRTIETH WARD, SECTION 18.

**GATLING PLACE—REGULATING, GRAD-  
 ING, CURBING, RECURBING, PAVING AND  
 REPAVING THE SIDEWALKS.** between  
 Eighty-sixth and Ninety-second streets. Area of  
 assessment: Both sides of Gatling place, from  
 Eighty-sixth to Ninety-second street, and to the  
 extent of half the block at the intersecting  
 streets.

##### THIRTY-FIRST WARD, SECTION 21.

**WAREHOUSE AVENUE—REGULATING, GRAD-  
 ING, CURBING, RECURBING AND LAYING  
 CEMENT SIDEWALKS.** between  
 Surf and Neptune avenues. Area of assessment:  
 Both sides of Warehouse avenue, from Surf  
 to Neptune avenue, and to the extent of half  
 the block at the intersecting avenues.

—that the same were confirmed by the Board of  
 Revision of Assessments on December 31, 1908,  
 and entered on December 31, 1908, in the Record  
 of Titles of Assessments, kept in the Bureau  
 for the Collection of Assessments and Arrears  
 of Taxes and Assessments and of Water Rents,  
 and unless the amount assessed for benefit on  
 any person or property shall be paid within sixty  
 days after the date of said entry of the assess-  
 ments, interest will be collected thereon, as pro-  
 vided by section 1019 of the Greater New York  
 Charter.

Said section provides, in part, "If any such  
 assessment shall remain unpaid for the period of  
 sixty days after the date of entry thereof in the  
 said Record of Titles of Assessments, it shall be  
 the duty of the officer authorized to collect and

receive the amount of such assessment, to charge,  
 collect and receive interest thereon at the rate of  
 seven per centum per annum, to be calculated  
 to the date of payment, from the date when  
 such assessment became a lien, as provided by  
 section 159 of this act."

Section 159 of this act provides: "An  
 assessment shall become a lien upon the real  
 estate affected thereby ten days after its entry  
 in the said record."

The above assessments are payable to the Col-  
 lector of Assessments and Arrears at the Bu-  
 reau for the Collection of Assessments and Ar-  
 rears of Taxes and Assessments and of Water  
 Rents, in the Mechanics Bank Building, Court  
 and Montague streets, Borough of Brooklyn,  
 between the hours of 9 a. m. and 2 p. m., and on  
 Saturdays from 9 a. m. to 12 m., and all pay-  
 ments made thereon on or before March 1, 1909,  
 will be exempt from interest as above provided,  
 and after that date will be subject to a charge  
 of interest at the rate of seven per centum per  
 annum from the date when such assessments be-  
 came liens to the date of payment.

HERMAN A. METZ, Comptroller.  
 City of New York, Department of Finance,  
 Comptroller's Office, December 31, 1908.

j4,16

#### 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 QUEENS:

Pursuant to the provisions of chapter 644 of  
 the Laws of 1893, for improvements in Long  
 Island City, to wit:

**No. 1. SEWERS ON THE CRESCENT, BE-  
 TWEEN NOTT AVENUE AND JANE  
 STREET; PROSPECT STREET, BETWEEN  
 HARRIS AVENUE AND JANE STREET;  
 JANE STREET, BETWEEN THE CRESCENT  
 AND HUNTER AVENUE; HUNTER AVENUE,  
 BETWEEN THIRTEENTH STREET  
 AND SKILLMAN AVENUE.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land situated on—

Both sides of the Crescent, from Jane street  
 to Nott avenue; both sides of Prospect street,  
 from Jane street to Harris avenue; both sides of  
 Hunter avenue, from Skillman avenue to Thir-  
 teenth street; both sides of Jane street, from the  
 Crescent to Hunter avenue.

**No. 2. PIPE SEWER AND APPURTENANCES  
 ON STEINWAY AVENUE, BE-  
 TWEEN WASHINGTON AND POTTER AVENUES,  
 AND ON BROADWAY BETWEEN  
 VERNON AVENUE AND NEWTOWN ROAD.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land situated on—

Both sides of Steinway avenue, from Washing-  
 ton avenue to Potter avenue; both sides of Broad-  
 way, from Vernon avenue to Newtown road.

**No. 3. SEWERS AND APPURTENANCES  
 ON HARRIS AVENUE, FROM BULKHEAD  
 LINE OF THE EAST RIVER TO HUNTER  
 AVENUE, THROUGH HUNTER AVENUE  
 TO HENRY STREET, THROUGH THE  
 CRESCENT TO JANE STREET.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land situated on—

Both sides of Harris avenue, from the bulk-  
 head line of the East River to Hunter avenue;  
 both sides of the Crescent, from a point about  
 two hundred and fifty feet east of Wilbur ave-  
 nue to Nott avenue; both sides of Hunter ave-  
 nue, from Harris avenue to Skillman avenue;  
 both sides of Vernon avenue, from Charles  
 street to Harris avenue; both sides of Hamilton  
 street, from Harris avenue to a point about two  
 hundred and fifty-three feet south of Bodine  
 street; both sides of Hancock street, from a  
 point about two hundred and forty feet north  
 of Harris avenue to a point about one hundred  
 and thirty feet south of Bodine street; both  
 sides of Boulevard, from a point about two  
 hundred and forty feet north of Harris avenue  
 to Fourteenth street; both sides of Sherman  
 place, from a point about one hundred and forty  
 feet north of Harris avenue to Fourteenth street;  
 both sides of Marion street, from Harris avenue  
 to Fourteenth street; both sides of Van Alst  
 avenue, from Harris avenue to a point about one  
 hundred feet south of Thirteenth street; both  
 sides of Governor place, from Harris avenue to  
 Fourteenth street; both sides of Ely avenue,  
 from Jane street to a point about one hundred  
 feet south of Thirteenth street; east side of Ely  
 avenue, extending about one hundred and twenty-  
 five feet north of Jane street; both sides of  
 William street, from Wilbur avenue to Thirteenth  
 street; both sides of Prospect street, from a  
 point about two hundred and twenty-five feet  
 north of Wilbur avenue to Harris avenue; both  
 sides of Radde street, from a point about two  
 hundred and twenty-five feet north of Wilbur  
 avenue to Henry street; both sides of Academy  
 street, from Wilbur avenue to Jane street; north  
 side of Skillman avenue, extending about sixty  
 feet east of Hunter avenue; both sides of Thir-  
 teenth street, from the Crescent to Van Alst  
 avenue; both sides of Fourteenth street, from  
 Ely avenue to a point about one hundred and  
 fifty feet west of Boulevard; both sides of Bodine  
 street, from Sherman street to Vernon avenue;  
 both sides of Wallach street, extending about one  
 hundred and sixty-four feet west of Vernon ave-  
 nue; both sides of Henry street, from Jackson  
 avenue to Ely avenue; both sides of Jane street,  
 from Hunter avenue to Ely avenue; both sides  
 of Wilbur avenue, from Skillman avenue to Acad-  
 emy street, and from Academy street to William  
 street.

**No. 4. TRUNK SEWER AND APPURTENANCES  
 ON BROADWAY, FROM THE EAST  
 RIVER TO ACADEMY STREET; ON ACADEMY  
 STREET TO GRAHAM AVENUE; ON  
 GRAHAM AVENUE TO FIFTY FEET EAST  
 OF ACADEMY STREET; ON GRAHAM  
 AVENUE, FROM FIFTY FEET EAST OF  
 ACADEMY STREET TO FORTY FEET WEST  
 OF STEINWAY AVENUE; ON STEINWAY  
 AVENUE, FROM PIERCE AVENUE TO  
 VANDEVENTER AVENUE, AND ON  
 GRAHAM AVENUE, FROM FORTY FEET  
 WEST OF STEINWAY AVENUE TO EAST  
 LINE OF STEINWAY AVENUE; ON  
 GRAHAM AVENUE, FROM STEINWAY  
 AVENUE TO STEMLER STREET, THROUGH  
 STEMLER STREET TO BROADWAY, AND  
 ON BROADWAY, EASTERLY TO BALDWIN  
 STREET AND WESTERLY TO GRACE  
 STREET.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land situated on—

Both sides of Broadway, from Newtown road  
 to East River; both sides of Graham avenue,  
 from Baldwin street to Vernon avenue; both sides  
 of Stemler street, from Graham avenue to Van-  
 deventer avenue; both sides of Steinway avenue,  
 from Washington avenue to a point about seven  
 hundred feet north of Vandeventer avenue; both  
 sides of Academy street, from Pierce avenue to a  
 point about one hundred and forty-five feet north  
 of Elm street; both sides of Newtown road, from  
 a point about three hundred and fifty feet south  
 of Wallace street to Grand avenue; west side of  
 Old Bowery Bay road, from Grand avenue to

Wilson avenue; both sides of Wallace street,  
 from a point about two hundred feet south of  
 Grand avenue to Vandeventer avenue; both sides  
 of Cabinet street, from a point about three hun-  
 dred and ten feet south of Grand avenue to Wil-  
 son avenue; both sides of Baldwin street, from  
 Graham avenue to Wilson avenue; both sides of  
 Oakley street, from Graham avenue to a point  
 about three hundred and eighty feet north of  
 Wilson avenue; both sides of Titus street, from  
 Graham avenue to a point about three hundred  
 and sixty-five feet north of Wilson avenue; both  
 sides of Luyster street, from Graham avenue to  
 a point about three hundred feet north of Wilson  
 avenue; both sides of Grace street, from Graham  
 avenue to Vandeventer avenue; both sides of  
 Winans street, from Pierce avenue to a point  
 about three hundred feet north of Vandeventer  
 avenue; both sides of Albert street, from a point  
 about four hundred and five feet south of Pierce  
 avenue to a point about five hundred feet north  
 of Vandeventer avenue; both sides of Kouwen-  
 hoven street, from a point about two hundred and  
 seventy-five feet south of Pierce avenue to a point  
 about five hundred and twenty-five feet north of  
 Jamaica avenue; both sides of Pomeroy street,  
 from a point about two hundred and fifty feet  
 south of Pierce avenue to a point about six hun-  
 dred and fifteen feet north of Jamaica avenue;  
 both sides of Blackwell street, from Pierce ave-  
 nue to a point about six hundred and fifteen  
 feet north of Jamaica avenue; both sides of  
 Bartow street, from a point about one hundred  
 and twenty feet south of Pierce avenue to a  
 point about six hundred and seventy feet north  
 of Jamaica avenue; both sides of Briell street,  
 from a point about one hundred feet south of  
 Washington avenue to a point about six hundred  
 and fifteen feet north of Jamaica avenue; both  
 sides of Rapelje avenue, from a point about one  
 hundred feet south of Washington avenue to a  
 point about six hundred and ten feet north of  
 Jamaica avenue; both sides of Lathrop street,  
 from a point about one hundred feet south of  
 Washington avenue to a point about five hun-  
 dred and seventy feet north of Jamaica avenue;  
 both sides of Lockwood street, from a point about  
 one hundred and seventy feet south of Washing-  
 ton avenue to a point about five hundred and  
 twenty-six feet north of Jamaica avenue; both  
 sides of Debevoise avenue, from a point about  
 one hundred feet south of Washington avenue  
 to a point about five hundred feet north of Ja-  
 maica avenue; both sides of Radde street, from  
 Pierce avenue to Ridge street; both sides of the  
 Crescent, from a point about two hundred and  
 fifty feet south of Graham avenue to Whitney  
 street; both sides of William street, extending  
 about one hundred and fifty feet south of Gra-  
 ham avenue; both sides of Ely avenue, from a  
 point about one hundred and fifty feet south of  
 Graham avenue to a point about two hundred  
 and ten feet north of Temple street; both sides  
 of Van Alst avenue, from a point about one hun-  
 dred and fifty feet south of Graham avenue to  
 Grand avenue; both sides of Sunswick street,  
 extending about two hundred and thirty feet south  
 of Graham avenue; both sides of Hopkins avenue,  
 from a point about three hundred and fifty feet  
 south of Graham avenue to Elm street; both  
 sides of Marion street, from a point about two  
 hundred and twenty-five feet south of Graham  
 avenue to Ridge street; both sides of Sherman  
 street, from a point about two hundred and  
 twenty feet south of Graham avenue to Elm  
 street; both sides of Boulevard, from a point  
 about five hundred and sixty feet south of Gra-  
 ham avenue to a point about two hundred and  
 thirty feet north of Jamaica avenue; both sides  
 of Hancock street, from a point about four hun-  
 dred and twenty-five feet south of Graham ave-  
 nue to Vernon avenue; both sides of Hamilton  
 street, from a point about five hundred feet  
 south of Graham avenue to Vernon avenue;  
 both sides of Vernon avenue, from a point  
 about three hundred and sixty feet south of  
 Graham avenue to Boulevard; both sides of  
 Washington avenue, from a point about one hun-  
 dred feet east of Briell street to Lockwood  
 street; both sides of Pierce avenue, from a  
 point about one hundred feet east of Winans  
 street to Radde street; both sides of Jamaica ave-  
 nue, from Baldwin street to the East River;  
 both sides of Grand avenue, from Old Bowery  
 Bay road to Steinway avenue; both sides of  
 Wilson avenue, from Old Bowery Bay road to  
 a point about one hundred feet west of Luyster  
 street; both sides of Orange street and Dey  
 street, from the Crescent to Hopkins avenue;  
 both sides of Elm street, from Debevoise avenue  
 to Sherman street; both sides of Temple street,  
 from the Crescent to Van Alst avenue; both  
 sides of Whitney street, extending about two  
 hundred and seventy-five feet east of the Cres-  
 cent; both sides of Sanford street, from Sher-  
 man street to the East River.

**No. 5. REGULATING AND PAVING  
 STEINWAY AVENUE, BETWEEN JACKSON  
 AVENUE AND POTTER AVENUE.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces  
 and parcels of land situated on—

Both sides of Steinway avenue, from Jackson  
 avenue to Potter avenue, and to the extent of  
 half the block at the intersecting and terminating  
 streets and avenues.

**No. 6. TRUNK SEWER AND APPURTENANCES  
 ON HOYT AVENUE, FROM THE  
 BULKHEAD LINE OF THE EAST RIVER  
 TO DEBEVOISE AVENUE, THROUGH DE-  
 BEVOISE AVENUE TO WOOLSEY AVENUE  
 AND THROUGH WOOLSEY AVENUE TO  
 STEINWAY AVENUE.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces  
 and parcels of land situated on—

Both sides of Hoyt avenue, from Rapelje ave-  
 nue to the East River; both sides of Debevoise  
 avenue, from Newtown street to Ditmars avenue;  
 both sides of Woolsey avenue, from Van Alst  
 avenue to Steinway avenue; both sides of Ly-  
 ster street, extending about five hundred feet  
 south of Flushing avenue; both sides of Stemler  
 street and Grace street, from Vandeventer ave-  
 nue to Flushing avenue; both sides of Purdy  
 street and Theodore street, from Flushing ave-  
 nue to Potter avenue; both sides of Winans  
 street, from Flushing avenue to a point about  
 seven hundred feet south of Wilson avenue;  
 both sides of Albert street, from Potter avenue  
 to a point about four hundred and eighty-five  
 feet south of Wilson avenue; both sides of Stein-  
 way avenue, from a point about six hundred and  
 thirty feet south of Flushing avenue to a point  
 about eight hundred and thirty feet north of  
 Woolsey avenue; both sides of Kouwenhoven  
 street, from a point about three hundred and  
 twenty-five feet south of Vandeventer street to  
 Woolsey avenue; both sides of Pomeroy street,  
 from a point about two hundred and fifty feet  
 south of Vandeventer avenue to Potter avenue;  
 both sides of Blackwell street, from a point about  
 three hundred and twenty-five feet south of Van-  
 deventer avenue to a point about two hundred  
 and twenty-five feet north of Potter avenue; both  
 sides of Bartow street, from Grand avenue to  
 Ditmars avenue; both sides of Winslow place, ex-  
 tending about two hundred and five feet east of  
 Debevoise avenue; both sides of Briell street,  
 from a point about two hundred and ten feet  
 south of Vandeventer avenue to Flushing avenue;  
 both sides of Rapelje avenue, from Vandeventer  
 avenue to Ditmars avenue; both sides of Chestnut  
 street, from Vandeventer avenue to Flushing ave-  
 nue; both sides of Park place, from Hoyt avenue  
 to Potter avenue; both sides of Carver street,

from Newtown street to Flushing avenue; both  
 sides of Lawrence street, from Flushing avenue  
 to a point about two hundred and fifty feet north  
 of Ditmars avenue; both sides of Isabella place,  
 extending about six hundred feet south of Flush-  
 ing avenue; both sides of North Henry street,  
 from Newtown street to Flushing avenue; both  
 sides of Chauncey street, from Hoyt avenue to a  
 point about four hundred and sixty feet north of  
 Ditmars avenue; both sides of Goodrich street,  
 from Flushing avenue to a point about four  
 hundred and thirty feet north of Ditmars avenue;  
 both sides of Merchant street, from Hoyt avenue  
 to a point about five hundred and thirty feet  
 north of Ditmars avenue; both sides of the Cres-  
 cent, from Newtown street to a point about five  
 hundred and thirty feet north of Ditmars avenue;  
 both sides of Howland street, from Hoyt avenue  
 to Wooley avenue; both sides of Hallett street,  
 from Flushing avenue to a point about five hun-  
 dred and thirty feet north of Ditmars avenue;  
 both sides of Well place, extending about five  
 hundred and ten feet north of Flushing avenue;  
 both sides of Van Alst avenue, from Flushing  
 avenue to Ditmars avenue; both sides of Willow  
 street, from North William street to Hoyt ave-  
 nue; both sides of Woolsey street, from Trow-  
 bridge street to Hoyt avenue; both sides of  
 Remsen street, from Franklin street to Boule-  
 vard; both sides of Wardell street, from Franklin  
 street to Boulevard; both sides of Boulevard,  
 from Wardell street to a point about five hundred  
 feet north of Hoyt avenue; both sides of Bar-  
 clay street, from Hoyt avenue to Cedar place,  
 and from a point about one hundred feet south  
 of Davidson street to Potter avenue; both sides  
 of Edwards street, extending about two hundred  
 feet south of Cedar place; both sides of Emily  
 terrace, beginning at a point three hundred feet  
 south of Woolsey avenue, and extending south-  
 erly to the end of said street; both sides of New-  
 town street, from a point about two hundred and  
 fifty feet south of Debevoise avenue to Van Alst  
 avenue; both sides of Vandeventer avenue, from  
 Steinway avenue to Debevoise avenue; both sides  
 of Wilson avenue, from a point about one hun-  
 dred feet east of Stemler street to Steinway ave-  
 nue; both sides of Flushing avenue, from Luyster  
 street to Van Alst avenue; both sides of Potter  
 avenue, from Purdy street to Albert street, and  
 from Pomeroy street to Barclay street; both sides  
 of Ditmars avenue, from Bartow street to Van  
 Alst avenue; both sides of North Washington  
 place, from Hallett street to Willow street; both  
 sides of Franklin street, from Remsen street to  
 Wardell street; both sides of North William  
 street, from Van Alst avenue to Willow street;  
 both sides of Trowbridge street, from Van Alst  
 avenue to Wardell street; both sides of Davidson  
 street, from Hallett street to Edwards street;  
 both sides of Munsion place, from Hallett street  
 to Van Alst avenue; both sides of Phillips street,  
 from Hallett street to Van Alst avenue; both  
 sides of Cedar place, from Hallett street to Van  
 Alst avenue.

**No. 7. SEWERS AND APPURTENANCES  
 ON JACKSON AVENUE, FROM ANABLE  
 AVENUE TO ONE HUNDRED FEET NORTH  
 OF NOTT AVENUE.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land, situated on—

Both sides of Jackson avenue, from Anable  
 avenue to a point about one hundred feet north  
 of Nott avenue.

**No. 8. SEWERS AND APPURTENANCES  
 ON HENRY STREET, BETWEEN JACKSON  
 AVENUE AND PROSPECT STREET.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land, situated on—

Both sides of Henry street, from Prospect  
 street to a point about one hundred feet east of  
 Hunter avenue.

**No. 9. SEWERS AND APPURTENANCES  
 ON HOPKINS AVENUE, FROM BROADWAY  
 TO ELM STREET; JAMAICA AVENUE,  
 FROM BOULEVARD TO STEINWAY AVENUE;  
 VAN ALST AVENUE, FROM BROAD-  
 WAY TO JAMAICA AVENUE; LINCOLN  
 STREET, FROM HOPKINS AVENUE TO  
 CRESCENT; CAMELIA STREET, FROM  
 BOULEVARD TO VAN ALST AVENUE;  
 SHERMAN STREET, FROM BROADWAY TO  
 CAMELIA STREET; KOUWENHOVEN  
 STREET, FROM BROADWAY TO GRAND  
 AVENUE.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land, situated on—

Both sides of Hopkins street, from Broadway  
 to Elm street; both sides of Jamaica avenue, from  
 Boulevard to Steinway avenue; both sides of  
 Van Alst avenue, from Broadway to Jamaica ave-  
 nue; both sides of Lincoln street, from Hopkins  
 avenue to Crescent; both sides of Camelia street,  
 from Boulevard to Van Alst avenue; both sides  
 of Sherman street, from Broadway to Camelia  
 street; both sides of Kouwenhoven street, from  
 Broadway to Grand avenue.

**No. 10. REGULATING, GRADING, PAV-  
 ING, CURBING, FLAGGING AND LAYING  
 CROSSWALKS IN HENRY STREET, FROM  
 JACKSON AVENUE TO PROSPECT AVENUE.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land, situated on—

Both sides of Henry street, from Prospect ave-  
 nue to Jackson avenue, and to the extent of half  
 the block at the intersecting and terminating  
 streets and avenues.

**No. 11. SEWER APPURTENANCES ON  
 NINTH STREET, BETWEEN JACKSON AND  
 VAN ALST AVENUES; ELEVENTH STREET,  
 BETWEEN JACKSON AND VAN ALST AVENUES;  
 TWELFTH STREET, BETWEEN  
 JACKSON AND VAN ALST AVENUES;  
 ELY AVENUE, BETWEEN JACKSON AND  
 NOTT AVENUES.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land, situated on—

Both sides of Ninth, Eleventh and Twelfth  
 streets, from Jackson avenue to Van Alst avenue;  
 both sides of Ely avenue, from Jackson avenue to  
 Nott avenue; north side of Jackson avenue, from  
 Van Alst avenue to Nott avenue.

**No. 12. REGULATING, GRADING, PAV-  
 ING, CURBING, FLAGGING AND LAYING  
 CROSSWALKS IN BROADWAY, FROM EAST  
 RIVER TO NEWTOWN ROAD.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land, situated on—

Both sides of Broadway, from the East River  
 to Newtown road, and to the extent of half the  
 block at the intersecting and terminating streets  
 and avenues.

**No. 13. GRADING HUNTER AVENUE,  
 FROM NOTT TO SKILLMAN AVENUE;  
 GRADING, CURBING, FLAGGING, PAVING  
 AND LAYING CROSSWALKS IN PROSPECT  
 STREET, FROM HUNTER AVENUE TO JANE  
 STREET; GRADING, CURBING, FLAGGING,  
 PAVING AND LAYING CROSSWALKS IN  
 CRESCENT, FROM HUNTER AVENUE TO  
 JANE STREET; GRADING, CURBING, GUT-  
 TERING AND FLAGGING JANE STREET,  
 FROM HUNTER AVENUE TO CRESCENT;  
 GRADING, CURBING, FLAGGING, PAVING  
 AND LAYING CROSSWALKS IN HARRIS  
 AVENUE, FROM HUNTER AVENUE TO  
 CRESCENT.**

Area of assessment includes all the several  
 houses and lots of ground, vacant lots, pieces and  
 parcels of land, situated on—



Both sides of Hunter avenue, from Nott avenue to Skillman avenue; both sides of Prospect street, from Hunter avenue to Jane street; both sides of Crescent, from Hunter avenue to Jane street; both sides of Jane street, from Hunter avenue to Crescent; both sides of Harris avenue, from Hunter avenue to Crescent, and to the extent of half the block at all intersecting and terminating streets and avenues.

No. 14. REGULATING, GRADING, ASPHALTING PAVEMENT, CURBING, FLAGGING AND LAYING CROSSWALKS IN NINTH STREET, BETWEEN JACKSON AVENUE AND VAN ALST AVENUE; TWELFTH STREET, FROM JACKSON TO VAN ALST AVENUE; ELY AVENUE, BETWEEN JACKSON AND NOTT AVENUES.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Ninth, Eleventh and Twelfth streets, from Jackson avenue to Van Alst avenue; both sides of Ely avenue, from Jackson avenue to Nott avenue, and to the extent of half the block at all intersecting and terminating streets and avenues.

No. 15. REGULATING, GRADING, PAVING, CURBING, FLAGGING AND LAYING CROSSWALKS IN VERNON AVENUE, FROM TENTH STREET TO ONE HUNDRED FEET NORTH OF NOTT AVENUE, KNOWN AS THE BOUNDARY LINE OF THE FIRST WARD IMPROVEMENT DISTRICT.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Vernon avenue, from Tenth street to one hundred feet north of Nott avenue; both sides of Hancock street, from Twelfth street to Nott avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 16. COMPLETING THE REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSSWALKS AND PAVING OF THE UNFINISHED PART OF JACKSON AVENUE, FROM ANABLE AVENUE TO ONE HUNDRED FEET NORTH OF NOTT AVENUE, KNOWN AS THE NORTHERLY BOUNDARY LINE OF THE FIRST WARD IMPROVEMENT DISTRICT.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on—

Both sides of Jackson avenue, from Anable avenue to one hundred feet north of Nott avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 17. REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS IN HOPKINS AVENUE, FROM BROADWAY TO ELM STREET; JAMAICA AVENUE, FROM BOULEVARD TO STEINWAY AVENUE; VAN ALST AVENUE, FROM BROADWAY TO JAMAICA AVENUE; LINCOLN STREET, FROM HOPKINS AVENUE TO CRESCENT; KOUWENHOVEN STREET, FROM BROADWAY TO GRAND AVENUE; CAMELIA STREET AND SHERMAN STREET, BETWEEN BOULEVARD AND HOPKINS AVENUE, AND BETWEEN BROADWAY AND CAMELIA STREET.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Hopkins avenue, from Broadway to Elm street; both sides of Jamaica avenue, from Boulevard to Steinway avenue; both sides of Van Alst avenue, from Broadway to Jamaica avenue; both sides of Lincoln street, from Hopkins avenue to Crescent; both sides of Kouwenhoven street, from Broadway to Grand avenue; both sides of Camelia street, from Boulevard to Hopkins avenue; both sides of Sherman street, from Camelia street to Broadway, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 18. EXTRA WORK IN CONNECTION WITH THE REGULATING, GRADING, ETC., OF VERNON AVENUE, FROM TENTH STREET TO ONE HUNDRED FEET NORTH OF NOTT AVENUE, IN THE CONSTRUCTION, RAISING AND RESETTING OF MANHOLES AND RECEIVING BASINS AND APPURTENANCES.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Vernon avenue, from a point about one hundred feet south of Eleventh street to Nott avenue; both sides of Hancock street, from Twelfth street to a point about one hundred and thirty-six feet north of Twelfth street; both sides of Eleventh and Twelfth streets, extending about four hundred and twenty-five feet east of Vernon avenue; both sides of Division street, extending about one hundred and eight feet west of Vernon avenue; east side of Vernon avenue, from Nott avenue to Thirteenth street; south side of Thirteenth street, extending about one hundred and forty-six feet east of Hamilton street.

The Board of Assessors has levied and assessed the foregoing assessments in twenty equal annual installments.

The "Sixth Installment" in each case is now due and payable, and hereafter for fourteen years an amount equal to one of the aforesaid annual installments, with interest, shall be assessed upon the lots or parcels of land benefited by said improvements. These assessments were confirmed by the Board of Revision of Assessments on December 29, 1903, and the "Sixth Installment" entered on December 29, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

Unless the amount of the sixth installment in each case shall be paid within sixty days after said date of entry, interest shall be charged, collected and received thereon as provided in section 1019 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before February 27, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, December 29, 1908.  
d31,j14

#### 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 WARD, SECTION 3.

FORTY-FIRST STREET—SEWER, from the summit west of Seventh avenue to Seventh avenue. Area of assessment: Both sides of Forty-first street, from Sixth to Seventh avenue.

FIFTY-FOURTH STREET—SEWER, between Sixth and Seventh avenues. Area of assessment: Both sides of Fifty-fourth street, from Sixth to Seventh avenue.

##### EIGHTH WARD, SECTION 3, AND THIRTIETH WARD, SECTION 17.

EIGHTH AVENUE AND SIXTIETH STREET—SEWER BASINS, on all four corners. Area of assessment: Both sides of Sixtieth street, between Seventh and Ninth avenues; east side of Seventh avenue and both sides of Eighth avenue, between Fifty-ninth and Sixty-first streets.

##### TWENTY-SECOND WARD, SECTION 4.

SIXTEENTH STREET—GRADING A LOT on the north side, between Prospect Park West and Tenth avenue. Area of assessment: Lot No. 44 of Block 1106, on the north side of Sixteenth street, between Prospect Park West and Tenth avenue.

##### TWENTY-FOURTH WARD, SECTION 5.

STERLING PLACE—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Utica and Schenectady avenues. Area of assessment: Both sides of Sterling place, from Utica to Schenectady avenue, and to the extent of half the block at the intersecting streets and avenues.

UNION STREET, south side—GRADING A LOT, between Rogers and Bedford avenues, and on PRESIDENT STREET, north side, between Rogers and Bedford avenues. Area of assessment: South side of Union street and north side of President street, between Rogers and Bedford avenues, known as Lot No. 24 in Block 1274.

##### TWENTY-SIXTH WARD, SECTION 12.

SUTTER AVENUE—REGULATING, GRADING, PAVING, CURBING AND LAYING CEMENT SIDEWALKS, between Sheffield and Pennsylvania avenues. Area of assessment: Both sides of Sutter avenue, between Sheffield and Pennsylvania avenues, and to the extent of half the block at the intersecting avenues.

##### TWENTY-SIXTH WARD, SECTION 13.

LINCOLN AVENUE—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Atlantic and Glenmore avenues. Area of assessment: Both sides of Lincoln avenue, between Atlantic and Glenmore avenues, and to the extent of half the block at the intersecting streets.

TWENTY-SEVENTH WARD, SECTION 11.  
HART STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Wyckoff and St. Nicholas avenues. Area of assessment: Both sides of Hart street, between Wyckoff and St. Nicholas avenues, and to the extent of half the block at the intersecting streets and avenues.

##### TWENTY-EIGHTH WARD, SECTION 11.

DE SALES PLACE—PAVING AND CURBING, between Bushwick avenue and Evergreen Cemetery. Area of assessment: Both sides of De Sales place, between Bushwick avenue and Evergreen Cemetery, and to the extent of half the block at the intersecting streets.

BLECKER STREET AND ST. NICHOLAS AVENUE—SEWER BASIN on the southerly corner. Area of assessment: South side of St. Nicholas avenue, between Ralph and Blecker streets, and west side of Ralph street, between St. Nicholas and Wyckoff avenues.

##### TWENTY-NINTH WARD, SECTION 15.

HAWTHORNE STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Nostrand and New York avenues. Area of assessment: Both sides of Hawthorne street, between Nostrand and New York avenues, and to the extent of half the block at the intersecting avenues.

##### TWENTY-NINTH WARD, SECTION 16.

WESTMINSTER AND CORTELYOU ROADS—SEWER BASIN, at the northeast corner. Area of assessment: East side of Westminster road, between Beverley and Cortelyou roads.

WEBSTER AVENUE—SEWER, between Ocean parkway and Gravesend avenue. Area of assessment: Both sides of Webster avenue, from Ocean parkway to Gravesend avenue.

EAST SIXTEENTH STREET AND CORTELYOU ROAD—SEWER BASINS, at the northeast and northwest corners. Area of assessment: Both sides of East Sixteenth street, from Beverley road to Cortelyou road.

EAST TWENTY-FIFTH STREET AND FOSTER AVENUE—SEWER BASINS, at the northeast and northwest corners. Area of assessment: Both sides of East Twenty-fifth street, between Newkirk and Foster avenues.

##### THIRTIETH WARD, SECTION 17.

FIFTY-SEVENTH STREET—SEWER, between Fourteenth and Fifteenth avenues. Area of assessment: Both sides of Fifty-seventh street, between Fourteenth and Fifteenth avenues.

##### THIRTIETH WARD, SECTION 18.

OVINGTON AVENUE—SEWER, between Sixth and Seventh avenues. Area of assessment: Both sides of Ovington avenue, between Sixth and Seventh avenues.

FOURTH AVENUE, EAST SIDE—SEWER, between Ninety-fifth and Ninety-seventh streets. Area of assessment: South side of Fourth avenue, from Ninety-fifth to Ninety-seventh street.

FIFTH AVENUE—SEWER, between Ninetieth and Ninety-fourth streets. Area of assessment: Both sides of Fifth avenue, between Ninetieth and Ninety-fourth streets.

SEVENTY-FIFTH STREET—SEWER, between Shore road and Narrows avenue, and from First to Second avenue; and SHORE ROAD—OUTLET SEWER, from Seventy-fifth to Seventy-first street. Area of assessment: Both sides of Seventy-fifth street, between First and Second avenues, and between Narrows and Shore road; and east side of Shore road, between Seventy-first and Seventy-fifth streets.

EIGHTIETH STREET—SEWER, between First and Second avenues. Area of assessment: Both sides of Eightieth street, between First and Second avenues.

SEVENTY-NINTH STREET AND SEVENTH AVENUE—SEWER BASIN, at the northeast corner. Area of assessment: North side of Seventy-ninth street and south side of Seventy-eighth street, between Tenth and Fort Hamilton avenues.

EIGHTY-FIRST STREET—SEWER, between First and Second avenues. Area of assessment: Both sides of Eighty-first street, between First and Second avenues.

EIGHTY-FOURTH STREET—SEWER, between First and Second avenues. Area of assessment: Both sides of Eighty-fourth street, between First and Second avenues.

NINETY-SEVENTH STREET—SEWER, between Shore road and Marine avenue. Area of assessment: Both sides of Ninety-seventh street, between Shore road and Marine avenue.

—that the same were confirmed by the Board of Assessors on December 29, 1908, and entered December 29, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before February 27, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, December 29, 1908.  
d31,j14

#### 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 6.

ONE HUNDRED AND FORTY-FIRST STREET—EXTENSION OF SEWER, between Harlem river and end of present sewer. Area of assessment: Both sides of One Hundred and Forty-first street, from Lenox avenue to the Harlem river.

##### TWELFTH WARD, SECTION 8.

WEST ONE HUNDRED AND EIGHTY-EIGHTH STREET—PAVING, CURBING AND RECURRING, from Amsterdam avenue to St. Nicholas avenue. Area of assessment: Both sides of East One Hundred and Eighty-eighth street, from Amsterdam avenue to St. Nicholas avenue, and to the extent of half the block at the intersecting avenues.

—that the same were confirmed by the Board of Assessors on December 29, 1908, and entered December 29, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before February 27, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, December 29, 1908.  
d30,j13

#### 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 QUEENS:

##### FIRST WARD.

POMEROY STREET—SEWER, from Flushing avenue to Potter avenue. Area of assessment: Both sides of Pomeroxy street, from Flushing avenue to Potter avenue.

SIXTH AVENUE (BARTOW STREET)—SEWER, from Broadway to Graham avenue. Area of assessment: Both sides of Sixth avenue, from Broadway to Graham avenue; also Lots Nos. 53, 56, 57, 59, 61 to 71 of Block 145, being rear of lots on the east side of Sixth avenue.

SEVENTH AVENUE—PAVING, from Broadway to Graham avenue. Area of assessment: Both sides of Seventh avenue, from Broadway to Graham avenue, and to the extent of half the block at the intersecting streets.

THIRTEENTH AVENUE—SEWER, from Vandewater avenue to Flushing avenue. Area of assessment: Both sides of Thirteenth avenue, between Flushing avenue and Vandewater avenue; both sides of Fourteenth avenue, between Flushing and Vandewater avenues; both sides of Fifteenth avenue, from Flushing to Vandewater avenue; both sides of Sixteenth avenue, between Vandewater and Wilson avenues, and

both sides of Wilson avenue, between Twelfth and Seventeenth avenues.

THIRTEENTH AVENUE—SEWER, from Broadway to Jamaica avenue. Area of assessment: Both sides of Thirteenth avenue, from Broadway to Jamaica avenue.

—that the same were confirmed by the Board of Assessors December 29, 1908, and entered on December 29, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before February 27, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, December 29, 1908.  
d30,j13

#### 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:

##### THIRTIETH WARD, SECTION 17.

FORTIETH STREET—REGULATING, GRADING, CURBING, AND LAYING CEMENT SIDEWALKS, between Fort Hamilton and Fourteenth avenues. Area of assessment: Both sides of Fortieth street, between Fort Hamilton and Fourteenth avenues.

##### THIRTIETH WARD, SECTION 18.

SIXTY-FIFTH STREET—SEWER, both sides, between Fifth and Eighth avenues. Area of assessment: Both sides of Sixty-fifth street, extending 100 feet northerly and southerly from Fifth avenue to Eighth avenue.

##### THIRTY-SECOND WARD, SECTION 15.

GLENWOOD ROAD—LAYING CEMENT SIDEWALKS, between Flatbush and Brooklyn avenues. Area of assessment: North side of Glenwood road, between Thirty-first street and Nostrand avenue; south side of Glenwood road, between Nostrand and Flatbush avenues, and both sides of Glenwood road, from Thirty-first street to Brooklyn avenue.

—that the same were confirmed by the Board of Revision of Assessments on December 24, 1908, and entered December 24, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." \* \* \*

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before February 27, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, December 24, 1908.  
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#### NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

##### TWENTY-THIRD WARD, SECTION 10.

CYPRESS AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from the Bronx Kills to East One Hundred and Forty-first street. Area of assessment: Both sides of Cypress avenue, from the Bronx Kills to East One Hundred and Forty-first street, and to the extent of half the block at the intersecting streets and avenues.

—that the same was confirmed by the Board of Revision of Assessments on December 24, 1908, and entered December 24, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, "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



ized 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 February 23, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, December 24, 1908.

d26,j9

## 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 7.

TWELFTH AVENUE—SEWER, from One Hundred and Thirty-third street to One Hundred and Thirty-fifth street. Area of assessment: Both sides of Twelfth avenue, from One Hundred and Thirty-third street to the northerly house line of One Hundred and Thirty-fourth street; both sides of One Hundred and Thirty-fourth street, from Broadway to a point about 675 feet westerly, and the south side of One Hundred and Thirty-third street, from Twelfth avenue to Broadway.

—that the same was confirmed by the Board of Revision of Assessments on December 24, 1908, and entered December 24, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "if any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before February 23, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, December 24, 1908.

d26,j9

## 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 QUEENS:

## FIRST WARD.

BOULEVARD—SEWER, from Nott avenue to Bodine street. Area of assessment: Both sides of the Boulevard, from Nott avenue to Bodine street; both sides of Thirteenth street, from the Boulevard to Van Alst avenue, and west side of Van Alst avenue, from Nott avenue to Fourteenth street.

BUCHANAN PLACE—SEWER, from a point 150 feet north of Grand avenue to Newtown avenue. Area of assessment: Both sides of Buchanan place, from Grand avenue to Newtown avenue.

—that the same were confirmed by the Board of Assessors December 22, 1908, and entered on December 22, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "if any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before February 20, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, December 22, 1908.

d24,j8

DEPARTMENT OF FINANCE, CITY OF NEW YORK,  
December 14, 1908.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—

One company on a bond up to \$50,000.  
Two companies on a bond up to \$125,000.  
Three companies on a bond up to \$200,000.

Asphalt, Asphalt Block and Wood Block Pavements—

Two companies on a bond up to \$50,000.  
Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkways, Etc.—

One company on a bond up to \$25,000.  
Two companies on a bond up to \$75,000.  
Three companies on a bond up to \$150,000.  
Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—

One company on a bond up to \$25,000.  
Two companies on a bond up to \$75,000.  
Three companies on a bond up to \$150,000.  
Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.—

One company on a bond up to \$25,000.  
Two companies on a bond up to \$75,000.  
Three companies on a bond up to \$150,000.  
Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$250,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,  
Comptroller.

## BOROUGH OF THE BRONX.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND THIRD AVENUE.

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, JANUARY 12, 1909,

No. 1. FOR COMPLETING THE CONTRACT WHICH WAS EXECUTED BY THE WILLIAMS ENGINEERING AND CONTRACTING COMPANY ON NOVEMBER 6, 1907, AND WAS DECLARED ABANDONED OCTOBER 26, 1908, FOR COMPLETING THE CONTRACT FOR THE CONSTRUCTION OF THE STORM RELIEF TUNNEL SEWER FROM THE WEBSTER AVENUE SEWER, NEAR WENDOVER AVENUE, IN THE MILL BROOK WATERSHED (SEWERAGE DISTRICT NO. 33), TO THE HARLEM RIVER, ABOUT 231 FEET NORTH OF HIGH BRIDGE, TWENTY-FOURTH WARD, BOROUGH OF THE BRONX, CITY OF NEW YORK.

The Engineer's estimate of the work is as follows:

13,000 cubic yards of excavation of all kinds, of which about 600 cubic yards is stone piled in the tunnel.

3,640 cubic yards of Class A concrete, in place, excepting Class A concrete in shafts, as shown on the plan, and including all the work necessary to be done on Class A concrete now in place to make the same conform to the specifications.

600 cubic yards of Class B concrete, in place.  
25 cubic yards of Class C concrete, in place, excepting Class C concrete in shaft house, as shown on the plan.

10,000 cubic yards of Class D concrete, in place, and including all the work necessary to be done on Class D concrete now in place to make the same conform to the specifications.

50 pounds of one-quarter (1/4) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

110 pounds of three-eighths (3/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

11,400 pounds of one-half (1/2) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

19,500 pounds of five-eighths (5/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

6,100 pounds of three-fourths (3/4) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

1,910 pounds of seven-eighths (7/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

153,300 pounds of one (1) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

100 pounds of one and one-eighth (1 1/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

53,000 pounds of one and one-quarter (1 1/4) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

2,715 pounds of one and three-eighths (1 3/8) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

47,200 pounds of one and one-half (1 1/2) inch steel bars, excepting steel bars of all sizes in shafts, as shown on the plan.

Completing Shaft No. 1 and appurtenances, complete, excepting excavation of all kinds for same, and excepting timber left in work as sheeting, shoring or bracing, and including all the work necessary to be done on the concrete of the shaft now in place to make the same conform to the specifications.

Shaft No. 2 and appurtenances, complete, excepting twenty-four (24) inch cast-iron pipe and concrete surrounding the same, and excepting excavation of all kinds, and excepting timber left in work as sheeting, shoring or bracing.

Rebuilding Shaft House No. 1 and appurtenances, complete.

Shaft House No. 2 and appurtenances, complete.

182 net tons (2,000 pounds) of structural steel, excepting all structural steel in shafts and shaft houses, as shown on the plan.

4,000 pounds of wrought iron, excepting all wrought iron in shafts and shaft houses, as shown on the plan, and excepting all wrought iron used in framing and fastening all piling and timber.

22,000 pounds of cast iron, including new man-hole heads, covers, etc., and excepting all cast iron in shafts and shaft houses, as shown on the plan.

7,800 square feet of galvanized wire netting, excepting in shaft houses, as shown on the plan.

990 square yards of waterproofing.

4 gates and appurtenances in Webster avenue gate chamber, complete, in place.

13,500 pounds of twenty-four (24) inch cast iron pipe.

900 cubic yards of broken stone for foundation.

100 cubic yards of dry rubble masonry.

600 cubic yards of granite masonry in mortar.

3 cubic yards of rubble masonry.

1,500 linear feet of three (3) inch drain pipe.

300 linear feet of twelve (12) inch drain pipe, including broken stone cradle, in rock.

2,000 linear feet of piles, below cut-off, including all wrought iron and steel and steel chain used in framing and fastening, and including cast iron shoes, as required.

150,000 feet (B. M.) of timber for foundations and for sheeting, shoring and bracing, if left in work, and including all wrought iron and steel used in framing and fastening.

3,500 cubic yards of embankment, including rip-rap, sodding and gutters, where required.

Completing the rebuilding of 19 linear feet of brick sewer, six (6) feet one and one-half (1 1/2) inches by six (6) feet six (6) inches, exclusive of extra rubble masonry foundation.

27 linear feet of brick sewer, two (2) feet six (6) inches in diameter, to be rebuilt, exclusive of extra rubble masonry foundation.

2 brick manholes to be rebuilt.

The time allowed for the completion of the work will be one hundred and fifty (150) calendar days.

The amount of security required will be One Hundred and Fifty Thousand Dollars (\$150,000).

No. 2. FOR FURNISHING AND DELIVERING FORAGE TO THE BUREAU OF HIGHWAYS.

2,000 bushels No. 1 best white clipped oats.

70,000 pounds best timothy hay.

8,000 pounds best dry straw.

2,500 pounds best bran.

200 pounds best oil meal.

200 pounds best rock salt.

100 pounds best table salt.

To be delivered to stables of the Bureau of Highways, Borough of The Bronx, as may be directed and required during the six (6) months ending June 30, 1909.

The amount of security required will be One Thousand Dollars (\$1,000).

No. 3. FOR FURNISHING AND DELIVERING COAL TO THE BUREAU OF PUBLIC BUILDINGS AND OFFICES.

300 gross tons of white ash anthracite coal, egg size.

50 gross tons of white ash anthracite coal, stove size.

To be delivered at the Municipal Building, One Hundred and Seventy-seventh street and Third avenue, and the various branch offices in the Borough of The Bronx, as may be directed and required during the four (4) months ending April 30, 1909.

The amount of security required will be One Thousand Dollars (\$1,000).

No. 4. FOR FURNISHING AND DELIVERING LINOLEUM, SHADES AND AWNINGS FOR THE WILLIAMSBRIDGE OFFICE BUILDING.

The time allowed for the delivery of the articles and the completion of the contract will be within thirty days.

The amount of security required will be One Thousand Dollars (\$1,000).

Blank forms can be obtained upon application therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS HAFEN, President.  
d31,j12

See General Instructions to Bidders on the last page, last column, of the "City Record."

## DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING OF THE CITY OF NEW YORK, NOS. 13 TO 21 PARK ROW, NEW YORK, DECEMBER 30, 1908.

## PUBLIC NOTICE.

SALE OF UNUSED PROPERTY, BOROUGH OF MANHATTAN AND THE BRONX.

NOTICE IS HEREBY GIVEN THAT, pursuant to section 541 of the Greater New York Charter, I will, on

THURSDAY, JANUARY 14, 1909,

at 10 o'clock a. m., at Stable A of the Department of Street Cleaning, Seventeenth street and Avenue C, Borough of Manhattan, sell at public auction the following unused property of the Department of Street Cleaning:

100 horses (more or less).

1 lot old harness, consisting of 4 sets double truck harness, 8 sets single truck harness, 1 set hill horse harness and 6 sets light driving harness, all more or less.

1 lot old harness, consisting of 218 cart bridles, 193 cart saddles, 155 cart breechings and 153 cart hames, all more or less.

453 old horse collars (more or less).

1 lot, consisting of 575 canvas cart covers, 370 canvas quarter blankets, 250 canvas feed bags, 6 canvas hill horse blankets, 5 rubber horse covers and 10 rubber storm aprons, all more or less.

200 pounds (more or less) old electric light wire.

500 pounds (more or less) old Manila rope.

400 pounds (more or less) old brass (couplings, nozzles, etc.).

150 pounds (more or less) old iron oilers.

1 old blacksmith's bellows (more or less).

1 old phaeton (more or less).

4 old sprinkling trucks (more or less).

1 old double ash truck (more or less).

900 galvanized iron cans (more or less).

1 16 horse-power automobile (F. I. A. T. touring car).

1 Orient buckboard auto.

9 old bicycles (more or less).

1 lot, consisting of 23 old auto shoes and 90 old bicycle tires, all more or less.

100,000 pounds (more or less) old tire, scrap and malleable iron, including 75 (more or less) old steel cart bodies.

## TERMS OF SALE.

The horses are to be paid for in full at the time of the sale and are to be removed before 3 p. m. on the day of the sale. On all the rest of the property (excepting the old iron) a deposit of 75 per cent. of the purchase price will be

required on the day of the sale. A deposit of Two Hundred Dollars (\$200) will be required on the old iron at the time of the sale, said deposit to be held by the Department of Street Cleaning until all the iron is removed. The iron will be sold by the ton (of 2,000 pounds per ton), and must be paid for as removed. All the articles sold, excepting the horses, are to be removed within ten (10) working days, or in default thereof said deposits shall be forfeited to The City of New York as liquidated damages.

Commissioner.  
j2,14

See General Instructions to Bidders on the last page, last column, of the "City Record."

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

THURSDAY, JANUARY 7, 1909,  
Boroughs of Manhattan, The Bronx  
and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING 200 DRAFT HORSES; 75 FOR MANHATTAN, 25 FOR THE BRONX AND 100 FOR BROOKLYN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before sixty (60) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price, 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 the award will be made to the lowest bidder.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

FOSTER CROWELL,  
Commissioner of Street Cleaning.

Dated December 23, 1908.

d24,j7

See General Instructions to Bidders on the last page, last column, of the "City Record."

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

THURSDAY, JANUARY 7, 1909,  
Borough of Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING PIPE HORSE COLLARS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before ninety (90) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Boroughs of Manhattan, The Bronx  
and Brooklyn.

CONTRACTS FOR FURNISHING AND DELIVERING—

3. IRON AND STEEL.  
HOSE COUPLINGS AND NOZZLES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is as stated in the several specifications referred to above.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, per hundred pounds, 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 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 Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

FOSTER CROWELL,  
Commissioner of Street Cleaning.

Dated December 19, 1908.

d19,j7

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.

WILLIAM H. EDWARDS,  
Commissioner of Street Cleaning.

## 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, JANUARY 21, 1909,  
Borough of Manhattan.

FOR FURNISHING AND DELIVERING TOILET PAPER FOR PARKS, BOROUGH OF MANHATTAN.

The time allowed for the delivery will be as required before December 1, 1909.

The amount of security required is Five Hundred Dollars (\$500).

The bids will be compared and the contract awarded at a lump or aggregate sum.



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, JANUARY 7, 1909,**  
Borough of Manhattan.

FOR FURNISHING AND DELIVERING MASON'S SUPPLIES FOR PARKS, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for the delivery will be as required, before November 1, 1909.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

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, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President;

JOSEPH I. BERRY,

MICHAEL J. KENNEDY,

Commissioners of Parks.

Dated December 26, 1908.

d26,j7

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, JANUARY 7, 1909,**  
Borough of The Bronx.

FOR FURNISHING AND DELIVERING ONE THOUSAND (1,000) TONS NO. 2 NUT COAL, ANTHRACITE, AND FIFTY (50) TONS BROKEN COAL, ANTHRACITE (NO. 1, 1909—BOTANICAL GARDEN), FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery and the full performance of the contract is before May 1, 1909.

The amount of security required is Two Thousand Dollars (\$2,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH, President;

JOSEPH I. BERRY,

MICHAEL J. KENNEDY,

Commissioners of Parks.

d26,j7

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, JANUARY 14, 1909,**  
Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING TOOLS AND IMPLEMENTS AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 2. FOR FURNISHING AND DELIVERING WHEELWRIGHTS' SUPPLIES AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is Five Hundred Dollars (\$500).

No. 3. FOR FURNISHING AND DELIVERING LUMBER IN PARKS AND PARKWAYS, BOROUGH OF BROOKLYN AND QUEENS.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 4. FOR FURNISHING AND DELIVERING PAINTS AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 5. FOR FURNISHING AND DELIVERING HARDWARE AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 6. FOR FURNISHING AND DELIVERING RUBBER GOODS AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 7. FOR FURNISHING AND DELIVERING PLUMBING MATERIALS AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 8. FOR FURNISHING AND DELIVERING MASON'S SUPPLIES AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

No. 9. FOR FURNISHING AND DELIVERING OILS, ETC., AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 10. FOR FURNISHING AND DELIVERING BLACKSMITH'S SUPPLIES AT PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract will be on or before December 31, 1909.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

The contracts must be bid for separately.

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

HENRY SMITH, President;

JOSEPH I. BERRY,

MICHAEL J. KENNEDY,

Commissioners of Parks.

d26,j14

See General Instructions to Bidders on the last page, last column, of the "City Record."

## POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK.

**OWNERS WANTED BY THE PROPERTY**  
Clerk of the Police Department of The City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boots, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,  
Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

**OWNERS WANTED BY THE 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: Boots, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,  
Police Commissioner.

## CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

**PURSUANT TO THE PROVISIONS OF**  
chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, October 12, 1907.

WILLIAM E. STILLINGS,  
GEORGE C. NORTON,  
LEWIS A. ABRAMS,  
Commissioners.

LAMONT McLOUGHLIN,  
Clerk.

## BOARD OF ESTIMATE AND APPORTIONMENT.

### PUBLIC NOTICE.

**DEPRESSION OF A PORTION OF THE**  
ROADWAY OF FORTY-SECOND STREET  
AT FIFTH AVENUE, BOROUGH OF  
MANHATTAN.

**PUBLIC NOTICE IS HEREBY GIVEN**  
that the Board of Estimate and Apportionment, having under consideration the depression of the central portion of the roadway of Forty-second street, permitting a portion of the said roadway to pass under Fifth avenue, avoiding thereby the present obstruction to travel on both of these streets, will give a public hearing upon this proposed change of grade of the central portion of said Forty-second street, in the Old Council Chamber, Room 16, City Hall, Borough of Manhattan, on Friday, January 15, 1909, at 10.30 o'clock in the forenoon.

This proposed depression is to cover a width of thirty-two (32) feet in the centre of the roadway already widened to sixty-eight (68) feet by an ordinance adopted by the Board of Estimate and Apportionment on December 18, 1908; the depression to begin at a point about forty (40) feet west of the westerly line of Madison avenue and to extend to a point about four hundred and fifty (450) feet west of the westerly line of Fifth avenue. The portion within the lines of Fifth avenue and for about twenty (20) feet each side of the same is to be covered; all of which is more particularly shown on a plan, dated November 16, 1908, entitled

"Board of Estimate and Apportionment, City of New York. Plan for carrying through traffic on Forty-second street in a depressed roadway." Said plan showing elevations and rates of grade is signed by the Chief Engineer of the Board of Estimate and Apportionment, and can be seen at the office of the Board of Estimate and Apportionment, No. 277 Broadway, Borough of Manhattan, New York City.

Dated January 4, 1909.

JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j4,15

**NOTICE IS HEREBY GIVEN THAT AT**  
the meeting of the Board of Estimate and Apportionment held on December 4, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to a sewer easement, from a point on Bay street, between Sylva lane and Sylvan terrace, to the pierhead line of New York Bay, in the Borough of Richmond, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the easement required for the foregoing improvement, to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line distant 75 feet northerly from and parallel with the northerly line of Sylvan terrace, the said distance being measured at right angles to the line of Sylvan terrace; on the east by the westerly line of Bay street, and by the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Pennsylvania avenue, the said distance being measured at right angles to the line of Pennsylvania avenue; and on the west by a line distant 100 feet easterly from and parallel with the easterly line of New York avenue; the said distance being measured at right angles to the line of New York avenue. (None of the streets named has been placed upon the City map, and any reference to street lines is intended to apply to those determined by usage and as commonly recognized.)

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 15th day of January, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j2,13

**NOTICE IS HEREBY GIVEN THAT AT**  
the meeting of the Board of Estimate and Apportionment held on December 4, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Parker street (avenue), from Protectory avenue to Wellington avenue, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required, at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement, to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the northerly line of Wellington avenue where it is intersected by the prolongation of a line midway between Zerega avenue and Parker street, as these streets are laid out northwesterly from Westchester avenue, and running thence southwesterly at right angles to Wellington avenue a distance of 160 feet; thence westwardly and parallel with Wellington avenue to the intersection with a line at right angles to Wellington avenue, and passing through a point on its northerly side where it is intersected by the prolongation of a line midway between Parker street and Glover street; thence northwardly along the said line at right angles to Wellington avenue to its northerly side; thence northwesterly along the said line midway between Parker street and Glover street, and along the prolongations of the said line to the intersection with the prolongation of a line midway between St. Raymond avenue and Parker street as these streets are laid out between Purdy street and Castle Hill avenue; thence westwardly along the said line midway between St. Raymond avenue and Parker street, and along the prolongations of the said line to a point distant 100 feet westerly from the westerly line of Purdy street; thence northwardly and parallel, respectively, with Purdy street and Protectory avenue to the intersection with the prolongation of a line distant 250 feet northerly from and parallel with the northerly line of Parker street, as laid out between Protectory avenue and Castle Hill avenue, the said distance being measured at right angles to the line of Parker street; thence eastwardly along the said line parallel with Parker street, and along the prolongation of the said line to the intersection with the prolongation of a line midway between Zerega avenue and Parker street, as these streets are laid out northwesterly from Westchester avenue; thence southeastwardly along the said line midway between Zerega avenue and Parker street and along the prolongations of the said line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 15th day of January, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j2,13

**NOTICE IS HEREBY GIVEN THAT AT**  
the meeting of the Board of Estimate and Apportionment held on December 4, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of St. Georges crescent, between East Two Hundred and Sixth street and Van Cortlandt avenue, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement, to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the easterly line of the Grand Boulevard and Concourse where it is intersected by the prolongation of the southerly line of Van Cortlandt avenue as laid out west of Moshulu Parkway South, and running thence eastwardly along the southerly line of Van Cortlandt avenue, and the prolongation thereof, to the intersection with a line always distant 100 feet easterly from and parallel with the easterly line of St. Georges crescent, the said distance being measured at right angles to St. Georges crescent; thence southwardly along the said line parallel with St. Georges crescent to the northerly line of East Two Hundred and Sixth street; thence southwardly at right angles to East Two Hundred and Sixth street a distance of 160 feet; thence westwardly and always parallel with East Two Hundred and Sixth street to the intersection with a line distant 115 feet easterly from and parallel with the easterly line of the Concourse, the said distance being measured at right angles to the line of the Concourse; thence northwardly and parallel with the Concourse to the intersection with a line always distant 100 feet westerly from and parallel with the westerly line of St. Georges crescent, the said distance being measured at right angles to St. Georges crescent; thence northwardly along the said line parallel with St. Georges crescent to the easterly line of the Concourse; thence northwardly along the easterly line of the Concourse to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 15th day of January, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City

Record for ten days prior to the 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j2,13

**NOTICE IS HEREBY GIVEN THAT AT**  
the meeting of the Board of Estimate and Apportionment held on December 4, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Madden street, between Skillman avenue and Borden avenue, in the First Ward, in the Borough of Queens, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required, at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement, to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the northerly line of Borden avenue where it is intersected by a line midway between Madden street and Van Buren street, and running thence northwardly along the said line midway between Madden street and Van Buren street and along the prolongation of the said line to a point distant 100 feet northerly from the northerly line of Skillman avenue; thence eastwardly and parallel with Skillman avenue to the intersection with the prolongation of a line midway between Madden street and Laurel Hill avenue; thence southwardly along the said line midway between Madden street and Laurel Hill avenue, and along the prolongation of the said line to the northerly line of Borden avenue; thence southwardly at right angles to Borden avenue a distance of 180 feet; thence westwardly parallel with and always distant 100 feet southerly from the southerly line of Borden avenue to the intersection with a line at right angles to Borden avenue, and passing through the point of beginning; thence northwardly along the said line at right angles to Borden avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 15th day of January, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j2,13

**NOTICE IS HEREBY GIVEN THAT AT**  
the meeting of the Board of Estimate and Apportionment held on December 4, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Avenue N, from Gravesend avenue to Flatlands avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement, to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the southeasterly line of Flatlands avenue where it is intersected by the prolongation of a line midway between Avenue M and Avenue N, and running thence southeastwardly at right angles to Flatlands avenue a distance of 100 feet; thence southwestwardly and parallel with Flatlands avenue to the intersection with a line at right angles to Flatlands avenue, and passing through a point on its northwesterly side where it is intersected by a line midway between Avenue N and Avenue O; thence northwardly along the said line at right angles to Flatlands avenue to its northwesterly side; thence westwardly along the said line midway between Avenue N and Avenue O and the prolongation thereof to the intersection with a line midway between West street and Gravesend avenue; thence northwardly along the said line midway between West street and Gravesend avenue to the intersection with the prolongation of a line midway between Avenue M and Avenue N; thence eastwardly along the said line midway between Avenue M and Avenue N and the prolongation thereof to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 15th day of January, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 15th day of January, 1909.

Dated January 2, 1909.

JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j2,13

**NOTICE IS HEREBY GIVEN THAT AT**  
the meeting of the Board of Estimate and Apportionment held on December 4, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Avenue I, from Ocean parkway to the easterly line of East Fifteenth street, and from the easterly property line of the lands of the Long Island Railroad Company, within the lines of East Seventeenth street, to East Thirty-fourth street, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement, to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of



section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on a line midway between East Fifth street and Ocean parkway, where it is intersected by the prolongation of a line midway between Avenue H and Avenue I, and running thence eastwardly along the said line midway between Avenue H and Avenue I and along the prolongation thereof to the center line of Flatbush avenue; thence along the center line of Flatbush avenue to meet the prolongation of a line midway between Avenue H and Avenue I as they are laid out easterly from Flatbush avenue; thence eastwardly along the last mentioned line midway between Avenue H and Avenue I and along the prolongation thereof to meet a line midway between East Thirty-fourth street and East Thirty-fifth street; thence southwardly along the said line midway between East Thirty-fourth street and East Thirty-fifth street to meet the prolongation of a line midway between Avenue I and Avenue J as the said streets are laid out west of Flatbush avenue; thence westwardly along the said line midway between Avenue I and Avenue J to meet a line midway between East Fifth street and Ocean parkway; thence northwardly along the said line midway between East Fifth street and Ocean parkway to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 15th day of January, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 15th day of January, 1909.

Dated January 2, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone 2280 Worth.

j2,13

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment, held on December 4, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Snyder avenue, between Canarsie avenue and Ralph avenue; and of Avenue A, between Ralph avenue and East Ninety-eighth street, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the prolongation of a line midway between Church avenue and Snyder avenue distant 100 feet westerly from the westerly line of Brooklyn avenue, and running thence eastwardly along the said line midway between Church avenue and Snyder avenue, and the prolongation of the said line, to the intersection with a line midway between Church avenue and Avenue A; thence northeastwardly along the said line midway between Church avenue and Avenue A, and the prolongation of the said line, to a point distant 100 feet northeastwardly from the northeastwardly line of East Ninety-eighth street; thence southeastwardly and parallel with the prolongation of a line midway between Avenue A and Beverley road; thence southwestwardly along the said line midway between Avenue A and Beverley road, and the prolongation of the said line, to the intersection with the westerly line of Ralph avenue; thence westwardly at right angles to Ralph avenue to the intersection with a line midway between East Fifty-ninth street and Ralph avenue; thence northwardly along the said line midway between East Fifty-ninth street and Ralph avenue to the intersection with a line midway between Snyder avenue and Tilden avenue; thence westwardly along the said line midway between Snyder avenue and Tilden avenue, and the prolongation of the said line, to the intersection with a line parallel with Brooklyn avenue, and passing through the point of beginning; thence northwardly along the said line parallel with Brooklyn avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 15th day of January, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 15th day of January, 1909.

Dated January 2, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone 2280 Worth.

j2,13

**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 lines and grades of Bailey avenue, from West One Hundred and Ninety-fourth street to Albany road; of West Two Hundred and Twenty-ninth street and West Two Hundred and Thirtieth street, from Heath avenue to Bailey avenue; change the grades of West Two Hundred and Thirtieth street, from Broadway to Bailey avenue; and change the lines of Kingsbridge road, Albany road and Boston avenue, at their respective intersections with Bailey avenue. Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board, all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, 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 lines and grades of Bailey avenue, from West One Hundred and Ninety-fourth street to Albany road; of West Two Hundred and Twenty-ninth street and West Two Hundred and Thirtieth street, from Heath avenue to Bailey avenue; changing the grades of West Two Hundred and Thirtieth street, from Broadway to Bailey avenue, and changing the lines of

Kingsbridge road, Albany road and Boston avenue at their respective intersections with Bailey avenue, in the Borough of The Bronx, City of New York, more particularly described as follows:

The lines and grades of Bailey avenue, from West One Hundred and Ninety-fourth street to Albany road; the lines and grades of West Two Hundred and Twenty-ninth street and West Two Hundred and Thirtieth street, from Heath avenue to Bailey avenue; the grades of West Two Hundred and Thirtieth street, from Broadway to Bailey avenue, and the lines of Kingsbridge road, Albany road and Boston avenue at their respective intersections with Bailey avenue, are to be as shown upon a map signed by the President of the Borough of The Bronx and bearing date of October 28, 1908.

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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

j2,13

**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 tentative map of the street system within the territory bounded by the New York, New Haven and Hartford Railroad, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, Borough of The Bronx, or so as to change the map or plan of The City of New York by changing the map of the tentative street system within the territory bounded by Mayflower avenue, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, 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 tentative map of the street system within the territory bounded by the New York, New Haven and Hartford Railroad, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, in the Borough of The Bronx, City of New York, more particularly described as follows:

The streets within the territory bounded by the land of the New York, New Haven and Hartford Railroad, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, are to be as shown upon a tentative map submitted by the President of the Borough and bearing date of June 16, 1908; or by changing the map or plan of The City of New York by changing the map of the tentative street system within the territory bounded by Mayflower avenue, Bronx and Pelham parkway, Pelham Bay Park, Eastern boulevard, Morris Park avenue, Westchester avenue and Wilkinson avenue, as shown upon a map submitted by the President of the Borough and bearing date of June 16, 1908.

Resolved, That this Board consider the proposed changes at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 15th day of January, 1909, 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 changes 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 15th day of January, 1909.

Dated January 2, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

j2,13

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the line and grade of Barretto street, between Garrison avenue and Lafayette avenue, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board, all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the line and grade of Barretto street, between Garrison avenue and Lafayette avenue, in the Borough of The Bronx, City of New York, more particularly shown upon map or plan signed by the President of the Borough of The Bronx and bearing date of December 18, 1908.

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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

j2,13

**NOTICE IS HEREBY GIVEN THAT, AT** the meeting of the Board of Estimate and Apportionment, held on December 4, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is consider-

ing the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Stanley avenue, from Louisiana avenue to Fountain avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line midway between Vienna avenue and Stanley avenue, as these streets are laid out easterly from Louisiana avenue, and by the prolongations of the said line; on the east by a line always distant 100 feet easterly from and parallel with the easterly line of Fountain avenue, the said distance being measured at right angles to the line of Fountain avenue; on the south by a line midway between Stanley avenue and Wortman avenue, and by the prolongations of the said line, and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Louisiana avenue, the said distance being measured at right angles to the line of Louisiana avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 15th day of January, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 15th day of January, 1909.

Dated January 2, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

j2,13

**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 a tentative street system in that portion of the Fourth Ward, bounded by Wexford terrace, Dalny road, Edgerton boulevard, Croydon road, Home Lawn avenue, Edgerton boulevard, Doncaster boulevard, Tudor road, Chevy Chase road, Holliswood avenue, Radnor road, Hillside avenue, Kent road, Avon road, Radnor road and Hillside avenue, and also to lay out Hillside avenue from Fresh Meadow road to Wexford terrace and from Radnor road to Holliswood avenue, and to establish grades therefor, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 18, 1908, 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 a tentative street system in that portion of the Fourth Ward, bounded by Wexford terrace, Dalny road, Edgerton boulevard, Croydon road, Home Lawn avenue, Edgerton boulevard, Doncaster boulevard, Tudor road, Chevy Chase road, Holliswood avenue, Radnor road, Chevy Chase road, Kent road, Avon road, Radnor road and Hillside avenue, and also by laying out Hillside avenue from Fresh Meadow road to Wexford terrace and from Radnor road to Holliswood avenue, and establishing grades therefor, in the Borough of Queens, City of New York, more particularly shown on map or plan submitted by the President of the Borough of Queens, dated December 11, 1908.

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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone 2280 Worth.

j2,13

**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 Fort Washington avenue, between West One Hundred and Sixty-third street and West One Hundred and Sixty-fifth street; and West One Hundred and Sixty-fourth street, between Fort Washington avenue and Broadway, 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 January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, 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 Fort Washington avenue, between West One Hundred and Sixty-third street and West One Hundred and Sixty-fifth street; and West One Hundred and Sixty-fourth street, between Fort Washington avenue and Broadway, in the Borough of Manhattan, City of New York, more particularly described as follows:

The grades of Fort Washington avenue, between West One Hundred and Sixty-third street and West One Hundred and Sixty-fifth street, and of West One Hundred and Sixty-fourth street, between Fort Washington avenue and Broadway, are to be as shown upon a map bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated December 1, 1908.

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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

j2,13

**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 Whitwell place and Denton place, between First street and Carroll street; establish the grade of Whitwell place and adjust the grades in the territory bounded by Carroll street, Fourth avenue, First street and Third avenue, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 15, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 4, 1908, 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 Whitwell place and Denton place, between First street and Carroll street; establishing the grade of Whitwell place, and adjusting the grades in the territory bounded by Carroll street, Fourth avenue, First street and Third avenue, in the Borough of Brooklyn, City of New York, more particularly described as follows:

The lines of Whitwell place and of Denton place, between First street and Carroll street, and the grades in the territory bounded by Carroll street, Fourth avenue, First street and Third avenue, are to be as shown upon a map bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated August 27, 1908.

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 15th day of January, 1909, 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 15th day of January, 1909.

Dated January 2, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

j2,13

#### PUBLIC NOTICE.

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held this day, the following proceedings were had:

Whereas, The Third Avenue Railroad Company has, under date of June 2, 1908, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a double-track street surface railway as an extension to its existing line upon and along Fort George avenue, from Amsterdam avenue to Audubon avenue, in the Borough of Manhattan; and Whereas, Section 92 of the Railroad Law and sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on June 5, 1908, fixing the date for public hearing thereon as June 26, 1908, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "New York Times" and the "New York Tribune" newspapers designated by the Mayor, and in the City Record for ten (10) days immediately prior to the date of the hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for and proposed to be granted to the Third Avenue Railroad Company, and the adequacy of the compensation proposed to be paid therefor; now therefore it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Third Avenue Railroad Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

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

#### THE THIRD AVENUE RAILROAD COMPANY.

##### Proposed Form of Contract.

This contract, made this \_\_\_\_\_ day of \_\_\_\_\_, 1909, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Third Avenue Railroad Company (hereinafter called the Company), party of the second part, witnesseth:

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

Section 1. The City hereby grants to the Company, subject to the terms and conditions herein-after set forth, the right and privilege to construct, maintain and operate a double-track extension to its present street surface railway, with the necessary wires and equipment, for the purpose of conveying passengers in the Borough of Manhattan, City of New York, upon the following route:

Beginning and connecting with the existing double-track street surface railway on Amsterdam avenue at or near the intersection of said avenue with Fort George avenue; thence northerly, westerly and southerly in, upon and along said Fort George avenue as it winds and turns to its intersection with Audubon avenue, with a loop terminal at said intersection, to be constructed within the present roadway of said Fort George ave-



nue. The said route, with switches, crossovers and terminal loop hereby authorized, are shown upon a map entitled: "Amended map showing proposed railway of the Third Avenue Railroad Company in the Borough of Manhattan, City of New York, to accompany petition to the Board of Estimate and Apportionment, of June 2, 1908," and signed by F. W. Whitridge, Receiver, Edward A. Maher, General Manager, and T. F. Mullany, Chief Engineer, dated New York, November 27, 1908, a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed; provided, that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description and the provisions of this contract may be permitted by resolution of the Board.

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railway shall be obtained by the Company within thirty (30) days from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time the Company shall, within one month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company for a term not exceeding three (3) years, provided that if the Company shall make application to the Board, then the Board may extend the term of said right and privilege upon the same terms and conditions herein fixed for a further period not exceeding two (2) years.

Third—The Company shall pay to the City for this privilege the following sums of money:

(a) The sum of three hundred dollars (\$300) in cash within thirty (30) days after the date on which this contract is signed by the Mayor.

(b) During the term of this grant, whether for a term of three years or an extension of such term for a further period of two years, on application of the Company as herein provided, an annual sum which shall in no case be less than one thousand one hundred dollars (\$1,100), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of one thousand one hundred dollars (\$1,100).

The gross receipts mentioned above shall be that portion of the gross earnings of the Company from all sources as shall bear the same ratio to its whole gross earnings as the length of the route hereby authorized shall bear to the entire length of the railway of the Company in operation.

The payment of such minimum sums shall begin from the date on which this contract is signed by the Mayor.

Such minimum annual sums shall be paid into the Treasury of the City on November 1 of each year, and shall be for the amount due to September 30 next preceding.

Whenever the percentage required to be paid shall exceed the minimum amount as above, such sum over and above such minimum shall be paid to the Comptroller of the City on or before November 1 in each year for the year ending September 30 next preceding. The fiscal year shall end on September 30 next preceding said date of payment, and provisions of the Railroad Law, as it now exists, or as it may hereafter be amended, relating to the manner of payments and statements of percentages of gross receipts of street railway companies not inconsistent with this contract, shall be strictly complied with.

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

Fourth—Upon the termination of this contract or extension thereof as herein provided, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Company before such termination, the tracks and equipment of the Company constructed pursuant to this contract within the streets and highways shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this grant as above the City (by the Board) shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets, avenues and highways shall be restored to their original condition at the sole cost and expense of the Company.

Fifth—The annual charges or payment shall continue throughout the whole term of this contract, notwithstanding any clause in any statute or in the charter of any other railway or railroad company providing for payments for railway or railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract, and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege, upon the same or other terms and conditions, over the same streets, avenues or highways.

The use of said railway which shall be constructed by the Company under this contract, including the tracks, wires and other equipment, or

any structures, in public streets and avenues owned by the Company and used in connection therewith, shall be permitted by the Company to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privilege to use such streets, avenues or highways, for street railway purposes, upon payment of an annual sum by such individual or corporation to the Company, which shall not exceed the legal interest on such proportion of the whole cost of the construction of such railway and structures and of the cost of keeping the tracks and track equipment in repair as the number of cars operated by such company or individual shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Company by the terms of this contract, in connection with the maintenance or the operation of the said railway so used.

The Company shall not at any time oppose, but shall, upon the request of the Board, consent to the construction or operation of any street surface railway which may necessitate the use of any portion of the railway which shall be constructed by the Company pursuant to this contract.

Eighth—Said railway shall be operated by underground electric power substantially similar to the system of underground electric power now used by the street surface railways in the Borough of Manhattan, provided that any other power may be used, except locomotive steam power or horse power, which may be lawfully used, approved by the Board and consented to by the abutting property owners, in accordance with the provisions of law and by the Public Service Commission for the First District of the State of New York.

Ninth—No wires for the transmission of power shall be permitted unless they be placed in conduits underneath or along the side of the railway. When such conduits are constructed the Company shall provide two conduits not less than 3 inches in diameter each, for the exclusive use of the City. The Company hereby agrees that such conduits shall be used only by the Company and the City, as above.

Tenth—The Company shall commence construction of the railway herein authorized within thirty (30) days from the date upon which the consents of the property owners are obtained, or from the date upon which the decision of the Appellate Division of the Supreme Court that such railway ought to be constructed is rendered in lieu of such consents, and shall complete the construction and place the same in full operation within three (3) months from the date of obtaining such consents or such decision, otherwise this right shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided, further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board, either in its own name as a party or in the name of the City as a party, may intervene in any such proceedings.

Eleventh—Said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

Twelfth—Said railway shall be constructed and operated in the latest improved manner of street railway construction and operation, and the railway and property of the Company shall be maintained in good condition throughout the term of this contract.

Thirteenth—The rate of fare for any passenger upon such railway shall not exceed 5 cents, and the Company shall not charge any passenger more than 5 cents for one continuous ride from any point on said railway, or a line or branch operated in connection therewith, to any point thereof, or of any connecting line or branch thereof, within the limits of the City.

The Company shall carry free upon the railway hereby authorized during the term of this contract all members of the Police and Fire Departments of the City, when such employees are in full uniform.

Fourteenth—No cars shall be operated upon the railway hereby authorized other than passenger cars, and cars necessary for the repair or maintenance of the railway, and no freight or express cars shall be operated upon the tracks of said railway; and the tracks hereby authorized shall not be used for the storage of cars.

Fifteenth—Cars on the said railway shall run at intervals of not more than thirty minutes both day and night, and as much oftener as reasonable convenience of the public may require or as may be directed by the Board.

Sixteenth—The Company shall attach to each car run over the said railway proper fenders and wheel guards, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Seventeenth—All cars which are operated on said railway shall be heated during the cold weather in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Eighteenth—The Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which said railway shall be constructed, shall cause to be watered, at least three times every twenty-four hours when the temperature is above 35 degrees Fahrenheit, the entire width of the streets and avenues, except when the width of such streets and avenues shall exceed 60 feet between curb lines, in which case the Company shall cause to be watered only 60 feet in width of such roadway, and the Company shall provide for such purpose at least one tank car, the capacity of which shall be sufficient to water such streets and avenues in a satisfactory manner.

Nineteenth—All cars operated on said railway shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by the Board.

Twentieth—The Company shall at all times keep the streets, avenues or highways upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the Com-

missioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

Twenty-first—As long as the said railway, or any portion thereof, remains in any street, avenue or highway the Company shall have and keep in permanent repair that portion of the surface of the street, avenue or highway in which said railway is constructed, between its tracks, the rails of its tracks, and for a distance of two feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. And the City shall have the right to change the material or character of the pavement of any street, avenue or highway, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewal or altered pavement.

Twenty-second—Any alteration to the sewerage or drainage system, or to any other subsurface or to any surface structures in the streets, required on account of the construction or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Twenty-third—Before any construction shall be commenced upon any portion of the route written permits shall be obtained from the President of the Borough of Manhattan and the Commissioner of Water Supply, Gas and Electricity, and the Company shall comply with any conditions which those officials may impose as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which those officials have jurisdiction.

Twenty-fourth—It is agreed that the right hereby granted to operate a street surface railway shall not be in preference or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in a manner as directed by the President of the Borough of Manhattan.

Twenty-fifth—Should the grades or lines of the streets, avenues or highways in which the franchise is hereby granted be changed at any time during the term of this contract the Company shall change its tracks to conform with such new grades and lines, and during the construction of any public improvement upon said streets, avenues or highways the Company shall take care of and protect the track and appurtenances at its own expense; all to be done subject to the direction of the President of the Borough of Manhattan.

Twenty-sixth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, or at any other time upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Total receipts of Company for each class of business.
17. Amounts paid by the Company for damage to persons or property on account of construction and operation.
18. Total expenses for operation, including salaries.

—and such other information in regard to the business of the Company as may be required by the Board.

Twenty-seventh—The Company shall at all times keep accurate books of account of the gross earnings from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross earnings, the total miles in operation and the miles of railway constructed and operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Twenty-eighth—In case of any violation or breach or failure to comply with any of the provisions herein contained this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day, not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear action may be taken by the Board forthwith.

Twenty-ninth—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars (\$250), as fixed or liquidated damages, or the Board, in case such structures or equipment which may affect the surface of the streets shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided.

Thirtieth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway authorized by this contract, and it is a condition of this contract that the City shall assume no liability

whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Thirty-first—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City of New York the sum of two thousand five hundred dollars (\$2,500) either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railway, and in case of default in the performance by the Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges shall collect the same, with interest, from the said fund after ten days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel guards and watering of street pavements, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel guards, in case of the violation of the provisions relating to those matters.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day, not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of two thousand five hundred dollars (\$2,500), and in default thereof this contract shall be canceled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Thirty-second—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets, avenues and highways in which the Company is authorized to operate.

Thirty-third—The words "notice" or "direction" wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirty-fourth—If at any time the powers of the Board or any other of the authorities herein mentioned, or intended to be mentioned, shall be transferred by law to any other board, authority, officer or officers, then and in such case such other board, authority, officer or officers, shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Sec. 3. This grant is also upon the further and express condition that the provisions of the Railroad Law applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the surface railways operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

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

THE CITY OF NEW YORK.

By ..... Mayor.

[CORPORATE SEAL.]

Attest: ..... City Clerk.

THE THIRD AVENUE RAILROAD

COMPANY.

By ..... President.

[SEAL.]

Attest: ..... Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provision as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Third Avenue Railroad Company, and the said form of proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of the Board, shall be published for at least twenty (20) days immediately prior to Friday, January 22, 1909, in the City Record, and at least twice during the ten days immediately prior to Friday, January 22, 1909, in two daily newspapers to be designated by the Mayor therefor and published in The City of New York, at the expense of the Third Avenue Railroad Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Third Avenue Railroad Company, and fully set forth and described in the



foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing any such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Friday, January 22, 1909, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

JOSEPH HAAG, Secretary.  
Dated New York, December 11, 1908.  
d29,j22

PUBLIC NOTICE.

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held this day, the following proceedings were had:

Whereas, The Brooklyn, Queens County and Suburban Railroad Company has, under date of September 19, 1907, made application to this Board for a grant of the right, privilege and franchise to construct, maintain and operate an extension to its existing street surface railway system upon and along Metropolitan avenue, from Dry Harbor road to Jamaica Plank road, in the Borough of Queens; and

Whereas, Section 92 of the Railroad Law and sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on October 18, 1907, fixing the date for public hearing thereon as November 15, 1907, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "Brooklyn Daily Eagle" and the "Brooklyn Citizen," newspapers designated by the Mayor, and in the City Record for ten days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, At a meeting of this Board held June 26, 1908, the Select Committee to whom the matter had been referred, submitted a report containing proposed conditions and a form of contract, and a resolution was adopted fixing September 18, 1908, as the date for the final public hearing; and

Whereas, At the meeting of the Board held September 18, 1908, a communication was received from the Company objecting to certain of the terms and conditions contained in the form of contract reported by the Select Committee, and an opinion was received from the Corporation Counsel stating that the matter should be referred back to the Select Committee, and such reference was accordingly made; and

Whereas, At a meeting of the Board held November 20, 1908, a further report was presented from said Select Committee recommending certain amendments in the form of contract previously presented, and the Chief Engineer was thereupon directed to prepare a contract in accordance with such recommendations, which amended form of contract has this day been received; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for and proposed to be granted to the Brooklyn, Queens County and Suburban Railroad Company and the adequacy of the compensation proposed to be paid therefor; now therefore it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Brooklyn, Queens County and Suburban Railroad Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

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

BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY.

Proposed Form of Contract.

This contract, made this day of 1909, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board); and the Brooklyn, Queens County and Suburban Railroad Company, incorporated for the purpose of building, maintaining and operating a railroad (hereinafter called the Company), party of the second part, witnesseth:

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

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a double track extension to its present street surface railroad by the overhead electric system similar to that now used by the Company in the Borough of Queens, with the necessary wires and equipment, for public use in the conveyance of persons and property in the Borough of Queens, in The City of New York, upon the following route:

Commencing at the intersection of Metropolitan avenue and Dry Harbor road, thence easterly in and upon Metropolitan avenue to a point where the said Metropolitan avenue intersects the Jamaica plank road, in the Village of Jamaica, together with the right to connect the aforesaid tracks with the existing tracks of the petitioner on Jamaica plank road.

The said route and connections hereby authorized are more particularly shown upon a map entitled: "Map showing the proposed extension in the routes of the Brooklyn, Queens County and Suburban Railroad, in the Borough of Queens, to Suburban petition to the Board of Estimate and Apportionment, dated September 19, 1907," signed and approved by T. S. Williams, Vice-President, and W. S. Menden, Chief Engineer, which map is attached hereto, is made a part of this contract, and is to be substantially followed, provided that deviations therefrom and additional switches, crossovers and spurs which are consistent with the foregoing description, and the other provisions of this franchise may be permitted by resolution of the Board of Estimate and Apportionment.

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property, bounded on said streets and avenues, to the construction and operation of said railroad shall be obtained by the Company within six months of the signing of this contract by the Mayor and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained, the Company shall within two months thereafter,

make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railroad ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate a double-track street surface railroad, as herein described, shall be held and enjoyed by the Company, its successors or assigns, for the term of twenty-five (25) years from the date when this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two years and not later than one year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five (25) years shall be reasonable, and either the City (by the Board) or the Company shall be bound, upon request of the other, to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six months prior to the expiration of this original contract, and their report shall be filed with the Board within three months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of this original contract. If, in any case, the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Third—The Company, its successors or assigns, shall pay to the City for this privilege the following sums of money:

The sum of one hundred dollars (\$100) in cash within thirty (30) days after the date on which this contract is signed by the Mayor.

During the first five (5) years after the commencement of operation of the extension herein provided for, annually on November 1, during (3) per cent. of its gross receipts for and during the year ending September 30 next preceding, and after the expiration of such five (5) years make a like annual payment into the treasury of the City of five (5) per cent. of its gross receipts. The Company shall pay such percentages only upon such portion of its gross receipts as shall bear the same proportion to its whole gross receipts as the length of such extension shall bear to the entire length of its line.

Fourth—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the company before such termination, the tracks and equipment of the company constructed pursuant to this contract within the streets and highways of the City shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this grant, as above, the City (by the Board) shall so order by resolution, the company shall, upon thirty (30) days' notice, in writing, from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets and highways shall be restored to their original condition at the sole cost and expense of the Company.

Fifth—The annual charges or payment shall continue throughout the whole term of the contract hereby granted, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railroad company providing for payments for railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, whether original or renewal, or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

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

Seventh—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, over the same streets, avenues or highways, and the right to make the

requisite and necessary connections with the tracks of the Company, its successors or assigns, which shall be constructed under this contract.

Eighth—The railway to be constructed under this contract may be operated by overhead electric power, substantially similar to the overhead electric traction now in use by street surface railways in the Borough of Queens, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by owners of property, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Ninth—The Company shall begin construction of the extension herein authorized within the time prescribed by the Railroad Law of the State of New York, and such extension shall be completed and shall be in operation on or before December 31, 1909; otherwise this grant shall cease and determine.

Tenth—The said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided in the Charter of the City; and the Company agrees to make application to the Commissioner of Water Supply, Gas and Electricity for permission to string and maintain its electrical conductors in the streets covered by this grant.

Eleventh—The said railway shall be constructed and operated in the latest improved manner of street railway construction and operation, and the railway and property of the Company shall be maintained in good condition throughout the term of this contract.

Twelfth—The Company shall attach to each car run over the said railway proper fenders and wheel guards, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Thirteenth—All cars which are operated on said railway shall be heated during the cold weather in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Fourteenth—All cars operated on said railway shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by the Board.

Fifteenth—The Company, so long as it shall continue to use any of its tracks in any street or highway covered by this grant, shall have and keep in permanent repair that portion of such street or highway between its tracks and the rails of its tracks and two feet in width outside of its tracks, under the supervision of the proper local authorities and whenever required by them to do so and in such manner as they may prescribe. In case of neglect by the Company to make pavements or repairs after the expiration of thirty days' notice to do so, or within thirty days after the publication of such notice in the City Record, the local authorities may make the same at the expense of such corporation, and such authorities may make such reasonable regulations and ordinances as to the rate of speed, mode of use of tracks and removal of ice and snow as the interest or convenience of the public may require.

Sixteenth—Any alteration which may be required to the sewerage or drainage system, or to any subsurface structures, pipes, conduits, etc., laid in the streets, on account of the construction or operation of the railway, shall be made at the sole cost of the Company and in such manner as the proper City officials may prescribe.

Seventeenth—Should the grades or lines of the streets in which franchises herein granted be changed at any time during the term of this contract, the Company shall, at its own expense, change its tracks to conform with such new grades and lines, and during the construction of any public improvement upon said street the Company shall take care of and protect the track at its own expense, all to be done subject to the direction of the President of the Borough of Queens.

Eighteenth—The Company shall at all times keep accurate books of account of the gross earnings from the privileges granted under this contract. The Company shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of New York of the business done by the Company for the year ending September 30 next preceding, as he may prescribe. Such report shall contain a statement of the gross receipts from operation of the railway, together with such other information and in such detail as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Nineteenth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railroad authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company, giving the Company notice and the right to intervene in any action or proceeding wherein such damages may be sought.

Twentieth—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall file with the Comptroller of the City of New York a bond in the sum of ten thousand dollars (\$10,000), with a surety or sureties to be approved by him, which bond shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual percentages for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railroad; and in case of default in the performance by the Company of such terms and conditions, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten days' notice, in writing, to the Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel guards and watering of street pavements, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel guards, in case of the violation of the provisions relating to those matters. In the event of the forfeiture of the franchise for failure to complete the construction of the said extension and operate same on or before December 31, 1909, as herein provided, the said bond shall be returned to the Company.

Twenty-first—No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City. The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others

may have in and to the streets, avenues and highways in which the Company is authorized to operate.

Twenty-second—The words "notice" or "direction," wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing. The Company agrees that notice printed in the City Record shall constitute sufficient notice within the meaning of this contract.

Twenty-third—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned shall be transferred by law to any other Board, authority, officer or officers, then and in such case such other Board, authority, officer or officers shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Twenty-fourth—This grant is also upon the further and express condition that the provisions of Article IV. of the Railroad Law applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the streets and highways and the surface railroads operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

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

THE CITY OF NEW YORK.  
By.....Mayor.

[CORPORATE SEAL.]

Attest:

.....City Clerk.  
BROOKLYN, QUEENS COUNTY AND  
SUBURBAN RAILROAD COMPANY,  
By.....President.

[SEAL.]

Attest:

.....Secretary.  
(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provision as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Brooklyn, Queens County and Suburban Railroad Company, and the said form of proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Friday, January 22, 1909, in the City Record, and at least twice during the ten days immediately prior to Friday, January 22, 1909, in two daily newspapers to be designated by the Mayor therefor and published in The City of New York, at the expense of the Brooklyn, Queens County and Suburban Railroad Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Brooklyn, Queens County and Suburban Railroad Company, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing any such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Friday, January 22, 1909, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

JOSEPH HAAG, Secretary.  
Dated New York, December 11, 1908.  
d29,j22

**PUBLIC NOTICE IS HEREBY GIVEN** that at a meeting of the Board of Estimate and Apportionment, held December 11, 1908, the following petition was received:

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

The petition of the New York and Queens County Railway Company respectfully shows:

1. Your petitioner is a street surface railway corporation duly organized and existing under the laws of the State of New York, and owns and is engaged in operating a street surface railway upon divers streets and avenues in the Borough of Queens, City of New York.

2. On the 4th day of December, 1908, your petitioner, pursuant to section 90 of the Railroad Law, filed in the office of the Secretary of State a certificate of extension of its road, and on the 3d day of December, 1908, duly filed a duplicate original certificate of extension in the office of the County Clerk of Queens County, a copy of which extension is hereto annexed.

3. For the purpose of constructing and operating said extension or branch of its present road, your petitioner desires to obtain from your Honorable Board, and hereby respectfully applies for its consent to and a grant of the right, privilege and franchise for the construction, maintenance and operation of a double-track street surface railway as an extension or branch of its existing railway for public use in the conveyance of persons and property for compensation, in, upon, along and over the surface of certain streets, avenues and highways and public places in the Borough and County of Queens, City and State of New York, of which the following is a description:

Beginning at and connecting with its present tracks on Debevoise, or Second, avenue, at the junction of said avenue with Pierce avenue; thence southerly in, upon, along and over said Debevoise, or Second, avenue, to and connecting with the tracks now operated by this company upon Jackson avenue, crossing such streets, avenues, highways and public places as may be encountered in said route, and with such connections, turn-outs switches, cross-overs, stands, poles, wires and equipment as may be necessary for the construction and operation of said railway by the overhead system of electricity, or by any other motive power that may be lawfully employed upon the same.

4. The said corporation proposes to operate said extension or branch by the overhead system of electricity, substantially similar to that now in use upon its other lines, or by any other motive power that may be lawfully employed.

Wherefore, your petitioner prays that public notice hereof and of the time and place when and where this application will be first considered, be given as required by law, and that the desired



consent be granted, in accordance with the provisions of the Greater New York Charter.

Dated December 4, 1908.

NEW YORK AND QUEENS COUNTY  
RAILWAY COMPANY,  
By W. O. Wood, Vice-President.

Attest:

H. M. FISHER, Secretary.

State of New York, County of Queens, ss.:  
W. O. Wood, being duly sworn, deposes and says: That he is the Vice-President of the New York and Queens County Railway Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof and that the same is true of his own knowledge, except as to matters therein stated to be alleged upon information and belief, and as to those matters he believes it to be true.

W. O. WOOD.

Sworn to before me this 4th day of December, 1908.

A. G. PEACOCK, Notary Public, Kings County.

Certificate filed in Queens County.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the New York and Queens County Railway Company, dated December 4, 1908, was presented to the Board of Estimate and Apportionment at a meeting held December 11, 1908.

Resolved, That, in pursuance of law, this Board sets Friday, the 8th day of January, 1909, at 10.30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least 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.

JOSEPH HAAG, Secretary.

New York, December 11, 1908.

d26j8

**PUBLIC NOTICE IS HEREBY GIVEN** that at the meeting of the Board of Estimate and Apportionment, held this day, the following proceedings were had:

Whereas, The New York and North Shore Traction Company has, under date of June 11, 1908, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a double-track street surface railway as an extension to its existing and proposed lines in Nassau County, upon and along Broadway, Tenth street, Bayside boulevard and other streets and avenues, in the Borough of Queens; and

Whereas, Section 92 of the Railroad Law and sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 620 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance to such laws, this Board adopted a resolution on June 26, 1908, fixing the date for public hearing thereon as September 18, 1908, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "Flushing Evening Journal" and the "Long Island City Daily Star," newspapers designated by the Mayor, and in the CITY RECORD, for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for, and proposed to be granted to the New York and North Shore Traction Company, and the adequacy of the compensation proposed to be paid therefor; now therefore it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the New York and North Shore Traction Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

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

This contract made this \_\_\_\_\_ day of \_\_\_\_\_, 1909, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the New York and North Shore Traction Company (hereinafter called the Company), party of the second part, witnesseth:

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

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a street surface railway, with the necessary wires and equipment, for the purpose of conveying persons and property in the Borough of Queens, in The City of New York, upon the portion of the following routes which lies within streets or avenues to which the City has title for street purposes:

Beginning at a point where the boundary line between The City of New York and the County of Nassau intersects Broadway in the Borough of Queens; thence in and upon Broadway to the easterly side of Bell avenue, in the former Village of Bayside;

Also beginning at the intersection of Broadway and Tenth street, in the former Village of Bayside, and there connecting with the above-described route on Broadway; thence in and upon Tenth street to an unnamed street; thence in and upon said unnamed street to Bayside boulevard; thence in and upon Bayside boulevard to Ashburton avenue; thence in and upon Ashburton avenue to Chambers street; thence in and upon Chambers street to Crocheron avenue; thence in and upon Crocheron avenue to Twenty-third street; thence in and upon Twenty-third street to State street; thence in and upon State street to Thirteenth street; thence in and upon Thirteenth street to Chestnut street; thence in and upon Chestnut street, across Murray street, Murray lane, and continuing in and upon private property in line of the prolongation of Chestnut street, to Chestnut street at Flushing place; and thence still in and upon Chestnut street to White-stone avenue; thence in and upon White-stone avenue to State street; thence in and upon State street to Farrington street; the railway upon all of said route to be of double track; thence by a single track continuing in and upon State street, from Farrington street to Prince street; thence in and upon Prince street to Broadway; thence in and upon Broadway to Farrington street; thence in and upon Farrington street

to State street, and there connecting with the double track above described; all in the Borough of Queens, City of New York.

The said routes, with switches and cross-overs, are shown upon two maps, each of which is entitled "Map showing proposed street surface railway of the New York and North Shore Traction Company, in the Borough of Queens, to accompany petition for a franchise in the Board of Estimate and Apportionment, dated June 11, 1908," and signed by John J. Stanley, President, and Charles H. Clark, Consulting Engineer, copies of which maps are attached hereto, are to be deemed a part of this contract, are to be construed with the text thereof, and are to be substantially followed, provided that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description, and the other provisions of this contract, may be permitted by resolution of the Board.

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railway shall be obtained by the Company within six months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time; or, in the event that such consents cannot be obtained within such time, the Company shall, within one month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law, to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company for the term of twenty-five (25) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

If the Company shall determine to exercise its privilege of renewal, it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two years and not later than one year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five (25) years shall be reasonable, and either the City (by the Board) or the Company shall be bound, upon request of the other, to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six months prior to the expiration of this original contract, and their report shall be filed with the Board within three months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of this original contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate thereafter prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Third—The Company shall pay to the City this privilege the following sums of money:

(a) The sum of seven thousand dollars (\$7,000) in cash within four (4) months after the date on which this contract is signed by the Mayor, and before anything is done to exercise the privilege hereby granted.

(b) During the first term of five years an annual sum which shall in no case be less than two thousand two hundred dollars (\$2,200), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of two thousand two hundred dollars (\$2,200).

During the second term of five years an annual sum which shall in no case be less than four thousand dollars (\$4,000), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of four thousand dollars (\$4,000).

During the third term of five years an annual sum which shall in no case be less than four thousand five hundred dollars (\$4,500), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of four thousand five hundred dollars (\$4,500).

During the fourth term of five years an annual sum which shall in no case be less than five thousand five hundred dollars (\$5,500), and which shall be equal to six (6) per cent. of its gross annual receipts, if such percentage shall exceed the sum of five thousand five hundred dollars (\$5,500).

During the remaining term of five years an annual sum which shall in no case be less than six thousand two hundred dollars (\$6,200), and which shall be equal to six (6) per cent. of its gross annual receipts if such percentage shall exceed the sum of six thousand two hundred dollars (\$6,200).

The gross receipts mentioned above shall be the gross earnings of the Company from all sources within the limits of the City. The payment of such minimum sums shall begin from the date on which this contract is signed by the Mayor.

All such sums as above shall be paid into the treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding.

Whenever such percentage required to be paid shall exceed the minimum amount as above, such sum over and above such minimum shall be paid to the said Comptroller on or before November

1 in each year for the year ending September 30 next preceding. The fiscal year shall end on September 30 next preceding said date of payment, and provisions of the Railroad Law as it now exists, or as it may hereafter be amended, relating to the manner of payments and statements of percentages of gross receipts of street railway companies not inconsistent with this contract, shall be strictly complied with.

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

Fourth—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination the tracks and equipments of the Company constructed pursuant to this contract within the streets, avenues and highways shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this grant as above, the City (by the Board) shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets, avenues and highways shall be restored to their original condition at the sole cost and expense of the Company.

Fifth—The annual charges or payment shall continue throughout the whole term of this contract, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railway or railroad company providing for payments for railway or railway rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, whether original or renewal, or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, over the same streets, avenues or highways.

The use of said railway which shall be constructed by the Company under this contract, including the tracks, wires and other equipment, or any structures in public streets and avenues owned by the Company and used in connection therewith, shall be permitted by the Company to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privilege to use such streets, avenues or highways for street railway purposes, for a distance not exceeding six thousand (6,000) feet of street, upon payment of an annual sum by such individual or corporation to the Company, which shall be equal to the legal interest on such proportion of the whole cost of the construction of such railway and structures and of the cost of keeping the tracks and track equipment in repair, as the number of cars operated by such company or individual shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Company by the terms of this contract, in connection with the maintenance or the operation of the said railway so used. Provided, however, that if in the opinion of the Company the legal rate of interest of the cost of such railway shall be an insufficient sum to pay for the use of such tracks, it may appeal to the Board, and the Board may fix a percentage of the cost to be paid to the Company at a sum in excess of the legal rate of interest, if in its opinion such action is justified.

The Company shall not at any time oppose, but shall, upon the request of the Board, consent to the construction or operation of any street surface railway which may necessitate the use of any portion of the railway which shall be constructed by the Company pursuant to this contract.

Eighth—Said railway may be operated by overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the Borough of Queens, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Provided, however, that the Board, at any time after the first ten years of this contract, upon giving to the grantee one year's notice, may require the Company to operate its railway upon the whole or upon any portion of its route, by underground electric power substantially similar to the system now in use on the street surface railways in the Borough of Manhattan, and thereupon to discontinue the use of the overhead trolley system, and to remove its poles, wires and other structures used by it for that purpose from the streets, avenues and highways of the City.

Ninth—Upon six months' notice by the Board to the Company, all wires for the transmission of power, except trolley wires, for the operation of the railway, upon all or any portion of the route hereby authorized, shall be placed in conduits beneath or alongside of the railway. The Company shall provide in such conduits two ducts not less than 3 inches in diameter for the exclusive use of the City. Such ducts shall be used only by the Company for the operation of its railway and by the City, as above.

Tenth—The Company shall commence construction of the railway herein authorized within six months from the date upon which the consents of the property owners are obtained, or from the

date upon which the decision of the Appellate Division of the Supreme Court that such railway ought to be constructed is rendered in lieu of such consents, and shall complete the construction and place the same in full operation within eighteen months from the date of obtaining such consents or such decision, otherwise this right shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided, that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for such extension, and no proceedings shall be prosecuted by the Company; and provided, further, that in no case shall such delay have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Eleventh—Said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

Twelfth—Said railway shall be constructed and operated in the latest approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Company to improve or add to the railway equipment, including rolling stock and railway appurtenances, from time to time, as such additions and improvements are necessary, in the opinion of the Board. Upon failure on the part of the Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Thirteenth—The rate of fare for any passenger upon such railway shall not exceed five (5) cents, and the Company shall not charge any passenger more than five (5) cents for one continuous ride from any point on said railway, or a line or branch operated in connection therewith, to any point thereof, or of any connecting line or branch thereof, within the limits of the City.

The Company shall carry free upon the railway hereby authorized during the term of this contract all members of the Police and Fire Departments of the City, when such employees are in full uniform.

Fourteenth—No cars shall be operated upon the railway hereby authorized, other than passenger cars, cars for the transportation of express matter and cars necessary for the repair or maintenance of the railway, and no freight cars shall be operated upon the tracks of said railway.

Fifteenth—Cars on the said railway shall run at intervals of not more than thirty minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board; provided, however, that the Company, during the first five years of this contract, shall not be required to operate its cars between the hours of 1 o'clock a. m. and 5 o'clock a. m. each day, unless the Board shall determine, after a hearing had thereon, that public convenience requires the operation of cars during said hours.

Sixteenth—The Company shall attach to each car run over the said railway proper fenders and wheel guards, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Seventeenth—All cars which are operated on said railway shall be heated during the cold weather, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

Eighteenth—The Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which said railway shall be constructed, shall cause to be watered at least three times every twenty-four hours when the temperature is above thirty-five degrees Fahrenheit, the entire width of the streets and avenues, except when the width of such streets and avenues shall exceed 60 feet between curb lines, in which case the Company shall cause to be watered only 60 feet in width of such roadway, and the Company shall provide for such purpose at least one tank car, the capacity of which shall be sufficient to water such streets and avenues in a satisfactory manner.

Nineteenth—All cars operated on said railway shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by the Board.

Twentieth—The Company shall at all times keep the streets, avenues or highways upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the President of the Borough of Queens, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

Twenty-first—As long as said railway, or any portion thereof, remains in any street, avenue or highway, the Company shall pave and keep in permanent repair that portion of the surface of the street, avenue or highway in which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. And the City shall have the right to change the material or character of the pavement of any street, avenue or highway, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewed or altered pavement.

Twenty-second—Any alteration to the sewerage or drainage system, or to any other subsurface or to any surface structures in the streets, required on account of the construction or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Twenty-third—Before any construction shall be commenced upon any portion of the route, written permits shall be obtained from the President of the Borough of Queens, and the Commissioner of Water Supply, Gas and Electricity, and the Company shall comply with any conditions which those officials may impose, as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which those officials have jurisdiction.

Twenty-fourth—It is agreed that the right hereby granted to operate a street surface rail-



way shall not be in preference or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in a manner as directed by the President of the Borough of Queens.

Twenty-fifth—Should, in the opinion of the President of the Borough of Queens, the present roadway or any of said streets, avenues or highways be of insufficient width to accommodate both railway and other vehicular traffic, the Company shall widen such roadway under the direction of the President of the Borough of Queens to a width sufficient to accommodate such traffic, provided that no roadway shall be widened beyond the total width of the street, avenue or highway.

Twenty-sixth—Should, in the opinion of the Board at any time before or during construction of the railway, any of said streets, avenues or highways be of insufficient width to accommodate both railway and other vehicular traffic, the Company shall either construct and operate its railway upon a private right of way outside of the lines of such streets, avenues or highways, or shall purchase and cede to the City a strip of land adjacent thereto, for the purpose of widening the same to a width sufficient for the use of a street surface railway and for the accommodation of other vehicular traffic. If such street, avenue or highway is so widened, the Company shall grade the roadway thereon as directed by the President of the Borough of Queens.

Twenty-seventh—Where the bridges, viaducts or culverts encountered in the route are of insufficient width to carry the roadway as the same may be widened, as herein provided, or of insufficient strength to bear the additional load of a street surface railway, the Company shall either carry its tracks upon new structures independent of the existing ones, so as not to interfere with the present and future use by the City of such bridges, viaducts or culverts, or shall, without cost to the City, construct new bridges, viaducts or culverts sufficiently wide to carry the roadway as the same may be widened, as herein provided.

Twenty-eighth—The Company agrees to comply with any and all the rules which may be made by the Commissioner of Water Supply, Gas and Electricity for the purpose of preventing the destruction of the pipes or structures in the street by electrolysis, which may be caused by the electric current used by the Company, whether such rules affect the method of the original construction of said railway or any reconstruction, maintenance or repairs upon such railway at any time during the term of this contract.

Twenty-ninth—The Company hereby agrees that if the City is or shall become entitled to acquire, and shall at any time during the term of this contract acquire, or otherwise come into possession of any of the property on which this Company shall construct railway tracks, on the route herein described, no compensation shall be awarded for the right to have railway tracks thereon.

Thirtieth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, or at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
  2. The amount paid in as by last report.
  3. The total amount of capital stock paid in.
  4. The funded debt by last report.
  5. The total amount of funded debt.
  6. The floating debt as by last report.
  7. The total amount of floating debt.
  8. The total amount of funded and floating debt.
  9. The average rate per annum of interest on funded debt.
  10. Statement of dividends paid during the year.
  11. The total amount expended for same.
  12. The names of the directors elected at the last meeting of the corporation held for such purpose.
  13. Location, value and amount paid for real estate owned by the Company as by last report.
  14. Location, value and amount paid for real estate now owned by the Company.
  15. Number of passengers carried during the year.
  16. Total receipts of Company for each class of business.
  17. Amounts paid by the Company for damage to persons or property on account of construction and operation.
  18. Total expenses for operation, including salaries.
- and such other information in regard to the business of the Company as may be required by the Board.

Thirty-first—The Company shall at all times keep accurate books of account of the gross earnings from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross earnings, the total miles in operation and the miles of railway constructed and operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Thirty-second—In case of any violation or breach or failure to comply with any of the provisions herein contained, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Thirty-third—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars (\$250) as fixed or liquidated damages, or the Board, in case such structures or equipment which may affect the surface of the streets shall not be put in good condition within a reasonable time after notice by the Board as aforesaid shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the

cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided for.

Thirty-fourth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Thirty-fifth—This grant is upon the express condition that the Company, within four (4) months after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of ten thousand dollars (\$10,000), either in money or securities to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railway, and in case of default in the performance by the Company of such terms and conditions, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges shall collect the same, with interest, from the said fund after ten days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract relating to the roadway, heating and lighting of cars, fenders, wheel guards and watering of street pavements, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel guards, in case of the violation of the provisions relating to those matters.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Comptroller of the City, on complaint made, shall, in writing, notify the Company through its President, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice, in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of ten thousand dollars (\$10,000), and in default thereof this contract shall be cancelled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Thirty-sixth—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets, avenues and highways in which the Company is authorized to operate.

Thirty-seventh—The words "notice," "direction," wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirty-eighth—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned, shall be transferred by law to any other board, authority, officer or officers, then and in such case such other board, authority, officer or officers, shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Sec. 3. This grant is also upon the further and express condition that the provisions of the Railroad Law, applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the surface railways operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

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

THE CITY OF NEW YORK,

By.....Mayor.

[CORPORATE SEAL.]

Attest:.....City Clerk.

NEW YORK AND NORTH SHORE TRACTION COMPANY,

By.....President.

[SEAL.]

Attest:.....Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provision as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the New York and North Shore Traction Company, and the said form of proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of the Board, shall be published for at least twenty (20) days immediately prior to Friday, January 8, 1909, in the City Record, and at least twice during the ten

days immediately prior to Friday, January 8, 1909, in two daily newspapers to be designated by the Mayor therefor and published in The City of New York, at the expense of the New York and North Shore Traction Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the New York and North Shore Traction Company, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing any such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Friday, January 8, 1909, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

JOSEPH HAAG, Secretary.

Dated December 4, 1908.

d15j8

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 2 o'clock p. m. on

MONDAY, JANUARY 18, 1909.

FOR FURNISHING ALL THE LABOR, MATERIAL, TOOLS, ETC., DURING THE YEAR 1909, NECESSARY TO CLEAN ALL THE GLASS IN ALL THE WINDOWS AND DOORS OF VARIOUS PUBLIC BUILDINGS, COURTS AND OFFICES UNDER THE CARE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN.

The time allowed for doing and completing the contract is until December 31, 1909.

The amount of security required is Three Thousand Dollars (\$3,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms and specifications may be had at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Public Buildings and Offices, Room 1703, Borough of Manhattan.

JOHN F. AHEARN, President.

The City of New York, January 6, 1909.

j6,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

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

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan at the City Hall, Room No. 16, until 2 o'clock p. m. on

MONDAY, JANUARY 18, 1909.

FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR SEWER AND APPURTENANCES IN FIFTY-FIFTH STREET, BETWEEN AVENUE A AND EAST RIVER.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

208 linear feet of salt-glazed vitrified stone-ware pipe sewer of 15 inches interior diameter.

6 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12 inches interior diameter.

200 cubic yards of rock, to be excavated and removed.

8,000 feet (B. M.) of timber and planking for bracing and sheet piling.

1,000 feet (B. M.) of timber and planking for foundations.

The time allowed to complete the whole work will be seventy-five (75) working days.

The amount of the security required will be Nine Hundred Dollars (\$900).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Sewers, Borough of Manhattan.

JOHN F. AHEARN, President.

The City of New York, January 6, 1909.

j6,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."  
Evening—"The Globe," "The Evening Mail."  
Weekly—"Democracy," "Tammany Times."  
German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906; November 20, 1906; February 20, 1907, and March 5, 1908.

SUPREME COURT—FIRST DEPARTMENT.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT, CORNER OF TWENTY-FIFTH STREET AND MADISON AVENUE, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the Presiding Justice of the Appellate Division of the Supreme Court in the First Department, at the Court House, Madison square, on

SATURDAY, JANUARY 16, 1909,

until 12 o'clock m.

FOR FURNISHING AND DELIVERING TO THE APPELLATE DIVISION OF THE SUPREME COURT IN THE FIRST DEPARTMENT AND THE SUPREME COURT IN THE FIRST JUDICIAL DISTRICT, BOOKS, STATIONERY AND OTHER ARTICLES REQUIRED FOR THE SAID APPELLATE DIVISION OF THE SUPREME COURT IN THE FIRST DEPARTMENT AND THE SUPREME COURT IN THE FIRST JUDICIAL DISTRICT, FOR THE YEAR 1909.

The time for the delivery of the books, stationery and other articles, as ordered by the

Presiding Justice of the Appellate Division of the Supreme Court, is on or before December 31, 1909.

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 specified in the specification or schedule contained in the said contract, the total sum to be paid for each separate class to be extended, so that the total amount paid under the contract can be ascertained, upon which total amount the award of the contract will be made. The right is reserved to reject any and all bids if, in the opinion of the Presiding Justice of the Appellate Division of the Supreme Court in the First Department, the same shall be for the benefit of the City.

The delivery of the books, stationery and other articles will be required to be made at the time and in the manner and in such quantities as may be directed by the Presiding Justice of the Supreme Court in the First Department.

Blank forms of the contract and specifications herein contained may be obtained at the office of the Clerk of the Appellate Division of the Supreme Court, at the Court House, Madison square, City and County of New York.

The person or persons making an estimate shall furnish the same in a sealed envelope, endorsed with the title given above, of the supplies for which the estimate is made, and his or their name or names, and the date of presentation to the head of the said Department, at the said office on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the head of the said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Samples will be on exhibition at the office of the Clerk of the Appellate Division of the Supreme Court, at the Court House, Madison square, City and County of New York, until the bids are opened.

New York, January 4, 1909.

EDWARD PATTERSON,

Presiding Justice, Appellate Division, First Department.

See General Instructions to Bidders on the last page, last column, of the "City Record."

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises at the northeasterly corner of WEST ONE HUNDRED AND SIXTY-EIGHTH STREET AND FORT WASHINGTON AVENUE, in the Borough of Manhattan, in The City of New York, duly selected with other lands and premises by the Armory Board and approved by the Commissioners of the Sinking Fund.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Appraisal in the above entitled proceeding, do hereby give notice to the owner or owners, lessee or lessees, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties or persons respectively entitled to or interested in the lands and premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Armory Board of The City of New York, in the Hall of Records, in the Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, or who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, Saturday, December 26, 1908, file their objections, in writing, with us, at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in The City of New York; and we, the said Commissioners, will hear parties so objecting, at our said office, on the 11th day of January, 1909, at 2 o'clock in the afternoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, December 24, 1908.

EDWARD CHASE CROWLEY,

DE LANCY CARTER,

NATHAN M. CLARK,

Commissioners.

JOSEPH M. SCHENCK, Clerk.

d26,j7

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the widening of RIVER-SIDE DRIVE, on the easterly side, from West One Hundred and Fifty-eighth street to West One Hundred and Sixty-fifth street, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 15th day of January, 1909, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 18th day of January, 1909, at 11 o'clock a. m.

Second—That the abstract of our said estimate of assessment, together with our benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 18th day of January, 1909.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

On the west by the Hudson River; on the north by Dyckman street; on the east by Broadway, and on the south by One Hundred and Thirty-fifth street.

Fourth—That, provided there be no objections filed to said abstract, our final last partial and separate report herein will be presented for



confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 11th day of March, 1909, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to said abstract of estimate of assessment, the notice of motion to confirm our final last partial and separate report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 19, 1908.

ARTHUR D. TRUAX, Chairman;  
PATRICK J. CONWAY,  
LAWRENCE KELLY,  
Commissioners.

JOHN P. DUNN, Clerk.

d22,j13

## SUPREME COURT—SECOND DEPARTMENT.

### SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the SOUTHERLY SIDE OF FRONT STREET, 170 feet 5 inches west of Garrison street, in the Borough of Brooklyn, in The City of New York, duly selected for bridge purposes, according to law.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, dated the 24th day of November, 1908, Meier Steinbrink, William H. Cary and John A. Griffin were appointed Commissioners of Estimate and Appraisal in the above entitled proceeding.

Notice is further given that, pursuant to the statutes in such case made and provided, the said Meier Steinbrink, William H. Cary and John A. Griffin will attend at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the County of Kings, Borough of Brooklyn, in The City of New York, on the 20th day of January, 1909, at 10.15 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person interested in said proceedings, as to their qualifications to act as such Commissioners of Estimate and Appraisal in this proceeding.

Dated New York, January 7, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Borough Hall, Borough of Brooklyn, New York City, N. Y.

j7,18

### SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the SOUTHWESTERLY CORNER OF FIFTY-EIGHTH STREET AND KOUWENHOVEN LANE, in 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 BY an order of the Supreme Court of the State of New York, dated the 30th day of April, 1908, John J. Haggerty, Charles A. Conrady and William Swartout were appointed Commissioners of Estimate and Appraisal in the above entitled proceeding.

Notice is further given that, pursuant to the statutes in such case made and provided, the said John J. Haggerty, Charles A. Conrady and William Swartout will attend at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the County of Kings, Borough of Brooklyn, in The City of New York, on the 14th day of January, 1909, at 10.15 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person interested in said proceedings, as to their qualifications to act as such Commissioners of Estimate and Appraisal in this proceeding.

Dated New York, January 2, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, New York City.

j4,14

### SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the NORTHERLY SIDE OF SECOND STREET (adjoining Public School 77), 259 feet 9 inches westerly from Seventh avenue, in the Borough of Brooklyn, City of New York, duly selected as a site for school purposes according to law.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, dated the 30th April, 1908, Frank Julian Price, Charles E. Teale and William F. Willis were appointed Commissioners of Estimate and Appraisal in the above entitled proceeding.

Notice is further given that pursuant to the statutes in such case made and provided, the said Frank Julian Price, Charles E. Teale and William F. Willis will attend at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the County of Kings, Borough of Brooklyn, in The City of New York, on the 14th day of January, 1909, at 10.15 o'clock in the forenoon of that day for the purpose of being examined under oath by the Corporation Counsel of The City of New York or by any person interested in said proceedings as to their qualifications to act as such Commissioners of Estimate and Appraisal in this proceeding.

Dated New York, January 2, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, New York City.

j4,14

### SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the NORTHERLY SIDE OF WHIPPLE STREET, one hundred feet westerly from Throop avenue, in 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 BY an order of the Supreme Court of the State of New York, dated the 29th day of April, 1908, Edwin Louis Garvin, William Heaton and John J. Goodwin were appointed Commissioners of Estimate and Appraisal in the above entitled proceeding.

Notice is further given that, pursuant to the statutes in such case made and provided, the said Edwin Louis Garvin, William Heaton and John J. Goodwin will attend at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the County of Kings, Borough of Brooklyn, in The City of New York, on the 14th day of January, 1909, at 10.15 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person interested in said proceedings, as to their qualifications to act as such Commissioners of Estimate and Appraisal in this proceeding.

Dated New York, January 2, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, New York City.

j4,14

### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening and extending OTSEGO STREET, from Dwight street to Beard street, in the Twelfth Ward, in the Borough of Brooklyn, in The City of New York, as the same has been heretofore laid out.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, at a Special Term thereof to be held for the hearing of motions, at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 18th day of January, 1909, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 17 of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Brooklyn, New York, January 4, 1909.

WILLIAM L. CAREY,

ISAAC C. WILSON,

A. McKINNY,  
Commissioners.

JAMES F. QUIGLEY, Clerk.

j4,14

### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of LOCKWOOD STREET (although not yet named by proper authority), from Paynter avenue to Grand avenue, in the First Ward, Borough of Queens, in The City of New York.

NOTICE IS HEREBY GIVEN THAT THE final supplemental and amended report of the Commissioners of Estimate and Assessment in the above entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 7th day of January, 1909, at 10.30 o'clock in the forenoon of that day; and that the said final supplemental and amended report has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, December 30, 1908.

WILLIAM GIBSON,

DAVID H. HETHERINGTON,  
Commissioners.

JOHN P. DUNN, Clerk.

d30,j6

### SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to the lands, tenements and hereditaments required for the opening and extending of FORREST STREET, between Central avenue and Flushing avenue, in the Twenty-seventh Ward, Borough of Brooklyn, City of New York.

NOTICE IS HEREBY GIVEN TO ALL persons interested in the above entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned Commissioners of Estimate have completed their estimate of damage, and that all persons interested in this proceeding or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections, in writing, duly verified, with them at their office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 19th day of January, 1909, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 21st day of January, 1909, at 2 o'clock p. m.

Second—That the undersigned Commissioner of Assessment has completed his estimate of benefit and that all persons interested in this proceeding or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections, in writing, duly verified, with him at his office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 19th day of January, 1909, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 22d day of January, 1909, at 2 o'clock p. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 8th day of February, 1907, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and be-

ing in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the intersection of a line midway between Forrest street and Noll street with a line 100 feet southwestwardly from the southwesterly side of Central avenue and parallel therewith, the said distance being measured at right angles to the line of Central avenue, and running thence northwestwardly and parallel with the line of Central avenue to the intersection with a line distant 100 feet northwestwardly from the northwesterly side of Forrest street and parallel therewith, the said distance being measured at right angles to the line of Forrest street; thence running northeastwardly and parallel with the line of Forrest street to the intersection with the northwesterly side of Flushing avenue; thence northwestwardly at right angles to the line of Flushing avenue 100 feet; thence northeastwardly and parallel with the line of Flushing avenue to the intersection with a line at right angles to the line of Flushing avenue, and passing through a point on the southeasterly side of the said avenue midway between the intersection of the said southeasterly side with the southeasterly side of Forrest street and the southwesterly side of Hamburg avenue; thence southeastwardly along the course last described to the southeasterly side of Flushing avenue; thence southeastwardly and parallel with the line of Hamburg avenue to the intersection with the prolongation of a line midway between Forrest and Noll streets; thence southwestwardly and along the said line midway between Forrest street and Noll street to the point or place of beginning.

Fourth—That the abstracts of said estimate of damage and of said assessment for benefit, together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 30th day of January, 1909.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 17th day of March, 1909, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, December 30, 1908.

LUKE O'REILLY,

JOHN J. HAGGERTY,

SOLON BARBANELL,  
Commissioners of Estimate.

SOLON BARBANELL,

Commissioner of Assessment.

JAMES F. QUIGLEY, Clerk.

d30,j16

### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of VANDERVOORT AVENUE, from Meeker avenue to Maspeth avenue, in the Eighteenth Ward, Borough of Brooklyn, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us at our office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 19th day of January, 1909, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 21st day of January, 1909, at 3 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 30th day of January, 1909.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point on the southerly side of Maspeth avenue, where the same is intersected by a line drawn parallel to Vandervoort avenue and distant 100 feet easterly therefrom; running thence southerly and at right angles to Maspeth avenue 100 feet; running thence westerly and parallel with Maspeth avenue to a point distant 100 feet westerly of the westerly prolongation of the line of Vandervoort avenue; running thence northerly and parallel with Vandervoort avenue to a point distant 100 feet northwestwardly from Meeker avenue, said distance being measured at right angles to Meeker avenue; running thence northeastwardly and parallel with Meeker avenue 260 feet to a point distant 100 feet easterly of the easterly prolongation of the line of Vandervoort avenue; running thence southerly and parallel with Vandervoort avenue to the point or place of beginning.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 17th day of March, 1909, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publica-

tion in the City Record, and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, December 30, 1908.

WM. G. LAWRENCE, Chairman;

NOAH TEBBETTS,

ADOLPH PETTENKOFER,  
Commissioners.

JAMES F. QUIGLEY, Clerk.

d30,j16

## SUPREME COURT—THIRD JUDICIAL DISTRICT.

THIRD JUDICIAL DISTRICT, ULSTER COUNTY.

ASHOKAN RESERVOIR.

NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRAISAL AND FOR THE APPROVAL BY THE SUPREME COURT OF THE NEW HIGHWAY SYSTEM SHOWN ON THE MAP HEREINAFTER REFERRED TO IN THE TOWNS OF OLIVE, MARLBETOWN, HURLEY, WOODSTOCK AND KINGSTON, ULSTER COUNTY.

PUBLIC NOTICE IS HEREBY GIVEN that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under chapter 724 of the Laws of 1905 and the acts amendatory thereof and supplemental thereto, and for the purpose of procuring the approval by the Supreme Court of the new highway system shown on said map and hereinafter particularly described.

Such application will be made to the Supreme Court at a Special Term thereof to be held in and for the Third Judicial District, at the City Hall, in the City of Albany, Albany County, N. Y., on the 13th day of February, 1909, at 10 o'clock in the forenoon of that day or as soon thereafter as Counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and at least one of whom shall reside in the County of Ulster, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by said act and the acts amendatory thereof and supplemental thereto, and for the approval by the Court of the highway system shown on said map and hereinafter more particularly described.

The real estate sought to be taken or affected is situated in the Towns of Olive, Marlbtown, Hurley, Woodstock and Kingston, County of Ulster and State of New York.

The following is a description of the real estate to be acquired in fee, together with a reference to the date and place of filing the map, such real estate being existing highways which are to be closed.

All the highways which lie within the area of real estate heretofore acquired, or to be acquired, by The City of New York for the construction of the Ashokan Reservoir, shown on a map of Highway Section, Reservoir Department, filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 7th day of July, 1908, which said map is entitled "Reservoir Department, Highway Section, Board of Water Supply of The City of New York. Map of real estate to be acquired and real estate to be substituted therefor, situated in the Towns of Olive, Marlbtown, Hurley, Woodstock and Kingston, County of Ulster and State of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances," which said highways are numbered from 1 to 70, consecutively, both inclusive, said numbers being contained within the heavy single lined circles, and are described as follows:

### Town of Olive.

1. Tongore Road—From a point 800 feet northerly of the Tongore M. E. Church to its junction with Shokan avenue, in the Village of West Shokan; length 3.61 miles.
2. Question Hook Road—From the Tongore road to the Samsonville road; length 0.76 mile.
3. Samsonville Road—From Olive City to the corner near the residence of Marshall Hollister; length 1.18 miles.
4. Turner Road—From its junction with the Tongore road to the line of the substituted new highway, hereinafter described, near the residence of Lorenzo B. Bishop; length 0.52 mile.
5. Mountain Road—From its junction with the Tongore road to the line of the substituted new highway, hereinafter described; length 0.30 mile.
6. Bridal Veil Road—From its junction with the Tongore road, near Buccabone Brook, to the line of the substituted new highway, hereinafter described, near the residence of George Worden; length 0.87 mile.
7. McMillan Road—From its junction with the Bridal Veil road to the line of the substituted new highway, hereinafter described; length 0.45 mile.
8. Cross Road—Between Tongore road and Bridal Veil road, from its junction with the Tongore road, near Brodhead's Bridge, to its junction with the Bridal Veil road; length 0.15 mile.
9. Bushkill Road—From its junction with the Tongore road and Shokan avenue, in the Village of West Shokan, to the line of the substituted new highway, hereinafter described; length 0.85 mile.
10. High Point Road—From its junction with the Bushkill road, near the Baptist Church, to the line of the substituted new highway, hereinafter described; length 0.60 mile.
11. Hesley Road—From its junction with the High Point road to the line of the substituted new highway, hereinafter described; length 0.15 mile.
12. Shokan Avenue—From its junction with the Tongore road and the Bushkill road, in the Village of West Shokan, to its junction with the State road at the easterly end of the Shokan Bridge; length 0.76 mile.
13. Creek Road—From its junction with Shokan avenue, near the westerly end of the Shokan Bridge, to its junction with the Tongore road, near the Evergreen Cemetery; length 0.66 mile.
14. Old Road to Shokan—From its junction with the Creek road, near the Shokan Bridge, to its junction with the Tongore road, near the residence of W. B. Ennist; length 0.57 mile.
15. West Shokan to Boiceville—From its junction with Shokan avenue, near the railroad station, to the line of the substituted new highway, hereinafter described, near the residence of Levi Bell; length 3 miles.
16. A Road—From its junction with Shokan avenue, near the westerly end of the Shokan Bridge, to its junction with the West Shokan to Boiceville road, near the Bushkill Bridge; length 0.67 mile.
17. A Road—From its junction with the Bushkill road, near the residence of Merritt Crispell, to its junction with the West Shokan to Boiceville road, near the Bushkill Bridge; length 0.34 mile.
18. Wank or Burger Road—From its junction with the West Shokan to Boiceville road to the



line of the substituted new highway, hereinafter described; length 0.95 mile.

19. Traver Hollow Road—From its junction with the West Shokan to Boiceville road to the line of the substituted new highway, hereinafter described; length 0.13 mile.

20. Coons Road—From its junction with the Tongore road at Olive City to the Ulster and Delaware Railroad at Browns Station; length 1.75 miles.

21. Pulp Mill Road—From the Ulster and Delaware Railroad at Browns Station to a point near Browns Bridge, across the Beaverkill; length 0.40 mile.

22. Browns Station to Shokan Road—From the Ulster and Delaware Railroad at Browns Station to the State road at Shokan; length 2.96 miles.

23. Palen Road—From its junction with the Coons road, near the Winchell Cemetery, to its junction with the Browns Station to Shokan road, near the residence of Marshall Winn; length 0.57 mile.

24. State Road—From the easterly end of the Shokan Bridge to the westerly line of property owned by Charles McDonald; length 1.04 miles.

25. Dugway Road—From the easterly end of the Shokan Bridge to the line of the substituted new highway, hereinafter described, to a point 850 feet southerly from the residence of John McKelvey; length 3.04 miles.

26. Cross Road from the Boiceville Post Office to the Shandaken Road—From the Boiceville post office to a point 75 feet westerly from the Patchen Brook; length 0.57 mile.

27. Shandaken Road—From the State road at Shokan to the line of the substituted new highway, hereinafter described, at a point 300 feet southeasterly from the house of Joseph Dewitt; length 1.04 miles.

28. Rainey Road—From its junction with the Brown's Station to Shokan road, near the residence of Oliver Davis, to the line between lands now or formerly of John Windrum and Benjamin Van Steenburgh; length 1.32 miles.

29. Green Road—From its junction with the Brown's Station to Shokan road, near the residence of William Angevine to its junction with the Rainey road; length 1.42 miles.

30. Brown's Station to Ashton Road—From Brown's Station to the State road, between Olive and Ashton; length 2.65 miles.

31. State Road—From a point 1,200 feet westerly from the Four Corners at Olive to the line between the towns of Olive and Hurley; length 1.37 miles.

32. A Cross Road—From its junction with the State road, near the residence of R. Goldberg, to the line of the substituted new highway, hereinafter described; length 0.40 mile.

33. A Cross Road—From its junction with the Brown's Station to Ashton road, near the sawmill, to the line of the substituted new highway, hereinafter described; length 0.84 mile.

34. A Road—From its junction with the cross road in front of the residence of John Gallagher to its junction with the cross road leading to the Baptist Church; length 0.87 mile.

35. Green Hill Road—From its junction with the Brown's Station to Ashton road, near the residence of Uriah Wood, to the junction with the Green road, near the residence of George Green; length 0.60 mile.

36. Beaverkill Road—From its junction with the Pulp Mill road, near the school house at Brown's Station, to the line between the towns of Olive and Hurley; length 1.61 miles.

37. Brown's Station to Stone Church Road—From its junction with the Beaverkill road, near the Beaverkill Bridge, to the line between the towns of Olive and Marlletown; length 0.85 mile.

38. Manser Road—From its junction with the Brown's Station to Stone Church road, near the residence of Mrs. Leonard, to the line between the towns of Olive and Marlletown; length 0.66 mile.

Total length of roads above described in the town of Olive: 40.48 miles.

#### Town of Marlletown.

39. Manser Road—From the line between the towns of Olive and Marlletown to the line between the towns of Marlletown and Hurley; length 0.13 mile.

40. Brown's Station to Stone Church Road—From the line between the towns of Olive and Marlletown to its junction with the Marlletown road, near the residence of Spencer Jones; length 1.42 miles.

41. Lapla Road—From its junction with the Brown's Station to Stone Church road, near the bridge over the Clovekill, to line of the substituted new highway, hereinafter described; length 0.15 mile.

42. Marlletown Road—From its junction with the Lapla road, near the school house, to the line of the substituted new highway, hereinafter described; length 0.76 mile.

43. Pulp Mill Road—From its junction with the Brown's Station to Stone Church road to the line between the L. P. Miller property and property owned by New York City; length 0.10 mile.

44. Hogan Road—From its junction with the Brown's Station to Stone Church road to the line between the towns of Marlletown and Hurley; length 0.95 mile.

Total length of roads above described in the town of Marlletown: 3.51 miles.

#### Town of Hurley.

45. Plank Road—From the line between the towns of Olive and Hurley, at Ashton, to the line between the properties of Tappert Brothers and Andrew Mulligan, near West Hurley; length 4.59 miles.

46. Beaverkill Road—From the line between the towns of Olive and Hurley to the Plank road; length 2.20 miles.

47. Manser Road—From the line between the towns of Marlletown and Hurley to the Beaverkill road, near the residence of William Urban; length 0.10 mile.

48. Hogan Road—From the line between the towns of Marlletown and Hurley to the Beaverkill road, near the residence of Fred Hales, Sr.; length 1 mile.

49. Cross Road—From its junction with the Beaverkill road, near the school house, District No. 2, to line of the substituted new highway, hereinafter described; length 0.23 mile.

50. Quarry Road—From its junction with the plank road, near the Goodwin quarry, to the line of the substituted new highway, hereinafter described; length 0.62 mile.

51. Marlletown Road—From its junction with the plank road, near the school house, District No. 6, to the line of the substituted new highway, hereinafter described; length 0.65 mile.

52. New Road—From its junction with the plank road, in the village of West Hurley, to the line of the substituted new highway, hereinafter described; length 0.70 mile.

53. Honey Street—From its junction with the plank road to its junction with the new road; length 0.22 mile.

54. Steenkill Road—From the plank road at Carey's Corners to the line of the substituted new highway, hereinafter described; length 0.60 mile.

55. Morgan Hill Road—From its junction with the plank road, in the village of West Hurley, to the line of the substituted new highway, hereinafter described, near the house of William Young; length 0.62 mile.

56. Glenford Road—From its junction with the plank road, near the school house at Ashton,

to its junction with the plank road at Carey's Corners; length 5.50 miles.

57. Vandale Road—From its junction with the plank road to a point 150 feet southerly from where said road crosses the line between the towns of Hurley and Kingston; length 0.66 mile.

58. Cross Road to Vandale—From its junction with the Glenford road to its junction with the Vandale road, 250 feet southerly from where said road crosses the line between the towns of Hurley and Kingston; length 0.50 mile.

59. Van Steenburgh Road—From its junction with the Glenford road, near the residence of Charles Van Steenburgh, to the line between the towns of Hurley and Woodstock; length 0.62 mile.

60. Quarry Street—All of Quarry street, in the village of West Hurley; length 0.08 mile.

61. Railroad Avenue—From its junction with the plank road, in the village of West Hurley, to its junction with the Glenford road, near the residence of Charles Van Steenburgh; length 0.76 mile.

62. Woodstock Road—From its junction with the Glenford road, near the residence of Henry Beisner, to the line of the substituted new highway, hereinafter described, near the residence of Nathan Wolven; length 0.47 mile.

63. Sawkill Road—From its junction with the Woodstock road, near the school house, District No. 5, to the line of the substituted new highway, hereinafter described; length 0.29 mile.

64. Cross Road—From its junction with the Glenford road, near the residence of Ira Sax, to the Plank road, near the Goodwin quarry; length 1.16 miles.

65. Glenford to Woodstock Road—From its junction with the Glenford road to the line of the substituted new highway, hereinafter described; length 0.38 mile.

66. Glenford to Yanketown Road—From its junction with the Glenford road, near the Glenford post office, to the line of the substituted new highway, hereinafter described; length 0.10 mile.

67. Glenford to Woodstock (Mountain Road)—From its junction with the Glenford road, near the M. E. Church, to the line of the substituted new highway, hereinafter described; length 0.15 mile.

68. Temple Pond Road—From its junction with the plank road, near the Ashton post office, to the line of the substituted new highway, near the outlet of Temple Pond; length 1.16 miles.

69. Cross Road—From its junction with the Glenford road, near the residence of Sherman Ballard, to its junction with the Temple Pond road; length 0.47 mile.

Total length of roads above described in the town of Hurley, 23.83 miles.

#### Town of Woodstock.

70. Van Steenburgh Road—From the line between the towns of Hurley and Woodstock to the line between the Matthews Williams property and property owned or to be acquired by New York City; length 0.13 mile.

Total length of roads above described in town of Woodstock, 0.13 mile.

The following is a description shown on said map as it is proposed to substitute in place of the real estate now used for such highway purposes. The public to have the perpetual use of such real estate so substituted for highway purposes:

DESCRIPTION OF STRIPS OF REAL ESTATE, SHOWN ON MAP OF HIGHWAY SECTION, RESERVOIR DEPARTMENT, WHICH ARE TO BE DEDICATED TO THE USE OF THE PUBLIC FOR HIGHWAY PURPOSES, TO TAKE THE PLACE OF SUCH PUBLIC HIGHWAYS, SHOWN ON SAID MAP, AS ARE TO BE DISCONTINUED.

All those certain strips, pieces or parcels of real estate, sixty-six feet wide, shown on a map of Highway Section, Reservoir Department, filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 7th day of July, 1908, which said map is entitled "Reservoir Department, Highway Section, Board of Water Supply of the City of New York. Map of real estate to be acquired and real estate to be substituted therefor, situated in the Towns of Olive, Marlletown, Hurley, Woodstock and Kingston, County of Ulster and State of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances," which said strips are numbered from 1 to 23 consecutively, both inclusive, said numbers being contained within the large double circles, are to be acquired in fee and are described as follows:

1. Substituted New Highway, Town of Olive.

Beginning at an angle in the Samsonville road opposite the residence of Marshall Hollister, and running thence (1) north 42 degrees .01 minutes west 419.8 feet; (2) thence to and partly along the exterior line of Section 4 (property acquired by The City of New York), north 44 degrees .06 minutes west 1,402.9 feet; (3) thence continuing along said exterior line and along the exterior lines of Sections 8 and 10, the following curves, courses and distances: On a curve of 633 feet radius to the right, 760 feet; (4) north 24 degrees 44 minutes east 963.7 feet; (5) on a curve of 1,367 feet radius to the left, 479.3 feet; (6) north 4 degrees 40 minutes east 4,019.6 feet; (7) on a curve of 467 feet radius to the left, 446.1 feet; (8) north 50 degrees .05 minutes west 261.8 feet; (9) on a curve of 607 feet radius to the left, 453.2 feet; (10) north 89 degrees west 1,010.4 feet; (11) on a curve of 1,067 feet radius to the left, 647.1 feet; (12) south 56 degrees 15 minutes west 219.2 feet; (13) on a curve of 533 feet radius to the right, 479.9 feet; (14) north 72 degrees 11 minutes west 1,231.7 feet; (15) on a curve of 1,833 feet radius to the right, 207.9 feet; (16) north 65 degrees 41 minutes west 556.4 feet; (17) on a curve of 433 feet radius to the right, 322.6 feet; (18) north 23 degrees west 219 feet; (19) north 9 degrees .02 minutes east 321.6 feet; (20) on a curve of 767 feet radius to the left, 382.3 feet; (21) north 28 degrees 42 minutes west 251.9 feet; (22) on a curve of 767 feet radius to the left, 365.2 feet; (23) north 55 degrees 59 minutes west 1,221.1 feet; (24) on a curve of 833 feet radius to the right, 217.3 feet; (25) north 41 degrees .02 minutes west 2,163.8 feet; (26) on a curve of 767 feet radius to the left, 248.9 feet; (27) north 59 degrees 38 minutes west 191.5 feet; (28) on a curve of 833 feet radius to the right, 350.3 feet; (29) north 35 degrees 33 minutes 20 seconds west 617.3 feet; (30) on a curve of 833 feet radius to the right, 450.1 feet; (31) north 4 degrees 36 minutes west 1,092 feet; thence north 4 degrees 24 minutes 40 seconds west 1,051.7 feet to another point in the exterior boundary line of said section No. 10; (33) thence along said boundary line, the following courses, distances and curves: North 4 degrees .06 minutes 10 seconds west 1,213.2 feet; (34) north 9 degrees 44 minutes 20 seconds west 1,158.7 feet; (35) north 39 degrees 39 minutes 20 seconds east 700.8 feet; (36) north 20 degrees .05 minutes 10 seconds east 629.7 feet; (37) on a curve of 833 feet radius to the right, 250.3 feet; (38) north 37 degrees 18 minutes 10 seconds east 511.3 feet; (39) on a curve of 267 feet radius to the left 294.8 feet; (40) north 25 degrees 57 minutes 50 seconds west 763.1 feet; (41) on a curve of 533 feet radius to the right, 571.9 feet; (42) north 35 degrees 30 minutes 30 seconds east 100.1 feet; (43) on a curve of 467 feet radius to the left, 477 feet; (44) north 23 degrees .01 minutes west 579.1 feet; (45) on a

curve of 250 feet radius to the left, 165.2 feet; (46) north 60 degrees 52 minutes west 474.9 feet; (47) north 19 degrees 32 minutes 50 seconds west 673 feet; (48) on a curve of 200 feet radius to the right, 157.2 feet; (49) north 25 degrees 30 minutes east 177.5 feet; (50) on a curve of 450 feet radius to the left, 206.9 feet; (51) north 50 minutes 20 seconds west 1,086.7 feet; (52) on a curve of 1,033 feet radius to the right, 986.8 feet; (53) north 53 degrees 53 minutes 30 seconds east 400.4 feet; (54) on a curve of 567 feet radius to the left, 410.2 feet; (55) north 12 degrees 26 minutes 10 seconds east 152.9 feet; (56) north 81 degrees 52 minutes 10 seconds east 128.3 feet; (57) on a curve of 138.2 feet radius to the left, 136.3 feet; (58) north 25 degrees 21 minutes east 295 feet; (59) on a curve of 420.5 feet radius to the right, 475.2 feet; (60) south 89 degrees 53 minutes east 427.3 feet to a line 40 feet west of the centre line of the Ulster and Delaware Railroad and parallel thereto; (61) thence along said line, south 4 degrees .06 minutes west 66.2 feet; (62) thence returning parallel to and 66 feet from courses 60 to 56, inclusive, until opposite the beginning of course 56; thence on a curve of 120 feet radius to the left 145.3 feet; thence south 12 degrees 26 minutes west 26 feet until opposite the end of course 54; thence continuing parallel to and 66 feet from courses 54 to 49, inclusive, until opposite the end of course 48; thence on a curve of 134 feet radius to the left, 172.4 feet; thence south 48 degrees 13 minutes east 73.5 feet; thence on a curve of 216 feet radius to the right, 108.7 feet; thence south 19 degrees 32 minutes 50 seconds east 452.2 feet; thence on a curve of 134 feet radius to the left, 97 feet; thence south 60 degrees 52 minutes east 280 feet until opposite the end of course 45; thence parallel to and 66 feet from courses 45 to 36, inclusive; thence south 39 degrees 39 minutes 20 seconds west 395 feet; thence on a curve of 600 feet radius to the left, 517.2 feet; thence south 9 degrees 44 minutes 20 seconds east 855 feet; thence parallel to and 66 feet from courses 33 to 20, inclusive; thence south 10 minutes east 351.1 feet; thence on a curve of 367 feet radius to the left, 419.7 feet until opposite the end of course 16; thence parallel to and 66 feet from courses 16 to 1, inclusive, until opposite the place of beginning; thence south 47 degrees 59 minutes west 66 feet, to the said point or place of beginning; length 6.92 miles.

#### 2. Substituted New Highway, Town of Olive.

Beginning at a point 40 feet easterly from the centre line of the Ulster and Delaware Railroad at a point opposite the end of course 61 in the description of Substituted New Highway No. 1, and running thence parallel to and 40 feet from said centre line, north 4 degrees 6 minutes east 60.3 feet and north 85 degrees 54 minutes west 7 feet; thence parallel to and 33 feet from the centre line of the Ulster and Delaware Railroad and along the exterior line of real estate Section No. 11, north 4 degrees 6 minutes east 278.7 feet, and on a curve of 1,943 feet radius to the left 145 feet; thence continuing along the said exterior line and the exterior lines of Sections Nos. 12 and 14 the following courses, distances and curves: (1) North 63 degrees 31 minutes 20 seconds east 1,063.6 feet; (2) south 20 degrees 43 minutes 50 seconds east 466.4 feet; (3) on a curve of 854.5 feet radius to the left 329.3 feet; (4) on a curve of 350 feet radius to the right 249.4 feet; (5) south 1 degree 59 minutes 20 seconds east 153.6 feet; (6) on a curve of 600 feet radius to the right 306.6 feet; (7) south 27 degrees 17 minutes 10 seconds west 254.9 feet; (8) on a curve of 889.8 feet radius to the left 290.5 feet; (9) on a curve of 467 feet radius to the left 571 feet; (10) on a curve of 341 feet radius to the right 342.4 feet; (11) south 3 degrees 56 minutes 30 seconds east 1,308.7 feet; (12) on a curve of 767 feet radius to the left 237.7 feet; (13) south 21 degrees 42 minutes east 1,419.5 feet; (14) on a curve of 833 feet radius to the right 410.6 feet; (15) on a curve of 1,158.9 feet radius to the left 593.6 feet; (16) on a curve of 1,320.3 feet radius to the left 645 feet; (17) south 50 degrees 47 minutes 50 seconds east 227.4 feet; (18) on a curve of 230 feet radius to the right 326.4 feet; (19) south 30 degrees 31 minutes 10 seconds west 171.1 feet; (20) on a curve of 101.1 feet radius to the left 166.2 feet; (21) south 63 degrees 41 minutes 40 seconds east 103.9 feet; (22) on a curve of 433 feet radius to the right 312.3 feet; (23) on a curve of 560.6 feet radius to the left 260.2 feet; (24) south 48 degrees 57 minutes 40 seconds east 2,266.2 feet; (25) on a curve of 2,167 feet radius to the left 392.9 feet; (26) south 59 degrees 21 minutes east 1,961.2 feet; (27) on a curve of 767 feet radius to the left 385 feet; (28) south 88 degrees 6 minutes 40 seconds east 311.9 feet; (29) on a curve of 498 feet radius to the right 633.8 feet; (30) south 11 degrees 44 minutes 20 seconds east 302.2 feet; (31) on a curve of 267 feet radius to the left 355.9 feet; (32) south 88 degrees 7 minutes east 584.2 feet; (33) on a curve of 433 feet radius to the right 319.3 feet; (34) on a curve of 988.1 feet radius to the left 552.4 feet; (35) south 77 degrees 54 minutes 10 seconds east 500.2 feet; (36) thence on a curve of 333 feet radius to the right 293.3 feet; (37) and on a curve of 139.6 feet radius to the left 181 feet to another point in the exterior line of Section No. 14, on the northerly side of the State road; thence south 13 degrees 52 minutes east 49.5 feet; thence south 76 degrees 8 minutes west 30 feet; thence on a curve of 175 feet radius to the right 226.9 feet to a point 66 feet from and opposite the end of course 36; thence parallel to and 66 feet from courses 36 to 3, inclusive; thence north 20 degrees 43 minutes 50 seconds west 318.9 feet; thence on a curve of 67 feet radius to the left 112 feet; thence south 63 degrees 31 minutes 20 seconds west 749.3 feet; thence on a curve of 217 feet radius to the left 225 feet; thence south 4 degrees 6 minutes west 320 feet until opposite the place of beginning; thence north 85 degrees 54 minutes west 59 feet to the said point or place of beginning; length 3.71 miles.

Also, a right of crossing over the Ulster and Delaware Railroad between the end of Substituted New Highway No. 1 and the beginning of No. 2.

#### 3. Substituted New Highway, Town of Olive.

Beginning at a point in the northerly bounds of the State road, where the exterior line of Section No. 14 intersects the same, and running thence along the said exterior line and the exterior line of Section No. 13, (1) north 63 degrees 3 minutes east 5,154.4 feet, (2) on a curve of 1,667 feet radius to the left, 584.2 feet, and (3) north 42 degrees 58 minutes 10 seconds east 1,483.1 feet to the line between the Towns of Olive and Hurley; thence along said town line, south 25 degrees 34 minutes east 61.4 feet; thence returning parallel to and 66 feet from courses 3 to 1, inclusive, until opposite the place of beginning; thence due north 74 feet to the said point or place of beginning; length 1.37 miles.

#### 4. Substituted New Highway, Town of Hurley.

Beginning at the end of the third course of Parcel No. 3 of the substituted new highway, in the line between the Towns of Olive and Hurley, and running from thence along the exterior line of Section No. 13, the following courses, distances and curves: North 42 degrees 58 minutes 10 seconds east 701.8 feet, on a curve of 9,633 feet radius to the right, 401.2 feet, north 45 degrees

21 minutes 20 seconds east 686.7 feet, on a curve of 2,133 feet radius to the right, 478.7 feet, north 58 degrees 12 minutes 50 seconds east 753.3 feet, on a curve of 1,067 feet radius to the left, 484.3 feet, north 32 degrees 12 minutes 30 seconds east 496.9 feet, on a curve of 533 feet radius to the right, 726.7 feet, on a curve of 556.8 feet radius to the left, 498.3 feet, north 59 degrees 3 minutes 20 seconds east 294.4 feet, on a curve of 381.6 feet radius to the right, 454 feet, on a curve of 367 feet radius to the left, 475.3 feet, north 53 degrees 1 minute east 466.7 feet, on a curve of 5,567 feet radius to the left, 395 feet, north 48 degrees 56 minutes 40 seconds east 840.7 feet, on a curve of 967 feet radius to the left, 268.3 feet, north 33 degrees 2 minutes 50 seconds east 836.4 feet, on a curve of 767 feet radius to the left, 183.6 feet, north 19 degrees 20 minutes east 527 feet, on a curve of 533 feet radius to the right, 697.2 feet and north 85 degrees 43 minutes 20 seconds east 246.6 feet; thence along the proposed exterior reservoir taking line, the following courses, distances and curves: South 85 degrees 43 minutes 20 seconds east 736.4 feet, on a curve of 767 feet radius to the left, 303.4 feet; north 71 degrees 37 minutes east 538.3 feet, on a curve of 433 feet radius to the right, 366.6 feet, south 59 degrees 52 minutes east 399 feet, on a curve of 217 feet radius to the left, 291.5 feet, north 43 degrees 9 minutes east 352.7 feet, on a curve of 2,733 feet radius to the right, 1,007.5 feet, on a curve of 440.3 feet radius to the right, 545.6 feet, south 44 degrees 43 minutes 40 seconds east 341.4 feet, on a curve of 467 feet radius to the left, 399 feet, north 86 degrees 49 minutes 30 seconds east 1,572.7 feet, north 71 degrees 47 minutes east 473 feet and on a curve of 450 feet radius to the right, 447.7 feet; thence in part along the proposed exterior reservoir taking line, south 51 degrees 12 minutes east 810.3 feet; thence the following curves, courses and distances: On a curve of 350 feet radius to the right, 242.2 feet, south 11 degrees 35 minutes east 101.9 feet, on a curve of 250 feet radius to the left, 186.4 feet, on a curve of 410.3 feet radius to the right, 245.9 feet, south 19 degrees 58 minutes east 193.6 feet, on a curve of 617 feet radius to the left, 555.9 feet, south 71 degrees 35 minutes 10 seconds east 722.5 feet, on a curve of 314 feet radius to the left, 401.3 feet, north 35 degrees 11 minutes east 401.1 feet and on a curve of 283 feet radius to the right, 503.5 feet to and partly along the proposed exterior reservoir taking line; thence continuing along said line, south 42 degrees 53 minutes east 152.1 feet, on a curve of 643 feet radius to the left, 407.4 feet and south 79 degrees 11 minutes east 1,572.8 feet; thence on a curve of 1,033 feet radius to the right, 520.8 feet, south 50 degrees 17 minutes 40 seconds east 1,161.4 feet and on a curve of 103 feet radius to the right, 85 feet to the northerly boundary of the proposed relocation of the Ulster and Delaware Railroad; thence along said northerly line, on a curve of 2,824.9 feet radius to the right, 70 feet; thence parallel to and 66 feet from the above-described line, for its whole length, to a point in the line between the Towns of Olive and Hurley; thence along said town line, north 25 degrees 34 minutes west 61.4 feet to the point or place of beginning; length 5.10 miles.

Also the right of crossing over the relocation of the Ulster and Delaware Railroad from the end of Parcel No. 4 of the substituted new highway to the beginning of Parcel No. 5.

#### 5. Substituted New Highway, Town of Hurley.

Beginning at a point in the southerly boundary line of the proposed relocation of the Ulster and Delaware Railroad, at the end of a course, south 10 degrees 22 minutes west 80 feet from length 70 feet on a curve having a radius of 2,824.9 feet in the description of Parcel No. 4 of the Substituted New Highway, as previously described, and running thence along said southerly boundary line (1) on a curve of 2,904.9 feet radius to the left, 334 feet; (2) thence south 88 degrees 45 minutes east 32.2 feet; (3) thence south 1 degree 15 minutes west 27.2 feet to the centre of the Substituted New Highway; thence continuing on the same course, south 1 degree 15 minutes west 33 feet; thence north 88 degrees 45 minutes west 310 feet; thence on a curve of 83 feet radius to the right, 133 feet to a point in the before-mentioned southerly boundary line of the proposed relocation of the Ulster and Delaware Railroad; thence on a curve of 2,904.9 feet radius to the left, 33 feet to the point or place of beginning; length .08 mile.

#### 6. Substituted New Highway, Town of Hurley.

Beginning at the end of course No. 3 in the description of Parcel No. 5 of the Substituted New Highway, and running thence south 88 degrees 44 minutes 44 seconds east 920 feet, being a right of highway over a portion of the Woodstock Dike along the above described line; length .17 mile.

#### 7. Substituted New Highway, Town of Hurley.

Beginning at the easterly end of Parcel No. 6 of the Substituted New Highway, and running thence north 1 degree 15 minutes east 17.5 feet to a point in the southerly boundary line of the proposed relocation of the Ulster and Delaware Railroad; thence along said southerly boundary line, south 88 degrees 44 minutes 44 seconds east 598.7 feet; south 62 degrees 10 minutes east 111.8 feet, and south 88 degrees 45 minutes east 110 feet; thence south 20 degrees 58 minutes 10 seconds east 381.1 feet to a point in the line between the Towns of Hurley and Woodstock; thence along said town line, south 9 degrees 7 minutes east 321.4 feet; thence north 9 degrees 58 minutes 10 seconds west 416.5 feet; thence on a curve of 467 feet radius to the left, 552.4 feet; thence north 88 degrees 45 minutes west 425 feet; thence north 1 degree 15 minutes east 33 feet to the point or place of beginning; length .24 mile.

#### 8. Substituted New Highway, Town of Woodstock.

Beginning at a point in the line between the Towns of Hurley and Woodstock, described in Parcel No. 7 of the description of the Substituted New Highway, and running thence south 20 degrees 58 minutes 10 seconds east 281.8 feet to a point in the line between the Towns of Woodstock and Kingston; thence along said line, north 65 degrees 5 minutes west 69.8 feet to a point in the line between the Towns of Hurley and Woodstock; thence along said town line, north 9 degrees 7 minutes west 236.5 feet to the point or place of beginning; length .02 mile.

#### 9. Substituted New Highway, Town of Kingston.

Beginning at a point in the line between the Towns of Woodstock and Kingston, and running thence south 20 degrees 58 minutes 10 seconds east 594.3 feet; thence on a curve of 533 feet radius to the right, 325 feet; thence south 14 degrees 10 seconds west 442.5 feet to a point in the line between the Towns of Kingston and Hurley; thence along said town line, north 6 degrees 52 minutes west 185.3 feet; thence north 14 degrees 10 seconds east 269.4 feet; thence on a curve of 467 feet radius to the left, 284.7 feet; thence north 20 degrees 58 minutes 10 seconds west 561.6 feet to a point in the line between the Towns of Kingston and Hurley; thence along said line, north 6 degrees 52 minutes west 84.9 feet to a point in the line between the Towns of Woodstock and Kingston; thence along said town line, south 65 degrees 5 minutes east 69.8 feet to the point or place of beginning; length .25 mile.



#### 10. Substituted New Highway, Town of Hurley.

Beginning at a point in the line between the Towns of Kingston and Hurley, and running thence south 14 degrees 10 seconds west 1,788 feet to and partly along the proposed exterior reservoir taking line; thence continuing along said line the following courses, distances and curves: South 22 degrees 12 minutes west 669.1 feet, south 42 degrees 8 minutes west 181.5 feet, on a curve of 338.2 feet radius to the left, 154.2 feet, south 15 degrees 54 minutes west 437.2 feet, on a curve of 467 feet radius to the left, 184.7 feet, and south 6 degrees 46 minutes east 170 feet, crossing the Ulster and Delaware Railroad, to a point in the Ulster and Delaware Plank road; thence south 83 degrees 14 minutes west 66 feet; thence parallel to and 66 feet from the above described line, for its whole length, to the before mentioned line between the Towns of Kingston and Hurley; thence along said town line, south 6 degrees 52 minutes east 185.3 feet to the point or place of beginning; length .70 mile.

#### 11. Substituted New Highway, Town of Hurley.

Beginning at a point 33 feet from the centre line of the Ulster and Delaware Plank road on the line between Tappert Brothers and Mulligan, about 400 feet southeasterly from where the Ulster and Delaware Railroad crosses the Ulster and Delaware Plank road, in the village of West Hurley, and running thence along the proposed exterior reservoir taking line, the following courses, distances and curves: North 56 degrees west 211.4 feet, on a curve of 467 feet radius to the left, 732.9 feet, south 34 degrees 5 minutes west 792.5 feet, south 45 degrees 21 minutes west 101.8 feet, on a curve of 671.6 feet radius to the left, 381.2 feet to the easterly side of the Steenekill road; thence along the easterly side of said road, the following courses and distances: South 13 degrees 50 minutes west 136.8 feet, south 27 degrees 5 minutes west 317.3 feet, south 21 degrees 16 minutes west 446.7 feet and south 40 degrees 2 minutes west 54.9 feet; thence to and along the proposed exterior reservoir taking line, south 59 degrees 35 minutes 30 seconds west 1,675.8 feet; thence continuing along said proposed exterior reservoir taking line, the following courses, distances and curves: On a curve of 533 feet radius to the right, 628.6 feet, north 52 degrees 50 minutes west 424.1 feet, on a curve of 267 feet radius to the left, 326 feet, south 57 degrees 12 minutes west 229.2 feet, on a curve of 433 feet radius to the right, 200.8 feet, south 83 degrees 46 minutes west 1,000.2 feet, on a curve of 433 feet radius to the right, 232.6 feet, north 65 degrees 27 minutes west 234.2 feet, on a curve of 461.8 feet radius to the left, 351.7 feet, south 70 degrees 55 minutes west 200.8 feet, on a curve of 250 feet radius to the right, 406.3 feet, north 15 degrees 58 minutes west 115.9 feet, on a curve of 550 feet radius to the right, 207.1 feet, north 5 degrees 37 minutes east 266.2 feet, on a curve of 242.3 feet radius to the left, 303.7 feet, north 66 degrees 13 minutes west 355.8 feet, on a curve of 467 feet radius to the left, 260.6 feet, south 81 degrees 49 minutes west 386.9 feet, north 86 degrees 51 minutes west 1,226.5 feet, on a curve of 520.3 feet radius to the right, 588.5 feet, north 22 degrees 3 minutes west 312.8 feet, on a curve of 435.2 feet radius to the left, 154.5 feet, on a curve of 250 feet radius to the left, 522.6 feet, south 17 degrees 51 minutes west 1,036.5 feet, on a curve of 518.2 feet radius to the right, 411.5 feet, south 63 degrees 20 minutes west 274.2 feet, north 78 degrees 30 minutes west 116.9 feet and on a curve of 75 feet radius to the left, 96.2 feet; thence continuing along the exterior reservoir taking line on the lines of sections Nos. 6 and 3, the following courses, distances and curves: South 27 degrees 58 minutes west 457.4 feet, on a curve of 2,550 feet radius to the right, 525.7 feet, south 39 degrees 46 minutes west 236.6 feet, on a curve of 461.9 feet radius to the left, 152.5 feet, on a curve of 450 feet radius to the right, 396.8 feet, south 71 degrees 17 minutes west 354.3 feet, south 62 degrees 43 minutes west 474.8 feet, on a curve of 350 feet radius to the right, 412.1 feet, north 49 degrees 49 minutes west 112.3 feet, on a curve of 950 feet radius to the left, 386.2 feet, north 73 degrees 7 minutes west 149.7 feet, north 75 degrees 51 minutes west 198 feet, on a curve of 450 feet radius to the left, 240.3 feet, south 73 degrees 33 minutes west 128.5 feet, on a curve of 450 feet radius to the left, 329.4 feet, south 31 degrees 36 minutes west 458.2 feet, south 42 degrees 14 minutes west 323.5 feet, south 69 degrees 5 minutes west 362.2 feet, north 83 degrees 17 minutes west 154.4 feet, on a curve of 450 feet radius to the left, 264.2 feet, south 63 degrees 4 minutes 30 seconds west 414 feet; south 72 degrees west 685.1 feet, on a curve of 767 feet radius to the left, 268.7 feet, south 51 degrees 55 minutes west 773.5 feet, on a curve of 967 feet radius to the left, 301.4 feet, south 34 degrees 2 minutes west 921 feet, south 34 degrees 12 minutes west 568.6 feet, south 34 degrees 5 minutes west 210 feet, on a curve of 567 feet radius to the left, 211.1 feet, south 12 degrees 44 minutes west 782.6 feet, on a curve of 367 feet radius to the left, 290.8 feet, south 32 degrees 39 minutes east 107.5 feet, on a curve of 333 feet radius to the right, 245.4 feet, south 9 degrees 35 minutes west 438.8 feet, on a curve of 967 feet radius to the left, 451.3 feet, south 17 degrees 10 minutes east 259.8 feet to a point in the line between the towns of Hurley and Marlborough; thence along the said town line, north 52 degrees 51 minutes west 113.1 feet to a point 66 feet from the above described line; thence parallel to and 66 feet from the above described line, for its whole length, until opposite the place of beginning; thence south 34 degrees west 66 feet to the said point or place of beginning; length, 5.48 miles.

#### 12. Substituted New Highway, Town of Marlborough.

Beginning at a point in the line between the Towns of Hurley and Marlborough, which said point is described in Parcel No. 11 of the substituted new highway and is in the exterior reservoir taking line of Section No. 3, and running thence along said taking line, the following courses, distances and curves: (1) south 17 degrees 10 minutes east 33.6 feet, (2) on a curve of 433 feet radius to the right, 101.1 feet, (3) south 3 degrees 47 minutes east 958.4 feet, (4) on a curve of 367 feet radius to the left, 118.2 feet, (5) south 22 degrees 13 minutes east 225.1 feet and continuing partly along the said exterior reservoir taking line, south 36 degrees .09 minutes west 427.7 feet; (7) thence on a curve of 467 feet radius to the left, 194.5 feet, (8) south 12 degrees 17 minutes west 611.8 feet, and (9) north 77 degrees 43 minutes west 66 feet; thence parallel to and 66 feet from the above described courses to the end of course No. 6; thence north 36 degrees .09 minutes east 269.7 feet; thence on a curve of 217 feet radius to the left, 221.1 feet; thence north 22 degrees 13 minutes west 71.3 feet until opposite the end of course No. 4; thence parallel to and 66 feet from courses Nos. 4 to 1, inclusive, to a point in the line between the Towns of Hurley and Marlborough; thence along said town line, south 52 degrees 51 minutes east 113.1 feet to the point or place of beginning; length, 0.50 mile.

#### 13. Substituted New Highway, Town of Marlborough.

Beginning at a point 16.5 feet from the centre of the Marlborough road, where the exterior reservoir taking line of Section No. 3 intersects

the same, and running thence along said exterior line, the following courses, distances and curves: (1) south 12 degrees 20 minutes west 895.6 feet, (2) on a curve of 272.3 feet radius to the left, 166.1 feet, (3) on a curve of 264.1 feet radius to the right, 208.2 feet, (4) on a curve of 305.5 feet radius to the left, 209 feet, (5) on a curve of 334.6 feet radius to the right, 259.1 feet, (6) south 27 degrees 45 minutes 20 seconds west 807.6 feet, (7) on a curve of 719.8 feet radius to the left, 218.1 feet, (8) on a curve of 1,173.4 feet radius to the right, 235.9 feet, (9) south 21 degrees 54 minutes west 413.7 feet, (10) on a curve of 928.1 feet radius to the right, 225.1 feet, and (11) south 35 degrees 49 minutes west 741.2 feet; (12) thence north 54 degrees 11 minutes west 66 feet; thence parallel to and 66 feet from the above described line until opposite the end of the first course; thence north 12 degrees 20 minutes east 819.1 feet to a point in the northerly line of the Marlborough road; thence north 34 degrees .03 minutes east 95.6 feet until opposite the place of beginning; thence south 55 degrees 57 minutes east 33 feet to the said point or place of beginning; length, 0.83 mile.

#### 14. Substituted New Highway, Town of Hurley.

A strip of land 33 feet in width on each side of the following-described centre line: Beginning at the end of the sixth course of Parcel No. 11, heretofore described, and running thence north 9 degrees 23 minutes west 658.3 feet to a point on the West Hurley Dike; from thence a right of highway on the West Hurley Dike along the following-described centre line: On a curve of 300 feet radius to the right, 183.9 feet, north 25 degrees 45 minutes 50 seconds east 1,022.9 feet, north 4 degrees 32 minutes 10 seconds east 994.8 feet and on a curve of 650 feet radius to the right, 660 feet; from thence a strip of land 33 feet in width on each side of the following-described centre line: On a curve of 650 feet radius to the right, 151.3 feet, south 66 degrees 57 minutes east 108.7 feet, on a curve of 300 feet radius to the left, 329.4 feet, north 50 degrees 8 minutes 20 seconds east 1,090 feet and on a curve of 150 feet radius to the left, 94.5 feet to a point in the centre line of Parcel No. 10 of the substituted new highway; length 1 mile.

#### 15. Substituted New Highway, Town of Marlborough.

A strip of land 33 feet in width on each side of the following-described centre line: Beginning at a point north 35 degrees 49 minutes east 325 feet from the middle of course 12 Parcel No. 13, of the substituted new highway, as heretofore described, and running thence the following courses, distances and curves: North 84 degrees 4 minutes west 725.1 feet, on a curve of 200 feet radius to the left, 204 feet, south 37 degrees 30 minutes west 261.7 feet, on a curve of 68.8 feet radius to the right, 192.6 feet, north 17 degrees 59 minutes east 241.5 feet, north 49 minutes east 284.6 feet, north 23 degrees 27 minutes west 337.5 feet, north 5 degrees 36 minutes east 531.4 feet, north 10 degrees 4 minutes east 595.2 feet, north 23 degrees 33 minutes east 290.7 feet, on a curve of 100 feet radius to the left, 118.3 feet, north 44 degrees 16 minutes west 113.6 feet, on a curve of 100 feet radius to the right, 73.5 feet, north 2 degrees 10 minutes west 270 feet and north 26 degrees 3 minutes east 651.2 feet to a point in Parcel No. 17, hereinafter described; length 0.93 mile.

#### 16. Substituted New Highway, Town of Olive.

A right of highway over the middle dike beginning at the junction of the dividing weir, west and middle dikes, and running from thence the following courses, distances and curves: North 38 degrees 24 minutes 37 seconds east 178.2 feet, on a curve of 410.3 feet radius to the right, 369.4 feet, north 90 degrees east 1,134.4 feet, on a curve of 573.7 feet radius to the right, 198.2 feet, south 70 degrees 12 minutes 3 seconds east 2,397.5 feet, on a curve of 573.7 feet radius to the left, 198.2 feet, north 90 degrees east 2,504 feet and on a curve of 200 feet radius to the right, 102 feet to the line between the Towns of Olive and Marlborough; length 1.34 miles.

#### 17. Substituted New Highway, Town of Marlborough.

A strip of land 33 feet in width on each side of the following-described centre line: Beginning at a point in the line between the Towns of Olive and Marlborough, as described in Parcel No. 16 of the substituted new highway, and running from thence the following courses, distances and curves: On a curve of 200 feet radius to the right, 169.7 feet, south 12 degrees 10 minutes east 432.4 feet, on a curve of 2,000 feet radius to the left, 193.2 feet, south 18 degrees 42 minutes east 698.5 feet, on a curve of 500 feet radius to the left, 334.2 feet, south 57 degrees east 245.9 feet, on a curve of 1,000 feet radius to the right, 186.8 feet, south 46 degrees 18 minutes east 495.7 feet, on a curve of 500 feet radius to the left, 407.6 feet and north 87 degrees east 444.2 feet; thence on a curve of 1,000 feet radius to the left, 338.6 feet, a strip of land running in width from 33 feet on each side at the beginning to 20 feet on the north side and 46 feet on the south side at the end of said curve, to a point 13 feet northerly from the centre line of the proposed highway; thence continuing, a strip of land 20 feet in width on the north and 46 feet on the south of the following-described line: North 67 degrees 36 minutes east 185.9 feet, on a curve of 383.3 feet radius to the right, 227.7 feet, on a curve of 120 feet radius to the left, 144.8 feet and north 32 degrees 30 minutes east 379.8 feet; thence on a curve of 500 feet radius to the left, 176.4 feet, a strip of land running in width from 20 feet on the north side and 46 feet on the south side at the beginning to 33 feet on each side at the end of said curve; thence continuing, a strip of land 33 feet in width on each side of the following-described centre line: North 12 degrees 17 minutes east 240.2 feet to a point in the middle of course 9 of Parcel No. 12 of substituted new highway; length 1 mile.

#### 18. Substituted New Highway, Town of Olive.

A strip of land 33 feet in width on each side of the following described centre line: Beginning at a point in the centre of Parcel No. 1, of the substituted new highway, opposite the end of course No. 1, and running from thence the following courses, distances and curves: (1) North 44 degrees 35 minutes 40 seconds east 3,016.4 feet, (2) on a curve of 500 feet radius to the right, 331.9 feet, (3) north 82 degrees 37 minutes 30 seconds east 1,092.9 feet, (4) on a curve of 1,000 feet radius to the right, 121.1 feet, (5) north 89 degrees 34 minutes east 442 feet, (6) on a curve of 359.3 feet radius to the right, 400.9 feet, (7) south 26 degrees 30 minutes east 802.9 feet, (8) on a curve of 287.9 feet radius to the left, 434.2 feet, north 66 degrees 40 minutes east 279.4 feet, on a curve of 200 feet radius to the right, 118.7 feet, south 79 degrees 17 minutes east 205.7 feet, on a curve of 300 feet radius to the left, 85.8 feet, north 84 degrees 22 minutes east 258.8 feet, on a curve of 113.5 feet radius to the right, 87.3 feet, south 51 degrees 23 minutes east 154.4 feet, on a curve of 300 feet radius to the left, 87.4 feet, south 68 degrees 8 minutes east 80.5 feet and on a curve of 150 feet radius to the left, 45.1 feet to a point in the Tongore road about 850 feet northerly from the Tongore M. E. Church; length, 1.52 miles.

#### 19. Substituted New Highway, Town of Olive.

A right of highway over the Olive Bridge dam, beginning at a point north 66 degrees 40 minutes east 10 feet from the end of course No. 8, in Parcel No. 18 of the substituted new highway, and running thence north 29 degrees 11 minutes 23 seconds east 4,787.6 feet; from thence a strip of land 33 feet in width on each side of the following described centre line; on a curve of 350 feet radius to the left, 78.2 feet, on a curve of 380 feet radius to the right, 851.6 feet and on a curve of 173.7 feet radius to the left, 272.8 feet to the southerly end of the West dike; from thence a right of highway over the West dike along the following described centre line, north 38 degrees 24 minutes 37 seconds east 1,727.8 feet to the junction of the west, middle and dividing weir dikes; length, 1.48 miles.

#### 20. Substituted New Highway, Town of Olive.

A strip of land 33 feet in width on each side of the following described centre line: Beginning at the end of the last course of Parcel No. 18 of the substituted new highway, and running from thence the following courses, distances and curves: (1) on a curve of 150 feet radius to the left, 94.6 feet, (2) north 58 degrees 30 minutes east 107.3 feet, (3) on a curve of 200 feet radius to the right, 86.8 feet, (4) north 83 degrees 18 minutes east 452.7 feet, (5) on a curve of 100 feet radius to the left, 207.8 feet, (6) north 35 degrees 47 minutes west 495.2 feet, (7) on a curve of 250 feet radius to the right, 579.5 feet, (8) south 82 degrees 53 minutes east 322.9 feet, (9) south 67 degrees 41 minutes east 203.2 feet, (10) south 82 degrees 8 minutes east 171.8 feet, (11) north 74 degrees 45 minutes east 193.4 feet, (12) on a curve of 200 feet radius to the right, 160 feet, (13) south 59 degrees 25 minutes east 481.8 feet, (14) south 76 degrees 23 minutes east 245.3 feet, (15) on a curve of 200 feet radius to the left, 256.2 feet, (16) north 30 degrees 13 minutes east 327.6 feet, (17) on a curve of 100 feet radius to the right, 102.7 feet, (18) north 89 degrees 2 minutes east 216.7 feet, (19) on a curve of 200 feet radius to the left, 316.4 feet, (20) north 1 degree 35 minutes west 164.8 feet, (21) on a curve of 500 feet radius to the left, 230.7 feet, (22) north 28 degrees 1 minute west 67 feet, (23) on a curve of 108.3 feet radius to the left, 104.2 feet, (24) on a curve of 125 feet radius to the right, 185.5 feet, (25) north 1 degree 54 minutes east 118.6 feet, (26) on a curve of 298.4 feet radius to the right, 140.4 feet, (27) on a curve of 250 feet radius to the left, 144.8 feet, (28) north 4 degrees 20 minutes west 964.9 feet, (29) on a curve of 300 feet radius to the right, 307.7 feet, (30) north 54 degrees 26 minutes east 1,005.7 feet, (31) north 36 degrees 58 minutes east 383.8 feet, (32) north 29 degrees 4 minutes east 240.2 feet, (33) north 32 degrees 10 minutes east 498.3 feet, south 65 degrees 39 minutes east 245.4 feet, south 47 degrees 48 minutes east 114.1 feet, north 35 degrees 47 minutes 50 seconds east 840.5 feet, on a curve of 66.6 feet radius to the right, 79 feet, south 76 degrees 14 minutes 40 seconds east 1,671 feet, south 53 degrees 52 minutes east 921.5 feet, north 88 degrees 28 minutes east 261.1 feet, south 74 degrees east 725.5 feet, on a curve of 300 feet radius to the right, 114.7 feet, south 52 degrees 5 minutes east 301.9 feet and on a curve of 300 feet radius to the left, 231.1 feet to a point in the line between the towns of Olive and Marlborough; length, 2.86 miles.

#### 21. Substituted New Highway, Town of Marlborough.

A strip of land 33 feet in width on each side of the following described centre line: Beginning at a point on the line between the Towns of Olive and Marlborough, as described in Parcel No. 20 of the Substituted New Highway, and running from thence the following courses, distances and curves: North 83 degrees 46 minutes east 124.9 feet, on a curve of 300 feet radius to the right, 246.2 feet, south 49 degrees 12 minutes east 275 feet, south 72 degrees 30 minutes east 385.9 feet, south 83 degrees 18 minutes east 141.5 feet, and on a curve of 150 feet radius to the right, 68.8 feet to a point in Parcel No. 17 of the Substituted New Highway previously described; length .24 mile.

#### 22. Substituted New Highway, Town of Olive.

A right of highway over the Dividing Weir Dike beginning at the junction of the West, Middle and Dividing Weir Dikes, and running from thence the following courses, distances and curves: North 34 degrees 53 minutes 10 seconds west 535.5 feet, on a curve of 410.3 feet radius to the right, 249.8 feet and due north 1,401.1 feet; from thence a strip of land 33 feet in width on each side of the following described centre line: Due north 182 feet, on a curve of 500 feet radius to the right, 334.3 feet, north 38 degrees 19 minutes east 178.9 feet, on a curve of 500 feet radius to the left, 373.2 feet, north 4 degrees 27 minutes west 413.5 feet, on a curve of 600 feet radius to the right, 149.1 feet, north 9 degrees 47 minutes east 1,190.5 feet, on a curve of 700 feet radius to the left, 480.5 feet, north 29 degrees 33 minutes west 462.3 feet, on a curve of 600 feet radius to the left, 320.4 feet, north 60 degrees 9 minutes west 112.6 feet, on a curve of 800 feet radius to the right, 289.7 feet, north 39 degrees 24 minutes west 77.5 feet, on a curve of 500 feet to the right, 424.6 feet, north 9 degrees 15 minutes east 344.2 feet, on a curve of 800 feet radius to the left, 394.2 feet, and north 18 degrees 59 minutes west 381.7 feet to a point in the public highway leading to the State road; length 1.57 miles.

#### 23. Substituted New Highway, Town of Olive.

A strip of land 66 feet in width from the end of course 33 in Parcel No. 20 of the Substituted New Highway, in a northerly direction to the Middle Dike, and a right of highway skirting the dike to the highway on the top of the same, described in Parcel No. 16 of the Substituted New Highway; length .41 mile.

In compliance with the requirements of section 35, chapter 724 of the Laws of 1905, as amended, The City of New York will construct highways and bridges on the above described substituted real estate. Said highways and bridges shall be equal in every respect to those constructed by the State of New York in Ulster County.

Dated December 21, 1908.  
FRANCIS KEY PENDLETON,  
Corporation Counsel.  
Office and Post-office Address, Hall of Records, corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

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THIRD JUDICIAL DISTRICT, ULSTER COUNTY.  
ASHOKAN RESERVOIR.

SECTION NO. 10, TOWN OF OLIVE.

NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRAISAL.

PUBLIC NOTICE IS HEREBY GIVEN that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of

New York for the appointment of Commissioners of Appraisal, under chapter 724 of the Laws of 1905, as amended, and the acts relating thereto. Such application will be made to the Supreme Court at a Special Term thereof, to be held in and for the Third Judicial District at the City Hall, in the City of Albany, County of Albany, N. Y., on

SATURDAY, FEBRUARY 13, 1909,

at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York, and at least one of whom shall reside in the County of Ulster, to act as Commissioners of Appraisal under said act, and discharge all the duties conferred by said act and the acts amendatory thereof.

The following is a description of the real estate to be acquired, together with a reference to the date and place of filing the map:

All those certain pieces or parcels of real estate situated in the Town of Olive, County of Ulster and State of New York, shown on a map entitled "Reservoir Department, Section No. 10, Board of Water Supply of The City of New York. Map of real estate situated in the Town of Olive, County of Ulster and State of New York, to be acquired by The City of New York under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances, in the vicinity of West Shokan and Boiceville, west of railroad," which map was filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 8th day of November, 1907, which parcels are bounded and described as follows:

Beginning at the most southerly point of Parcel No. 440, in the centre of a road leading from Davis Corners to West Shokan, in the westerly line of Parcel No. 438, and running thence partly along the westerly line of said Parcel No. 440, north 41 degrees 2 minutes west 189.8 feet and on a curve of 767 feet radius to the left, 35.2 feet to the southeast corner of Parcel No. 441; thence along the southerly line of said parcel, on a curve of 767 feet radius to the left, 213.7 feet, north 59 degrees 38 minutes west 191.5 feet and on a curve of 833 feet radius to the right, 308.4 feet, crossing a road leading to West Shokan, to the southwest corner of Parcel No. 442; thence partly along the westerly line of said parcel, along the westerly lines of Parcels Nos. 443 and 444, and partly along the westerly line of Parcel No. 445, the following courses, distances and curves: On a curve of 833 feet radius to the right, 41.9 feet, north 35 degrees 33 minutes 20 seconds west 617.3 feet, on a curve of 833 feet radius to the right, 450.1 feet, and north 4 degrees 36 minutes west 1,092 feet, crossing a road leading from West Shokan to Peekamoose Lodge to a point in the northerly line thereof; thence along said northerly road line, and continuing along the westerly line of Parcel No. 445, south 81 degrees 23 minutes 30 seconds west 652.1 feet to the most westerly point of said parcel, in the southerly line of Parcel No. 446; thence partly along said line, south 60 degrees 36 minutes west 527 feet, recrossing said road, to the southwest corner of said parcel; thence along the westerly lines of said parcel and Parcel No. 447, north 9 degrees 3 minutes 40 seconds west 400 feet, again crossing said road and crossing Bush Kill, to the northwest corner of said Parcel No. 447; thence along the northerly line of said parcel, north 47 degrees 4 minutes 40 seconds east 842.2 feet to the most westerly point of Parcel No. 448; thence partly along the westerly line of said parcel, north 47 degrees 4 minutes 40 seconds east 640.7 feet and north 4 degrees 6 minutes 10 seconds west 1,213.2 feet to a point in the westerly line of a road leading to West Shokan and Boiceville; thence along said road line, and continuing along the westerly line of said parcel, north 9 degrees 44 minutes 20 seconds west 1,158.7 feet; thence continuing along the westerly line of said parcel, and running along the westerly lines of Parcels Nos. 469, 471, 472 and 474, the following courses, distances and curves: North 39 degrees 39 minutes 20 seconds east 700.8 feet, north 20 degrees 5 minutes 10 seconds east 629.7 feet, on a curve of 833 feet radius to the right, 250.3 feet, north 37 degrees 18 minutes 10 seconds east 511.3 feet, on a curve of 267 feet radius to the left, 294.8 feet, north 25 degrees 57 minutes 50 seconds west 763.1 feet, on a curve of 533 feet radius to the right, 571.9 feet, north 33 degrees 30 minutes 30 seconds east 100.1 feet, on a curve of 467 feet radius to the left, 477 feet, north 23 degrees 1 minute west 579.1 feet, on a curve of 250 feet radius to the left, 165.2 feet, and north 60 degrees 52 minutes west 158.6 feet to a point in the southerly line of Parcel No. 477; thence partly along said line, north 60 degrees 52 minutes west 316.3 feet to the southwest corner of said parcel; thence along the westerly lines of said parcel and Parcel No. 478, partly along the westerly line of Parcel No. 479, and along the westerly lines of Parcels Nos. 482 and 483, the following courses, distances and curves: North 19 degrees 32 minutes 50 seconds west 673.6 feet, crossing Chestnut Bushkill, on a curve of 200 feet radius to the right, 157.2 feet, north 25 degrees 30 minutes east 177.5 feet, on a curve of 450 feet radius to the left, 206.9 feet, north 50 minutes 20 seconds west 1,086.7 feet, crossing a road leading from Traver Hollow to West Shokan, on a curve of 1,033 feet radius to the right, 986.8 feet, north 53 degrees 53 minutes 30 seconds east 400.4 feet, on a curve of 567 feet radius to the left, 410.2 feet, north 12 degrees 26 minutes 10 seconds east 152.9 feet, north 81 degrees 32 minutes 10 seconds east 128.3 feet, on a curve of 138.2 feet radius to the left, 136.3 feet, north 25 degrees 21 minutes east 295 feet and on a curve of 420.5 feet radius to the right, 214.1 feet to the most westerly point of Parcel No. 487; thence along the northerly line of said parcel partly along the northerly line of Parcel No. 485, and along the northerly line of Parcel No. 486, on a curve of 420.5 feet radius to the right, 261.1 feet, and south 89 degrees 53 minutes east 434.3 feet, crossing a road leading from West Shokan to Phoenicia, to the northeast corner of said Parcel No. 486, in the westerly property line of the Ulster and Delaware Railroad Company; thence along said railroad property line and the easterly lines of said parcel and Parcels Nos. 483, 480 and 479, south 4 degrees 6 minutes west 3,856.4 feet, crossing Esopus Creek and a road leading to Phoenicia, to the northeast corner of Parcel No. 475, in the centre of said Esopus Creek; thence partly along the easterly line of said parcel, along the easterly line of Parcel No. 489, partly along the easterly line of Parcel No. 473, along the easterly lines of Parcels Nos. 472 and 471, partly along the easterly line of Parcel No. 469, along the easterly line of Parcel No. 470, and continuing along said railroad property line, south 4 degrees 6 minutes west 1,351.3 feet, recrossing the before mentioned road leading to West Shokan, and Chestnut Bushkill, on a curve of 2,325 feet radius to the left, 1,133 feet, and south 23 degrees 49 minutes 15 seconds east 3,034.6 feet to the northeast corner of Parcel No. 468, in a road leading from Boiceville to West Shokan; thence along said road, the easterly line of said parcel, and continuing along said westerly railroad property line, south 23 degrees 49 minutes 15 seconds east 382.1 feet to the northeast corner of Parcel No. 463; thence along the easterly lines of said parcel and Parcels Nos.



467 and 466, and continuing along said railroad property line, south 23 degrees 49 minutes 15 seconds east 1,656.8 feet to the southeast corner of said Parcel No. 466, in the centre of before mentioned Bushkill; thence along the centre line of said kill, partly along the southerly line of said parcel, and continuing along said railroad property line, north 84 degrees 35 minutes west 114.5 feet to the northeast corner of Parcel No. 459; thence partly along the easterly line of said parcel, along the easterly lines of Parcels Nos. 465 and 458, partly along the westerly line of a road leading to West Shokan and same produced, and continuing along said westerly railroad property line, south 23 degrees 49 minutes 15 seconds east 2,038.2 feet, crossing a road leading to Shokan and a brook, to the southeast corner of said Parcel No. 458; thence partly along the southerly line of said parcel the following courses and distances: South 50 degrees 56 minutes west 311.7 feet, south 50 degrees 38 minutes west 529.2 feet, south 52 degrees 27 minutes west 20.1 feet, north 49 degrees 23 minutes west 166.3 feet, north 49 degrees 20 minutes west 180 feet and south 48 degrees 30 minutes west 143.9 feet to a point in the centre of a road leading from Peekamoose Lodge to Brodhead; thence along the centre line of said road, north 49 degrees 20 minutes west 268.8 feet; thence continuing along the southerly line of Parcel No. 458 north 46 degrees 33 minutes east 122.7 feet and north 50 degrees 19 minutes west 102.3 feet to a point in the easterly line of Parcel No. 453; thence partly along said line south 46 degrees 33 minutes west 120.9 feet to another point in the centre of the road leading from Peekamoose Lodge to Brodhead; thence along the centre line of said road south 49 degrees 20 minutes east 53.5 feet to the point of intersection of said centre line with the easterly line produced of the before mentioned road leading from Davis Corners to West Shokan; thence partly along said easterly road line and the production thereof, continuing along said easterly line of Parcel No. 453, and running along the easterly line of Parcel No. 453C, south 8 degrees 30 minutes west 127.3 feet, south 5 degrees 17 minutes west 187.8 feet and south 3 degrees 24 minutes west 153.4 feet to the southeast corner of said Parcel No. 453C, in a brook; thence partly along the southerly line of said parcel, north 53 degrees 42 minutes west 54.2 feet to the northeast corner of Parcel No. 454, in the before mentioned easterly line of the road leading from Davis Corners to West Shokan; thence along said road line and the easterly line of said parcel south 44 degrees 25 minutes west 230.9 feet to the most southerly point of said parcel; thence along the westerly line of same, north 33 degrees 42 minutes west 162.8 feet, crossing said road, to the northwest corner of said parcel, in the southerly line of before mentioned Parcel No. 453; thence partly along said line, south 74 degrees 18 minutes west 375 feet to a point in the easterly line of before mentioned Parcel No. 438; thence partly along said line, along the easterly line of Parcel No. 439, and partly along the centre line of said road leading from Davis Corners to West Shokan, south 4 degrees 24 minutes east 510.3 feet, crossing a brook, to the southeast corner of said Parcel No. 439; thence partly along the southerly line of said parcel and continuing along the centre line of said road, south 76 degrees 26 minutes west 167.1 feet to another point in the easterly line of Parcel No. 438; thence partly along said line, south 20 degrees 06 minutes east 1,891.7 feet to the southeast corner of said parcel; thence along the southerly line of same, south 83 degrees 19 minutes west 572.8 feet and south 86 degrees 44 minutes west 371.7 feet to the southwest corner of said parcel; thence partly along the westerly line of same, north 41 degrees 02 minutes west 1,121.2 feet to the point or place of beginning.

The fee is to be acquired by The City of New York in all the real estate, Parcels Nos. 438 to 489, inclusive, and Parcels Nos. 453A, 453B and 453C, contained in the above description.

Reference is hereby made to the said map, filed as aforesaid in the office of the County Clerk of the County of Ulster, for a more detailed description of the real estate to be taken in fee, as above described.

In case any real estate hereinbefore described is used for highway or other public purposes, such use shall continue until such time as The City of New York may acquire the right to close the same.

Dated December 28, 1908.

FRANCIS KEY PENDLETON,  
Corporation Counsel.

Office and Post Office Address, Hall of Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

j2,f13

### THIRD JUDICIAL DISTRICT.

#### ULSTER COUNTY.

Catskill Aqueduct, Northern Department, Section No. 3, Towns of Olive and Marletown, Ulster County.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the towns of Olive and Marletown, Ulster County, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

**PUBLIC NOTICE IS HEREBY GIVEN** that the order of confirmation of the first separate report of Amos Van Etten, Lawrence F. Abbott and Arthur V. Hoornbeck, who were appointed Commissioners in the above entitled matter by an order of this Court, made at a Special Term thereof, held at the City Hall, in the City of Albany, Albany County, New York, November 30, 1907, was filed in the office of the Clerk of the County of Ulster, December 21, 1908, and affects parcels numbers ninety-three (93), ninety-seven (97), ninety-five (95), ninety-six (96), ninety-eight (98), one hundred and one (101), one hundred and two (102), one hundred and five (105), one hundred and seven (107), one hundred and eight (108), one hundred and nine (109), one hundred and ten (110), one hundred and eleven (111), one hundred and twelve (112), one hundred and thirteen (113), one hundred and fourteen (114), one hundred and fifteen (115), one hundred and sixteen (116), one hundred and seventeen (117), one hundred and eighteen (118), one hundred and nineteen (119), one hundred and twenty (120), one hundred and twenty-one (121), one hundred and twenty-two (122), one hundred and twenty-three (123), one hundred and twenty-four (124), one hundred and twenty-five (125), one hundred and twenty-six (126), one hundred and twenty-seven (127), one hundred and twenty-eight (128), one hundred and twenty-nine (129), one hundred and thirty (130), one hundred and thirty-one (131), shown on the map in this proceeding.

Dated New York, January 2, 1909.

FRANCIS K. PENDLETON,  
Corporation Counsel.

Hall of Records, New York City.

j2,23

### SUPREME COURT—NINTH JUDICIAL DISTRICT.

#### NINTH JUDICIAL DISTRICT, WESTCHESTER COUNTY.

#### SOUTHERN AQUEDUCT DEPARTMENT, CATSKILL AQUEDUCT.

##### SECTION No. 14, MOUNT PLEASANT.

#### NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRAISAL.

**PUBLIC NOTICE IS HEREBY GIVEN** that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under chapter 724 of the Laws of 1905, as amended, and the acts relating thereto.

Such application will be made to the Supreme Court at a Special Term thereof to be held in and for the Ninth Judicial District at the Judges' Chambers in the City of Poughkeepsie, Dutchess County, N. Y., on

**SATURDAY, FEBRUARY 13, 1909,**

at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and at least one of whom shall reside in the County of Westchester, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by said act and the acts amendatory thereof.

The following is a description of the real estate to be acquired, together with a reference to the date and place of filing the map:

All those certain pieces or parcels of real estate situated in the Town of Mount Pleasant, County of Westchester and State of New York, shown on a map entitled: "Southern Aqueduct Department, Section No. 14, Board of Water Supply of The City of New York. Map of real estate situated in the Town of Mount Pleasant, County of Westchester and State of New York, to be acquired by The City of New York under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Catskill Aqueduct and appurtenances, from Newcastle town line near Chappaqua to Kensico Reservoir taking line," which map was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on the 8th day of October, 1908, as Map No. 1831; which parcels are bounded and described as follows:

Beginning at a point in the line between the Towns of Newcastle and Mount Pleasant, at the southeast corner of Parcel No. 961 of real estate, Section No. 13 (the map of which section was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on June 13, 1908, as Map No. 1803), said point being also the northeast corner of Parcel No. 962 of real estate Section No. 14, hereby described, and running thence along the easterly line of said Parcel No. 962 the following courses and distances: South 12 degrees 25 minutes east 168.2 feet, north 77 degrees 35 minutes east 75 feet, south 12 degrees 25 minutes east 217.1 feet and south 30 degrees 33 minutes west 36.2 feet to the southeast corner of said parcel, in the northerly line of Parcel No. 963, in the northerly line of a road leading from Briarcliff to Chappaqua; thence along said road line and partly along said northerly parcel line south 76 degrees 22 minutes east 27.4 feet to the northeast corner of said parcel; thence along the easterly line of same, on a curve of 816.8 feet radius to the right, 43.4 feet, crossing said road, to a point in the southerly line thereof, at the northeast corner of Parcel No. 964; thence along the easterly lines of said parcel and Parcels Nos. 967 and 968, and partly along the easterly lines of Parcels Nos. 969 and 971 the following courses, distances and distances: On a curve of 816.8 feet radius to the right, 322.8 feet, south 13 degrees 58 minutes west 349.6 feet, on a curve of 616.8 feet radius to the left, 517.3 feet, south 34 degrees 55 minutes east 223.4 feet, south 55 degrees 55 minutes west 75 feet, south 34 degrees 55 minutes east 4,929.9 feet, crossing Hardscrabble road (leading from Chappaqua to Pleasantville), north 55 degrees 55 minutes east 75 feet, south 34 degrees 55 minutes east 204 feet and south 35 degrees 9 minutes east 292.8 feet, crossing the property of the New York and Harlem Railroad (New York Central and Hudson River Railroad Company, lessees), to the most northerly point of Parcel No. 972, in the easterly line of said railroad property; thence partly along the easterly line of said parcel and along the northerly line of Parcel No. 973, south 35 degrees 9 minutes east 92.7 feet and north 62 degrees 18 minutes east 438.5 feet, crossing Sawmill River, to the northeast corner of said Parcel No. 973, in the westerly line of Washington avenue (leading from Chappaqua to Pleasantville Station); thence along said line and along the easterly line of said parcel, south 33 degrees 27 minutes west 62.2 feet to the southeast corner of said parcel; thence along the southerly line of same and again partly along the easterly line of before mentioned Parcel No. 972, south 62 degrees 18 minutes west 380.1 feet, recrossing Sawmill River, and south 35 degrees 9 minutes east 196.7 feet, again crossing said river, to the most northerly point of Parcel No. 975, in the before mentioned westerly line of Washington avenue; thence partly along the easterly line of said parcel, south 35 degrees 9 minutes east 52.9 feet, crossing said avenue, to a point in the easterly line thereof, at the most northerly point of Parcel No. 976; thence along the easterly line of said parcel, partly along the northerly and along the easterly lines of Parcel No. 977, partly along the northerly line of Parcel No. 978, along the northerly and easterly lines of Parcel No. 979, again partly along the northerly line of Parcel No. 978, along the easterly and partly along the southerly lines of said parcel, partly along the northerly and easterly lines of Parcel No. 980, and along the easterly lines of Parcels Nos. 981 and 982 the following courses and distances: South 35 degrees 9 minutes east 361.7 feet, south 63 degrees 16 minutes east 104.5 feet, south 38 degrees 5 minutes west 129.8 feet, south 35 degrees 9 minutes east 737.1 feet, north 86 degrees 20 minutes east 55.1 feet, south 75 degrees 28 minutes east 37.4 feet, south 57 degrees 3 minutes east 68.1 feet, north 54 degrees 51 minutes east 78.4 feet, north 89 degrees 50 minutes east 122.1 feet, south 35 degrees 9 minutes east 70 feet, south 54 degrees 51 minutes west 50 feet, south 35 degrees 9 minutes east 160.2 feet, south 66 degrees 2 minutes east 23.8 feet, south 58 degrees 16 minutes east 144.3 feet, south 63 degrees east 56.8 feet, south 69 degrees 49 minutes east 52.5 feet, south 80 degrees 33 minutes east 23.1 feet, south 29 degrees 43 minutes east 47.1 feet, south 12 degrees 44 minutes east 61 feet, south 75 degrees 19 minutes west 28.6 feet, south 25 degrees 28 minutes west 25 feet, south 3 degrees 25 minutes east 6.6 feet, south 65 degrees 41 minutes west 17.6 feet, south 81 degrees 33 minutes west 48.5 feet, south 11 degrees 9 minutes east 20.2 feet, south 58 degrees 47 minutes west 184.1 feet, south 31 degrees 13 minutes east 104.7 feet, north 87 degrees 1 minute east 14.7 feet, south 3 degrees 42 min-

utes east 124.8 feet, south 6 degrees 42 minutes east 24.8 feet and south 31 degrees 13 minutes east 420.3 feet to the southeast corner of said Parcel No. 982, in the northerly line of Parcel No. 983, in the northerly line of Bedford road (leading from Pleasantville Station to Mount Kisco); thence along said road line and partly along said northerly parcel line, north 52 degrees 28 minutes east about 62.4 feet to the northeast corner of said Parcel No. 983; thence along the easterly line of said parcel, south 31 degrees 13 minutes east 46.5 feet, crossing said road, to a point in the southerly line thereof, at the northeast corner of Parcel No. 984; thence along the easterly and partly along the southerly lines of said parcel, along the easterly lines of Parcels Nos. 987 and 988, partly along the easterly line of Parcel No. 989, along the easterly line of Parcel No. 990, and again partly along the easterly line of Parcel No. 989 the following courses and distances: South 34 degrees 38 minutes east 77.5 feet, north 69 degrees 27 minutes east 16.9 feet, south 15 degrees 26 minutes east 52.1 feet, south 67 degrees 37 minutes west 41.7 feet, south 20 degrees 34 minutes east 380.1 feet, north 69 degrees 26 minutes east 6.8 feet, south 9 degrees 34 minutes east 140.8 feet, south 24 degrees 29 minutes east 72.9 feet, south 38 degrees 24 minutes east 29.4 feet, south 71 degrees 49 minutes east 30.6 feet, north 80 degrees 34 minutes east 25.5 feet, south 11 degrees 36 minutes east 34 feet, south 17 degrees 46 minutes east 92.7 feet and north 78 degrees 23 minutes east 40 feet to a point in the westerly line of Broadway (leading from Mount Kisco to Hawthorne); thence along said line and continuing along said easterly line of Parcel No. 989, south 11 degrees 36 minutes east 6 feet and south 14 degrees 20 minutes east 44.3 feet to the northwest corner of Parcel No. 992; thence along the northerly line of said parcel, south 46 degrees 26 minutes east 88.6 feet, crossing said Broadway, to a point in the easterly line thereof, at the northeast corner of said Parcel No. 992; thence partly along the easterly line of said parcel and along said easterly line of Broadway, south 14 degrees 13 minutes east 46.9 feet to the northwest corner of Parcel No. 993; thence along the northerly line of said parcel, partly along the northerly line of Parcel No. 994, and along the northerly lines of Parcels Nos. 995 and 996, the following courses, distances and curves: South 46 degrees 26 minutes east 98.5 feet, south 21 degrees 26 minutes east 129.7 feet, south 64 degrees 3 minutes east 1,246.8 feet, on a curve of 275 feet radius to the right, 156.7 feet, south 31 degrees 24 minutes east 99.6 feet, on a curve of 641.8 feet radius to the left, 212.3 feet, south 50 degrees 21 minutes east 241.8 feet and south 45 degrees east 710.2 feet to the most easterly point of said Parcel No. 996, in the northerly line of Parcel No. 997, in the northerly line of Bear Ridge road (leading from Broadway to Armonk); thence partly along said parcel line, south 45 degrees east 16.5 feet, north 77 degrees 3 minutes east 29.5 feet and south 45 degrees east 18.1 feet, crossing said road, to a point in the southerly line thereof, at the most northerly point of Parcel No. 998; thence partly along the easterly line of said parcel, along the northerly and easterly lines of Parcel No. 999, and partly along the northerly line of Parcel No. 1000, the following courses, distances and curves: South 45 degrees east 164.8 feet, on a curve of 300 feet radius to the right, 253.2 feet, south 3 degrees 21 minutes west 253.2 feet, on a curve of 616.8 feet radius to the left, 183 feet, south 13 degrees 39 minutes east 226.4 feet, south 43 degrees 23 minutes east 99.2 feet, south 73 degrees 8 minutes east 100 feet, north 53 degrees 12 minutes east 284.3 feet, due east 348 feet, south 5 degrees 53 minutes west 185 feet, south 86 degrees 40 minutes east 164.2 feet, south 88 degrees 15 minutes east 173.2 feet, south 86 degrees 27 minutes east 306.9 feet, south 5 degrees 57 minutes west 308.4 feet, crossing a brook, on a curve of 1,532.7 feet radius to the right, 598.6 feet, and south 50 degrees 45 minutes east 319.9 feet to the southwest corner of Parcel No. 1001, in the westerly line of Palmer's lane (leading to Bear Ridge road); thence along said westerly line and along the westerly lines of said Parcel No. 1001 and Parcel No. 1002, the following courses and distances: North 7 degrees 37 minutes west 170.1 feet, north 2 degrees 2 minutes west 186.6 feet, north 4 degrees 39 minutes west 388.3 feet, north 3 degrees 33 minutes east 120.9 feet, north 5 degrees 3 minutes east 199.8 feet, north 6 degrees 21 minutes east 199.7 feet and north 7 degrees 25 minutes east 116.1 feet to the northwest corner of said Parcel No. 1002; thence along the northerly lines of said parcel and Parcel No. 1003, south 76 degrees 2 minutes east 35.6 feet, crossing said lane, to a point in the easterly line thereof, at the northeast corner of said Parcel No. 1003; thence along the easterly line of said parcel and along said easterly line of Palmer's lane, the following courses and distances: South 6 degrees 36 minutes west 410.4 feet, south 5 degrees 7 minutes west 220.9 feet, south 4 degrees 23 minutes east 538.4 feet, south 7 degrees 21 minutes east 315.7 feet, crossing another brook, and south 4 degrees east 29.4 feet, to the southeast corner of said parcel, in the northerly line of Parcel No. 1004; thence partly along said line and the northerly line of Parcel No. 1005, south 50 degrees 45 minutes east 3,260.7 feet, crossing another brook, to the most easterly point of said Parcel No. 1005, in the northerly line of Parcel No. 810 of real estate Section No. 11 (the map of which section was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on July 3, 1908, as Map No. 1810); thence partly along said northerly parcel line, and the southerly line of said Parcel No. 1005, south 80 degrees 15 minutes west 100.3 feet and south 74 degrees 23 minutes west 66.9 feet to the northwest corner of said Parcel No. 810; thence continuing along said southerly line of Parcel No. 1005, and running partly along the southerly line of before mentioned Parcel No. 1004, along the southerly and partly along the westerly lines of before mentioned Parcel No. 998, the following courses, distances and curves: North 20 degrees 41 minutes west 160.4 feet, north 50 degrees 45 minutes west 3,076 feet, recrossing before mentioned Palmer's lane, north 87 degrees 37 minutes west 125 feet, north 50 degrees 45 minutes west 265.9 feet, on a curve of 1,332.7 feet radius to the left, 520.5 feet, south 61 degrees 16 minutes west 899 feet, north 10 degrees 11 minutes west 109.6 feet, north 14 degrees 39 minutes west 112.1 feet, north 19 degrees 32 minutes west 244.8 feet, north 16 degrees 47 minutes west 76.6 feet, north 38 degrees 34 minutes west 120.3 feet, north 33 degrees 31 minutes west 49.5 feet, north 28 degrees 4 minutes west 139.4 feet, north 73 degrees 8 minutes west 143.6 feet, on a curve of 300 feet radius to the right, 311.4 feet, north 13 degrees 39 minutes west 226.4 feet, crossing another brook, on a curve of 816.8 feet radius to the right, 242.4 feet, north 3 degrees 21 minutes east 122 feet, south 86 degrees 39 minutes east 20 feet, north 3 degrees 21 minutes east 214 feet, north 45 degrees west 169 feet, north 6 degrees 21 minutes west 32 feet, north 45 degrees west 50 feet and north 81 degrees 35 minutes west 99.9 feet to the most westerly point of said parcel, in the southerly line of before mentioned Parcel No. 997, in the southerly line of before mentioned Bear Ridge road; thence along said road line and

partly along said parcel line, south 76 degrees 4 minutes west 24.5 feet, north 55 degrees 30 minutes west 98.4 feet and north 50 degrees 22 minutes west 85.2 feet to the most westerly point of said parcel; thence partly along the northerly line thereof, north 45 degrees east 27.5 feet, recrossing said road, to a point in the northerly line thereof, at the most northerly point of said parcel, said point being also in the southerly line of before mentioned Parcel No. 995; thence partly along said southerly parcel line and along said road line, north 44 degrees 20 minutes west 152 feet, north 51 degrees 19 minutes west 209.5 feet and north 53 degrees 13 minutes west 33.2 feet; thence continuing along the southerly line of Parcel No. 995, and running along the southerly line of before mentioned Parcel No. 994 and partly along the southerly line of before mentioned Parcel No. 993, the following courses, distances and curves: North 39 degrees 39 minutes east 74.1 feet, north 50 degrees 21 minutes west 271.3 feet, on a curve of 791.8 feet radius to the right, 118.8 feet, north 82 degrees 32 minutes west 106.1 feet, north 3 degrees 22 minutes east 122.1 feet, north 31 degrees 24 minutes west 75 feet, on a curve of 125 feet radius to the left, 71.2 feet north 64 degrees 3 minutes west 625.5 feet, south 8 degrees 13 minutes east 147.4 feet, south 81 degrees 10 minutes west 20 feet, north 16 degrees 21 minutes west 180.3 feet and north 64 degrees 3 minutes west 555.7 feet to the southeast corner of before mentioned Parcel No. 992, in the easterly line of before mentioned Broadway; thence along the southerly line of said parcel, north 64 degrees 3 minutes west 56 feet, recrossing Broadway, to a point in the westerly line thereof, at the southwest corner of said parcel; thence partly along the westerly line of said parcel, and along said road line, north 9 degrees 51 minutes west 92.4 feet to the most southerly point of Parcel No. 991; thence along the southerly line of said parcel, partly along the southerly and westerly lines of before mentioned Parcel No. 989, partly along the westerly line of Parcel No. 988, and along the westerly lines of Parcels Nos. 986 and 983, the following courses and distances: North 46 degrees 26 minutes west 292.7 feet, south 77 degrees 22 minutes west 220.9 feet, north 7 degrees 42 minutes west 197.2 feet, north 6 degrees 51 minutes west 243.7 feet, south 84 degrees 42 minutes east 9.4 feet, north 11 degrees 27 minutes west 128.3 feet, north 84 degrees 4 minutes west 13.4 feet, north 1 degree 6 minutes west 104.9 feet, north 4 minutes west 75.2 feet, north 17 degrees 2 minutes west 164.8 feet and north 31 degrees 13 minutes west 44.1 feet, recrossing Bedford road, to a point in the northerly line thereof, at the northwest corner of said Parcel No. 983; thence partly along the northerly line of said parcel, and along said road line, north 51 degrees 5 minutes east 4 feet and north 52 degrees 28 minutes east about 25 feet to the southwest corner of before mentioned Parcel No. 982; thence along the westerly line of said parcel, partly along the southerly and westerly lines of before mentioned Parcel No. 981, along the westerly line of before mentioned Parcel No. 980, along the westerly and partly along the northerly lines of before mentioned Parcel No. 978, and along the westerly line of before mentioned Parcel No. 977, the following courses and distances: North 31 degrees 13 minutes west 258.3 feet, north 77 degrees 46 minutes west 12.1 feet, north 79 degrees 1 minute west 13.7 feet, north 14 degrees 21 minutes west 49.8 feet, north 4 degrees 18 minutes east 7.8 feet, north 31 degrees 13 minutes west 190.9 feet, south 58 degrees 47 minutes west 55 feet, north 31 degrees 13 minutes west 443 feet, north 35 degrees 9 minutes west 541.8 feet, north 89 degrees 48 minutes east 67.2 feet, north 35 degrees 9 minutes west 698.1 feet, south 54 degrees 51 minutes west 75 feet and north 35 degrees 9 minutes west 430.5 feet to the most westerly point of said Parcel No. 977, in the before mentioned easterly lines of Parcel No. 975 and Washington avenue; thence partly along said parcel line, north 35 degrees 9 minutes west 25.5 feet to a point in the centre of said avenue; thence along the centre line thereof, and continuing along said easterly parcel line, south 40 degrees 1 minute west 395 feet to the southeast corner of said parcel; thence along the southerly line of same, north 49 degrees 59 minutes west 26.3 feet, to a point in the westerly line of said avenue, at the southeast corner of Parcel No. 974; thence along the southerly line of said parcel, north 49 degrees 59 minutes west 269.2 feet to the southwest corner of same, in the easterly line of the before mentioned property of the New York and Harlem Railroad (New York Central and Hudson River Railroad Company, lessees); thence along said railroad property line, the westerly line of said parcel, and partly along the westerly line of before mentioned Parcel No. 972, north 35 degrees 31 minutes east 41.1 feet, north 56 degrees 13 minutes east 107.4 feet, again crossing Sawmill River, north 35 degrees 31 minutes east 301.1 feet, recrossing and again crossing said river, to the most southerly point of before mentioned Parcel No. 971; thence partly along the westerly line of said parcel, north 35 degrees 9 minutes west 109.2 feet to the most westerly point of same, in the westerly line of said railroad property, said point being also in the easterly line of before mentioned Parcel No. 969; thence partly along said parcel line, and along said railroad property line, south 35 degrees 31 minutes west 424.2 feet, again crossing Sawmill River, to the most southerly point of said parcel; thence partly along the westerly line of same, and along the westerly lines of Parcel No. 970 and before mentioned Parcels Nos. 968 and 967, partly along the westerly line of before mentioned Parcel No. 964, and along the westerly line of Parcel No. 966, the following courses and distances: North 35 degrees 9 minutes west 433 feet, again crossing Sawmill River, north 55 degrees 55 minutes east 425 feet, north 35 degrees 5 minutes west 225 feet, north 55 degrees 55 minutes east 75 feet, north 34 degrees 5 minutes west 4,930.1 feet, recrossing before mentioned Hardscrabble road, south 55 degrees 55 minutes west 75 feet, north 34 degrees 5 minutes west 300 feet, due west 400 feet and north 43 degrees 58 minutes west 747 feet to the northwest corner of Parcel No. 965, in the centre of the before mentioned road leading from Briarcliff to Chappaqua; thence along the centre line of said road and partly along the northerly line of said parcel, the following courses and distances: North 58 degrees 56 minutes east 143.6 feet, north 62 degrees 12 minutes east 93.3 feet, north 70 degrees 45 minutes east 47 feet, north 57 degrees 28 minutes east 83.5 feet, north 46 degrees 44 minutes east 91.6 feet, north 31 degrees 14 minutes east 43.4 feet and north 19 degrees 28 minutes east 56.1 feet; thence continuing along said northerly parcel line, north 82 degrees 54 minutes east 24.5 feet to the most northerly point of said parcel, in the northerly line of before mentioned Parcel No. 964, in the easterly line of said road; thence partly along said northerly parcel line, north 82 degrees 54 minutes east 481.1 feet and on a curve of 616.8 feet radius to the left, 254.4 feet, to the southwest corner of before mentioned Parcel No. 963, at another point in the southerly line of the last mentioned road leading from Briarcliff to Chappaqua; thence along the westerly line of said parcel, on a curve of 616.8 feet radius to the left, 29.7 feet, and north 12 degrees 25 minutes west 16.1 feet to the southwest corner of before mentioned Parcel No. 962, in the northerly line of said parcel; thence along the westerly line of said parcel north 12 degrees 25 minutes west 229.5 feet, north 77



degrees 35 minutes east 75 feet and north 12 degrees 25 minutes west 217.6 feet to the northwest corner of same, in the before-mentioned line between the Towns of Mount Pleasant and New-castle, in the southerly line of before-mentioned Parcel No. 961 of Real Estate Section No. 13, Southern Aqueduct Department; thence partly along said southerly parcel line and along the northerly line of said Parcel No. 962 and said town line, south 58 degrees 32 minutes east 34.7 feet and south 57 degrees 3 minutes east 35.6 feet to the point or place of beginning.

The greatest width of the tract of land acquired for the aqueduct is 580 feet, at Parcels Nos. 999 and 1000, as shown on the map hereinbefore referred to. The least width of the aqueduct is 50 feet across each of the following parcels: Nos. 962, 964, 967, 968, 970, 977, 982, 1004, 1005.

The fee is to be acquired by The City of New York in all the real estate Parcels Nos. 962 to 1005, both inclusive, contained in the above description, excepting Parcels Nos. 973, 1001, 1002 and 1003, in which a perpetual easement is to be acquired for the purpose of building, maintaining and using the same in perpetuity for highway purposes.

The right sought to be acquired in Parcel No. 998, shown on said map, is for the purpose of constructing, maintaining and using the same for the construction of an aqueduct and its appurtenances as provided for by said act and the acts amendatory thereof or relating thereto.

Reference is hereby made to the said map filed as aforesaid in the office of the Register of the County of Westchester for a more detailed description of the real estate to be taken as above described.

In case any real estate hereinbefore described is used for highway or other public purposes, such use shall continue until such time as The City of New York may acquire the right to close the same.

Dated December 26, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office address, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.

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NINTH JUDICIAL DISTRICT, ORANGE COUNTY.

NORTHERN AQUEDUCT DEPARTMENT.

CATSKILL AQUEDUCT.

Section No. 7. Town of Cornwall.

NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRAISAL.

**PUBLIC NOTICE IS HEREBY GIVEN** that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under chapter 724 of the Laws of 1905, as amended, and the acts relating thereto.

Such application will be made to the Supreme Court at a Special Term thereof to be held in and for the Ninth Judicial District at the Court House in the City of Newburgh, Orange County, N. Y., on

SATURDAY, FEBRUARY 6, 1909,

at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York, and at least one of whom shall reside in the County of Orange, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by said act and the acts amendatory thereof.

The following is a description of the real estate to be acquired, together with a reference to the date and place of filing the map:

All those certain pieces or parcels of real estate situated in the Town of Cornwall, County of Orange and State of New York, shown on a certain map entitled: "Northern Aqueduct Department, Section No. 7. Board of Water Supply of The City of New York. Map of real estate situated in the Town of Cornwall, County of Orange and State of New York, to be acquired by The City of New York under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Catskill Aqueduct and appurtenances, from west shore of Hudson River at Storm King to the vicinity of Valhalla," which map was filed in the office of the County Clerk of the County of Orange at Goshen, N. Y., on the 14th day of December, 1908; which parcels are bounded and described as follows:

First Part.

Beginning at the most southerly point of Parcel No. 318 of Real Estate Section No. 6, Northern Aqueduct Department (the map of which section was filed in the office of the County Clerk of the County of Orange at Goshen, New York, on the 15th day of June, 1908), said point being also the most easterly point of Parcel No. 319 and the most northerly point of the southerly portion of Parcel No. 320, and running thence partly along the northerly line and along the easterly line of said southerly portion of Parcel No. 320, south 45 degrees 6 minutes east 433.1 feet and south 44 degrees 10 minutes west 185.7 feet to the southeast corner of said portion of Parcel No. 320, in the northerly line of the property of the West Shore Railroad; thence along said railroad property line and the southerly line of said parcel, north 45 degrees 41 minutes west 474.4 feet to the most easterly point of Parcel No. 322; thence partly along the southerly line of said parcel, south 56 degrees 35 minutes west 101.3 feet, crossing said railroad property to a point in the southerly line thereof at the most southerly point of said parcel; thence continuing along the southerly line of said parcel and running along said southerly railroad property line north 45 degrees 41 minutes west 51.2 feet, to the most westerly point of said parcel; thence partly along the northerly line thereof and partly along the southerly line thereof of Parcel No. 323, the following courses and distances: North 56 degrees 35 minutes east 87.3 feet, north 55 degrees 55 minutes west 58.3 feet, north 46 degrees 28 minutes west 77.6 feet and south 44 degrees 10 minutes west 74 feet, to another point in the southerly line of said railroad property in the northerly line of Parcel No. 324; thence along said parcel and railroad lines, north 45 degrees 41 minutes west 75 feet; thence continuing along the southerly line of Parcel No. 323, the following courses and distances: North 44 degrees 10 minutes east 64.6 feet, north 52 degrees 46 minutes west 61.9 feet, north 57 degrees 13 minutes west 100 feet, north 28 degrees 50 minutes west 104.4 feet, north 38 degrees 38 minutes 30 seconds west 105.7 feet and south 44 degrees 10 minutes west 91 feet, to another point in the before-mentioned southerly railroad property line in the northerly line of before-mentioned Parcel No. 324; thence along the said parcel and railroad lines, and continuing along the southerly line of Parcel No. 323, north 45 degrees 41 minutes west 50 feet, to the south-west corner of said Parcel No. 323; thence along the westerly line of same, north 44 degrees 10 minutes east 99 feet, to the northwest corner of said parcel in the northerly line of said railroad property, said point being also in the south-

erly line of the northerly portion of before-mentioned Parcel No. 320; thence partly along said southerly line and said railroad line, north 45 degrees 41 minutes west 32.9 feet, to the south-west corner of said parcel; thence along the westerly and northerly lines of said northerly portion of Parcel No. 320, north 25 degrees 54 minutes 30 seconds east 9.2 feet, north 44 degrees 19 minutes east 190 feet and south 45 degrees 6 minutes east 792 feet, to the most westerly point of before-mentioned Parcel No. 318 of Section No. 6, Northern Aqueduct Department, said point being also the most northerly point of before-mentioned Parcel No. 319; thence partly along the northerly line of the last-mentioned parcel and the southerly line of Parcel No. 318, south 45 degrees 6 minutes east 51.1 feet to the point or place of beginning.

Second Part.

Beginning at the most easterly point of Parcel No. 326, in the southerly line of the property of the West Shore Railroad, said point being also the most northerly point of Parcel No. 321, and running thence partly along the northerly line of the last mentioned parcel and along said railroad property line south 45 degrees 41 minutes east 110.9 feet, to the most easterly point of said parcel; thence along the southerly and westerly lines of said parcel, partly along the southerly line of before mentioned Parcel No. 326, along the southerly lines of Parcels Nos. 329, 331, 332, 333, 336, 337 and 338, partly along the southerly line of Parcel No. 339, along the southerly lines of Parcels Nos. 340 and 341, partly along the southerly lines of Parcels Nos. 343 and 344, partly along the easterly, along the southerly and partly along the westerly lines of Parcel No. 345, and along the southerly lines of Parcels Nos. 346 and 347, the following courses, distances and curves: South 81 degrees 14 minutes west 697 feet, north 8 degrees 46 minutes west 75 feet, south 81 degrees 14 minutes west 2,985.2 feet, south 8 degrees 46 minutes west 25 feet, south 81 degrees 14 minutes west 271 feet, north 8 degrees 46 minutes west 25 feet, south 81 degrees 14 minutes west 1,833.4 feet, on a curve of 75 feet radius to the right 44.8 feet, north 64 degrees 32 minutes 30 seconds west 2,299.9 feet, crossing Mountain road leading to West Point and a boulevard, south 40 degrees 55 minutes west 575 feet, north 60 degrees 54 minutes west 227.4 feet, north 7 degrees 5 minutes west 360 feet, north 28 degrees 30 minutes east 240 feet and north 68 degrees 24 minutes 30 seconds west 342 feet, to the southeast corner of Parcel No. 348, in the centre of Highland avenue; thence along the southerly lines of said parcel and Parcels Nos. 349, 350 and 351, the following courses and distances: North 68 degrees 24 minutes 30 seconds west 1,552.1 feet, north 49 degrees 58 minutes west 49 feet, north 68 degrees 24 minutes 30 seconds west 28 feet, south 21 degrees 35 minutes 30 seconds west 15.5 feet, and north 68 degrees 24 minutes 30 seconds west 638.4 feet, to the southeast corner of Parcel No. 352 in the easterly line of Hudson street; thence along the southerly lines of said parcel and Parcels Nos. 353, 354, 356, 355, 357, 358 and 359; partly along the easterly and along the southerly lines of Parcel No. 360, partly along the southerly line of Parcel No. 361, along the southerly line of Parcel No. 362, partly along the southerly line of Parcel No. 363, along the easterly line of Parcel No. 365, along the easterly, southerly and westerly lines of Parcel No. 368 and the westerly line of before mentioned Parcel No. 365, again partly along the southerly line of Parcel No. 363, along the southerly line of Parcel No. 366, and partly along the easterly and southerly lines of Parcel No. 369, the following courses and distances: North 68 degrees 24 minutes 30 seconds west 2,229.4 feet, crossing a road leading from Cornwall-on-Hudson and a road leading from Cornwall to Newburgh, Idlewild Brook and Mailler avenue, south 36 degrees 44 minutes 30 seconds west about 37 feet, north 65 degrees 44 minutes west 596.4 feet, north 24 degrees 15 minutes 30 seconds east 7.3 feet, north 68 degrees 24 minutes 30 seconds west 2,825.7 feet, south 9 degrees 21 minutes 30 seconds west 714.1 feet, south 23 degrees 5 minutes west 648.9 feet, south 55 degrees 13 minutes west 47 feet, north 23 degrees 5 minutes east 685.1 feet, north 9 degrees 21 minutes 30 seconds east 716.6 feet, north 68 degrees 24 minutes 30 seconds west 233.5 feet, crossing the property of the New York Ontario and Western Railroad, south 16 degrees 9 minutes 30 seconds west 79.8 feet, and north 65 degrees 39 minutes 30 seconds west 275 feet, to a point in the centre of Moodna Creek; thence along said creek north 11 degrees 13 minutes west 92.3 feet; thence continuing along the southerly line of said Parcel No. 369, and running partly along the northerly line of same, north 65 degrees 20 minutes 30 seconds west 1,318.7 feet, north 78 degrees 37 minutes 30 seconds east 85.3 feet and south 65 degrees 29 minutes 30 seconds east 1,213.7 feet, to another point in the centre of Moodna Creek; thence along the centre line thereof north 11 degrees 13 minutes west 96.1 feet, north 7 degrees 47 minutes 30 seconds east 160 feet and north 21 degrees 51 minutes east 608.8 feet, thence continuing along the northerly line of Parcel No. 369, south 73 degrees 50 minutes 30 seconds east 375 feet to a point in the westerly line of the before-mentioned property of the New York Ontario and Western Railroad; thence along said railroad property line and partly along the easterly line of said parcel, south 16 degrees 9 minutes 30 seconds west 800 feet and south 30 degrees 12 minutes west 99 feet to the north-west corner of before-mentioned Parcel No. 366; thence along the northerly line of said parcel south 68 degrees 24 minutes 30 seconds east 146.9 feet, recrossing said railroad property to a point in the easterly line thereof, at the south-west corner of Parcel No. 364; thence partly along the westerly line of said parcel and along said easterly railroad property line north 31 degrees 57 minutes east 10.3 feet and north 16 degrees 9 minutes 30 seconds east 512.4 feet to the southeast corner of Parcel No. 367; thence along the southerly line of said parcel north 73 degrees 50 minutes 30 seconds west 125 feet, again crossing said railroad property to a point in the westerly line thereof, at the southwest corner of said parcel; thence along the westerly line of said parcel and along said railroad property line, north 16 degrees 9 minutes 30 seconds east 25 feet to the northwest corner of said parcel; thence along the northerly line thereof south 73 degrees 50 minutes 30 seconds east 125 feet, again recrossing said railroad property to a point in the easterly line thereof, at the northwest corner of before-mentioned Parcel No. 364; thence along the northerly and easterly lines of said parcel, partly along the northerly lines of before-mentioned Parcels Nos. 363 and 362, along the northerly line of before-mentioned Parcel No. 361 and partly along the northerly and easterly lines of before-mentioned Parcel No. 360 and along the northerly lines of Parcels Nos. 359, 358, 357, 355, 356, 354 and 353, the following courses and distances: South 73 degrees 50 minutes 30 seconds east 25 feet, south 16 degrees 9 minutes 30 seconds west 500 feet, south 26 degrees 7 minutes 30 seconds east 74 feet, south 68 degrees 24 minutes 30 seconds east 2,865.8 feet, north 24 degrees 15 minutes 30 seconds east 256.4 feet, north 78 degrees 10 minutes east 120.1 feet, north 30 degrees 7 minutes 30 seconds east 250.2 feet, south 63 degrees 29 minutes 30 seconds east 456.8 feet, south 36 degrees 44 minutes 30 seconds west 280 feet, south 53 degrees 15 minutes 30 seconds east 150 feet, south 36 degrees 44 minutes 30

seconds west about 230 feet, south 68 degrees 24 minutes 30 seconds east 1,780.6 feet, recrossing before-mentioned Mailler avenue, before-mentioned Idlewild Brook, a road leading from Cornwall to Newburgh and a road leading to Cornwall-on-Hudson, south 21 degrees 35 minutes 30 seconds west 7.5 feet, south 68 degrees 24 minutes 30 seconds east 55 feet, north 21 degrees 35 minutes 30 seconds east 7.5 feet and south 68 degrees 24 minutes 30 seconds east 374.2 feet, to the northwest corner of before-mentioned Parcel No. 352 in the centre of before-mentioned Hudson street; thence along the northerly lines of said parcel and before-mentioned Parcels Nos. 351, 350 and 349, south 68 degrees 24 minutes 30 seconds east 2,276.4 feet to the northwest corner of before-mentioned Parcel No. 347, in the centre of before-mentioned Highland avenue; thence along the northerly lines of said parcel and before-mentioned Parcels Nos. 346, 345 and 344, partly along the northerly lines of before-mentioned Parcels Nos. 343 and 341, along the northerly line of Parcel No. 342, again partly along the northerly line of Parcel No. 341, along the northerly lines of before-mentioned Parcels Nos. 340 and 339, partly along the northerly lines of before-mentioned Parcel No. 338, along the northerly lines of before-mentioned Parcels Nos. 337 and 336, along the northerly and partly along the easterly lines of before-mentioned Parcel No. 333, partly along the westerly line of Parcel No. 334 and along the westerly line of Parcel No. 335, the following courses, distances and curves: South 68 degrees 24 minutes 30 seconds east 336.5 feet, north 71 degrees 3 minutes 30 seconds east 74.5 feet, north 33 degrees 26 minutes east 175 feet, south 64 degrees 21 minutes east 205 feet, south 9 degrees 11 minutes 30 seconds east 276.9 feet, recrossing the before-mentioned boulevard and Mountain road, south 64 degrees 32 minutes 30 seconds east 1,834 feet, south 25 degrees 27 minutes 30 seconds west 4 feet, south 40 degrees 48 minutes east 24.8 feet, south 64 degrees 32 minutes 30 seconds east 16 feet, north 25 degrees 27 minutes 30 seconds east 14 feet, south 64 degrees 32 minutes 30 seconds east 461.8 feet, on a curve of 25 feet radius to the left 14.9 feet, north 81 degrees 14 minutes east 1,568.3 feet, north 8 degrees 46 minutes west 90 feet, north 21 degrees 51 minutes east 289.9 feet, north 83 degrees 20 minutes 30 seconds east 470 feet, south 35 minutes 30 seconds west 210.4 feet, south 88 degrees 15 minutes east 217.3 feet, north 12 degrees 5 minutes west 200.8 feet, north 79 degrees 14 minutes 30 seconds east 272 feet and north 23 degrees 23 minutes 30 seconds east 420.5 feet to the most northerly point of said Parcel No. 335, in the southerly line of Bay View avenue; thence along said line and the northerly lines of said parcel and before-mentioned Parcel No. 334, south 45 degrees 51 minutes 30 seconds east 26.8 feet to the north-east corner of said Parcel No. 334; thence along the easterly and southerly lines of said parcel, again partly along the northerly line of Parcel No. 333, along the northerly lines of before-mentioned Parcels Nos. 332, 331 and 329, along the westerly line of Parcel No. 328 and the southerly and westerly lines of Parcel No. 330, the following courses, distances and curves: South 23 degrees 23 minutes 30 seconds west 424.2 feet, south 79 degrees 14 minutes 30 seconds west 259.6 feet, south 12 degrees 5 minutes east 207.2 feet, north 88 degrees 15 minutes west 248.7 feet, south 35 minutes 30 seconds west 91.2 feet, north 81 degrees 14 minutes east 2,771.6 feet, north 25 degrees 54 minutes 30 seconds east 117.8 feet, north 44 degrees 35 minutes 30 seconds west 117.7 feet, north 82 degrees 50 minutes 30 seconds west 401.1 feet, on a curve of 211.9 feet radius to the right 169.1 feet, on a curve of 138 feet radius to the left 216.8 feet, south 52 degrees 53 minutes west 54 feet, south 71 degrees 40 minutes 30 seconds west 76.3 feet, south 78 degrees 35 minutes 30 seconds west 13.9 feet and north 10 degrees 7 minutes west 16 feet to a point in the centre of before-mentioned Bay View avenue, at the northwest corner of said Parcel No. 330; thence along the northerly line of said parcel, partly along the westerly line of Parcel No. 325 and along the westerly line of Parcel No. 324, the following courses, distances and curves: North 78 degrees 35 minutes 30 seconds east 13.5 feet, north 63 degrees 35 minutes 30 seconds east 40.7 feet, north 56 degrees 18 minutes 30 seconds east 26 feet, north 52 degrees 53 minutes east 54 feet, on a curve of 168 feet radius to the right 263.9 feet, on a curve of 181.9 feet radius to the left 145.2 feet, south 82 degrees 50 minutes 30 seconds east 528.5 feet and north 25 degrees 54 minutes 30 seconds east 454.7 feet to the northwest corner of said Parcel No. 324, in the before-mentioned southerly line of the property of the West Shore Railroad; thence along said railroad property line and the northerly line of said parcel, partly along the northerly lines of Parcel No. 325 and before-mentioned Parcel No. 326, south 45 degrees 41 minutes east 746.2 feet to the point or place of beginning.

The greatest width of the proposed taking along the aqueduct is 515 feet, which occurs across Parcel No. 360, and the least width of the said taking is 50 feet, which occurs across each of the following parcels: 319, 322, 326, 329, 331, 332, 333, 336 to 363, both inclusive; 366 and 369.

The fee of all the real estate shown on said map is to be acquired by The City of New York, designated as Parcels Nos. 319 to 369, both inclusive, except Parcels Nos. 319, 326, 327 and 330, colored blue on said map, in which a perpetual easement is to be acquired, being the right to construct and forever maintain the aqueduct and its appurtenances as provided for by said act and the acts amendatory thereof or relating thereto.

And also excepting Parcels Nos. 320, 321, 323, 324, 325, 328, 334, 335, 364, 365, 367 and 368, colored yellow on said map, in which a temporary easement is to be acquired, being the right to occupy and use the surface of said parcels for such purposes as may be necessary until the completion of the aqueduct and its appurtenances, at which time the rights of the City shall cease.

Reference is hereby made to the said map filed as aforesaid in the office of the County Clerk of the County of Orange for a more detailed description of said real estate to be acquired as above stated.

In case any real estate hereinbefore described is used for highway or other public purposes, such use shall continue until such time as The City of New York may acquire the right to close the same.

Dated December 24, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office address, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.

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NINTH JUDICIAL DISTRICT.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the City of Yonkers, Westchester County, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York, Hill View Reservoir, Section 1.

**PUBLIC NOTICE IS HEREBY GIVEN** that the fourth separate report of George N. Rigby, James K. Appar and Bernard F. Martin, Commissioners of Appraisal in the above-entitled matter, dated November 18, 1908, covering Parcels Nos. 1 and 3, was filed in the office of the Clerk of Westchester County on November 20, 1908.

Further notice is hereby given that an application will be made to the Supreme Court at a Special Term thereof to be held at the Judge's Chambers, Nyack, Rockland County, N. Y., on January 9, 1909, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order confirming said report and for such other and further relief as to the Court may seem just.

Dated New York, December 12, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office Address, Hall of Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

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NINTH JUDICIAL DISTRICT.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905 and the acts amendatory thereof, in the towns of North Castle and Mount Pleasant, Westchester County, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York, Kensico Reservoir, Section No. 4.

**PUBLIC NOTICE IS HEREBY GIVEN** that the second separate report of William B. Greeley, Henry G. Gray and H. Hobart Keeler, Commissioners of Appraisal in the above entitled matter, dated November 19, 1908, covering Parcels Nos. 197, 199, 201, 204, 205, 206, 208, 214, 216, 217, 219, 221, 224, 225, 226, 230, 234, 236, 245, 250, 251, 255, 259, 262 and 277, was filed in the office of the Clerk of Westchester County on November 20, 1908.

Further notice is hereby given that an application will be made to the Supreme Court at a Special Term thereof, to be held at the Judge's Chambers, Nyack, Rockland County, New York, on January 9, 1909, at 10.30 o'clock in the forenoon of that day or as soon thereafter as counsel can be heard, for an order confirming said report and for such other and further relief as to the Court may seem just.

Dated New York, December 12, 1908.

FRANCIS KEY PENDLETON,

Corporation Counsel.

Office and Post Office address, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.

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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, and 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.