

# THE CITY RECORD.

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## THE CITY RECORD.

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GEORGE B. McCLELLAN, MAYOR.

FRANCIS K. PENDLETON, CORPORATION COUNSEL.

HERMAN A. METZ, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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## 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 18, 1909:

Wednesday, January 20—2:30 p. m.—Room 310.—Order No. 531.—STATEN ISLAND RAPID TRANSIT CO. and STATEN ISLAND RAILWAY CO.—Fifth Ward Improvement Association, Complainant.—“Passenger Rates, etc.”—Commissioner McCarroll.

2:30 p. m.—Room 305.—Case No. 1025.—NEW YORK CITY INTERBOROUGH RAILWAY CO.—John Haut and Others, Complainants.—“Discontinuance of service on line which formerly ran up Southern Boulevard, from 180th Street and Aqueduct Avenue to Washington Bridge.”—Commissioner Eustis.

4 p. m.—Room 305.—Case No. 1013.—METROPOLITAN STREET RY. CO. AND ADRIAN H. JOLINE AND DOUGLAS ROBINSON, RECEIVERS.—Wm. W. Hoppin, Complainant.—“Noise made by operation of cars at the curve at 53rd Street and Sixth Avenue.”—Commissioner Eustis.

Thursday, January 21—10:30 a. m.—Room 305.—Order No. 739.—RICHMOND LIGHT & RAILROAD CO. AND STATEN ISLAND MIDLAND RAILWAY CO.—“Refusal to give transfers.”—Commissioner McCarroll.

11 a. m.—Mr. Harkness' Room.—CITY OF NEW YORK AND DEGNON CONTRACTING CO.—“Arbitration of Determination of Henry B. Seaman, Chief Engineer.”

2:30 p. m.—Room 305.—Case 1034.—INTERBOROUGH RAPID TRANSIT CO.—“Absence of coverings over stairways at several stations on the Second, Third, Sixth and Ninth Avenue Elevated Lines.”—Commissioner Eustis.

Friday, January 22—2:30 p. m.—Room 305.—Case No. 1005.—INTERBOROUGH RAPID TRANSIT CO.—Public Safety Committee of New York City Federation of Women's Clubs and Rapid Transit Committee of One Hundred, J. Aspinwall Hodge, Chairman of the Executive Committee.—“Lack of Destination Signs in Subway Trains.”—Commissioner Eustis.

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

## POLICE DEPARTMENT.

Sanitary Company (Boiler Squad), }  
January 4, 1909. }

To the Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882 as amended, the following report will show the names of persons to whom licenses were issued, class of license and location for the same, during the twenty-four hours ending 12 midnight, December 31, 1908:

### First Class.

John C. Schenck, Nos. 165 and 167 Broadway; William D. McGregor, No. 393 Pearl street; James Morrow, No. 148 Sand street; Mathew Kelsch, No. 48 Wall street; Neil Gillespie, Aqueduct, near racetrack, Aqueduct, L. I.; Ernest De Shays, Nos. 63 and 65 Wall street; Michael Buckley, Railroad avenue and South street, Winfield.

### Second Class.

William Vogel, No. 621 Fifth avenue; Michael D. Scannell, One Hundred and Sixty-ninth street and Ogden avenue; Hugo Schuller, No. 29 Broadway; David Quinn, No. 421 East One Hundred and Twenty-fifth street; Patrick Mescall, Nos. 231 and 233 East Houston street; Charles Flohr, No. 301 Sixth avenue; William H. Adams, Nos. 73 and 75 Beach street; Thomas Anderson, Astor place, Fourth and Third avenues; Albert Robinson, Old South road, Jamaica South, Woodhaven Station.

### Third Class.

James McCabe, No. 37 Liberty street; Richard L. Sullivan, No. 135 West Forty-seventh street; George H. Willers, No. 1297 Bedford avenue, Brooklyn; Louis Wahl, One Hundred and Seventy-seventh street and Bronx River; Michael B. Walsh, foot East Thirty-second street; Frank H. Walsh, No. 69 West Sixty-sixth street; William B. Sprague, Thirty-eighth street and First avenue; Thomas Steers, West New Brighton, S. I.; Christ Staby, Jamaica Station, Jamaica, L. I.; John W. O'Meara, Richmond Valley, S. I.; William O'Donnell, No. 97 Columbia Heights; Michael McKenna, No. 1192 Broadway; Louis Lang, No. 109 West street; William Lang, Sheepshead Bay road and West Fifth street, Coney Island, Brooklyn; Thomas Loughlin, No. 225 East Twenty-third street; Frederick Kunzler, No. 2161 Second avenue; William Johnston, foot Jane street; Thomas H. Gresty, No. 60 West Seventy-fifth street; William J. Erricon, Casino Beach, Long Island City; Matthias Beck, No. 182 Grand street; Frederick Bruce, Nos. 43 and 45 Wooster street; Henry Clear, No. 139 West Forty-fourth street; Richard H. Baird, One Hundred and Thirty-first street and Lexington avenue.

### Special.

Henry Lakestream, One Hundred and Thirty-second street and Harlem River.

Respectfully,

HENRY BREEN, Lieutenant in Command.

## POLICE DEPARTMENT.

Sanitary Company (Boiler Squad), }  
January 5, 1909. }

To the Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882 as amended, the following report will show the names of persons to whom licenses were issued, class of license and location for the same, during the twenty-four hours ending 12 midnight, January 2, 1909:

### First Class.

William Gans, No. 364 Manhattan avenue, Brooklyn; Joseph Foster, No. 215 Ryerson street, Brooklyn; John J. Ludin, Richmond Hill, Elm street and Lexington avenue; Patrick Dowd, No. 251 West One Hundred and Thirty-third street; Thomas Connolly, Two Hundred and Seventh street and Jerome avenue; James Smith, Pier A, North River; Joseph Walsh, No. 280 East One Hundred and Thirty-fourth street; William D. Cole, No. 230 Third street.

### Second Class.

John Kennelly, No. 309 Fulton street; William Loos, No. 283 Vernon avenue, Brooklyn; John Mahoney, Ninety-first street and First avenue; Dennis Hackett, No. 138 Fifth avenue; Walter C. Haywood, No. 447 West Fourteenth street; Adolph Davidowitz, No. 248 Cherry street; Charles J. Dorrian, Nos. 24 and 26 Columbia street; Martin Nolan, Madison avenue and One Hundred and Nineteenth street; Camille Le Jenne, Remsen avenue and Avenue F.

### Third Class.

Thomas Watson, Dry Harbor road and Long Island Railroad, Glendale, L. I.; Frants Christiansen, No. 303 Jay street, Brooklyn; Frank P. Klarman, No. 97 Richardson street, Brooklyn; John Diaz, No. 414 Flushing avenue, Brooklyn; George Winters, Ralph street and Grand View avenue, Evergreen, L. I.; Benzion Karfoil, No. 842 Lorimer street, Brooklyn; Patrick McGrath, No. 537 Kent avenue, Brooklyn; George H. Smith, Jr., No. 576 Smith street, Brooklyn; George McIntosh, No. 9 Van Brunt street, Brooklyn; William Goedtel, Casino Beach, Long Island City; Charles E. Abrams, Ward street and Curtis avenue, Morris Park, L. I.; John Malone, No. 1192 Broadway; Joseph Screvani, No. 127 Mulberry street; John O'Donnell, No. 3 East Sixtieth street; William H. Jennings, No. 399 Madison avenue; Clarence H. Pitt, No. 956 Broadway; John W. Cunliffe, Homecrest avenue, between Avenues S and T, Brooklyn; J. Peter Mangels, No. 120 Broadway, Brooklyn; Daniel Philpitt, foot Bayside avenue, Whitestone, L. I.; Arthur Burke, No. 120 South Eighth street, Brooklyn; George Ralston, No. 502 Hamilton avenue, Brooklyn.

### Special.

William J. Fox, No. 206 Monroe street, Brooklyn.

Respectfully,

HENRY BREEN, Lieutenant in Command.

## POLICE DEPARTMENT.

Sanitary Company (Boiler Squad), }  
January 5, 1909. }

To the Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882, as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same during the twenty-four hours ending 12 midnight, January 4, 1909:

### First Class.

George F. Allen, No. 115 Eighth street, Brooklyn; Charles E. Pannell, No. 230 Third street, Brooklyn; James Fleming, foot of Thirty-ninth street, Brooklyn; John A. Baker, No. 40 University place; John Kaveny, Fifth avenue and Fiftieth street; William Sloat, No. 340 Broadway; Joseph J. Wilson, No. 29 Gold street.

### Second Class.

Oscar Hyer, No. 57 William street; Ulrich Landolt, No. 114 West Thirty-ninth street; Michael J. Nolan, Fourteenth street and Avenue D; Patrick Coll, No. 175 East Sixty-eighth street; Joseph Haffmann, No. 311 East Ninety-first street.

### Third Class.

Elias Meyers, foot of East Sixtieth street; Frank Kieffer, foot of Fifty-second street, Brooklyn; Alexander J. Noble, Astor place, Fourth and Third avenues; John Bysheim, No. 186 Cook street, Brooklyn; Alexander W. Chase, Third street and Van Alst avenue, Long Island City; Matthew Metzger, Sanford avenue and Murray lane, Flushing, L. I.; Bernard Traynor, No. 375 Lafayette place; Abram Van Hoesen, No. 168 West Thirty-fourth street; Herman J. Fuldner, No. 404 East Fourteenth street; Curtis H. Cutler, No. 53 Washington Square South; John Diskin, No. 11 East Thirty-second street; Edward Moller, No. 23 Leonard street; Joseph E. B. King, No. 28 Sheriff street; Frank R. Hewitt, Eleventh avenue and Thirtieth street; Richard F. Morris, New Brighton, S. I.; Thomas B. Mallon, No. 425 East Fourth street; Edward E. Tibbs, No. 133 East Fifty-fifth street; John W. Hungad, foot of East Sixty-sixth street; Philip Ahern, No. 90 Wall street; Daniel Daly, Broadway, Trinity Church Corporation; John W. Krouse, No. 135 Broadway; Simon T. Hoven, No. 784 Fifth avenue; Thomas C. Barrett, No. 10 West Thirtieth street; John H. Wicks, St. John's Park; George E. Maddox, Sixty-seventh street and Park avenue; James Hart, New Brighton, S. I.; William H. Maloney, No. 125 East One Hundred and Twenty-fourth street; Henry E. Acker, No. 1446 Prospect avenue; Fred C. Towers, Unionport, Zerega avenue and Westchester Creek, The Bronx.

Respectfully,

HENRY BREEN, Lieutenant in Command.

## BOROUGH OF BROOKLYN.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1907.

The City of New York,  
Office of the President of the Borough of Brooklyn,  
Brooklyn, November 24, 1908.

Hon. George B. McCLELLAN, Mayor, New York City:

Sir—In compliance with the requirements to that effect of section 383 of the Greater New York Charter, I hereby make to you an annual report of "the business and transactions" of the Borough of Brooklyn, for the year ending December 31, 1907.

During the year in question, the official force available for the carrying on of such "business and transactions" of the Borough, was organized in and by the following offices, Departments and Bureaus:

## I.—The Borough President's office:

1. The President's private office, in charge of Private Secretary John A. Heffernan.
2. The President's Engineering Bureau, in charge of Consulting Engineer R. Walter Creuzbauer.
3. The President's Administrative office, in charge of Borough Secretary Charles Frederick Adams (ex-officio Secretary to Local Improvement Boards).
  - (a). General Administrative Bureau (Borough Secretary).
  - (b). Local Improvement Bureau (William J. Bierach, Managing Clerk; George J. Bischof, Engineer Adviser).

## II.—Department of Public Works, Desmond Dunne, Commissioner:

1. Assistant Commissioner's office (Bureau of Contracts), in charge of Edward De Forest Candee, Assistant Commissioner of Public Works.
2. Bureau of Highways, Thomas R. Farrell, Superintendent; John C. Sheridan, Chief Engineer.
3. Bureau of Sewers, James Dunne, Superintendent; E. J. Fort, Chief Engineer.
4. Topographical Bureau, Charles R. Ward, Engineer in charge.
5. Bureau of Public Buildings and Offices, Joseph M. Lawrence, Superintendent.
6. Office of General Bookkeeper, Thomas F. Moran in charge.

## III.—Department of Buildings, David F. Moore, Superintendent.

The work of each Bureau is described in detail in the annexed statement by its chief, and that of the Bureaus under the supervision of the Commissioner of Public Works is very fully and interestingly summarized in his report, which is also annexed.

Through R. W. Creuzbauer, Consulting Engineer of Public Works, Morton L. Fouquet, Assistant Engineer in Charge of the Division of Sub-structures, submits a report of very satisfactory progress made by that Division in its special work of preparing accurate maps and data showing the improvements in and on the streets of the Borough. Thirteen and one-half miles of streets, covering the area shown on the map attached to the report, have been surveyed in the manner and for the purposes mentioned. It is proposed to solicit the authorization of the Board of Aldermen to establish a schedule of fees to be paid by the applicants requiring access to the filed maps, plans and other information collected by the Division of Sub-structures.

During the year our first Municipal Asphalt Plant has been constructed, and has proved very effective in the speedy repairing of asphalt pavements no longer under "guarantee" by contractors.

Financial and other troubles culminating during the year brought about conditions resulting in the serious restriction and hampering of the public works of the Borough, the Finance Department having refused or delayed the certification of many authorized contracts and the Board of Estimate having refused or delayed or revoked the authorization of many others. Among the important projects the prosecution of which was thus hindered or prevented, were urgently needed relief sewers, of vast importance to large and heavily populated portions of the Borough.

The Assistant Commissioner of Public Works reports the execution of 356 contracts (as against 435 executed in 1906), involving an estimated approximate cost of \$3,346,000. The great majority of these, of course, were contracts for the Bureau of Highways and the Bureau of Sewers. 176 contracts were left pending, 72 of which, involving \$740,000, had not been registered by the Comptroller, and 97, involving \$657,000, had not been certified by him.

The Bureau of Highways reports work carried on under 208 contracts, of which 194 were completed. These contracts cover 74 miles of streets, 36 miles being for pavements, and 34 miles for regulating, grading, etc. Including 2 miles laid by the Department of Parks or by private individuals, 38 miles of pavement, of which 30 miles were of sheet asphalt and asphalt block, have been laid in this Borough during the year.

Of the total laid, 21 miles constituted repavement. Of these, about 16 miles replaced old cobble pavements, thus reducing the total of such cobble pavements in the Borough, from 50 to 34 miles. Twenty years ago there were 308 miles of such pavement in Brooklyn.

The work of the year brings the total pavement mileage of the Borough to 664.285 miles, an increase of 17.205 over 1906. Over 332 miles of this consist of sheet asphalt and asphalt block pavements.

Of the total number of contracts, covering 38 miles of streets, which were left incomplete at the end of the year, contracts covering 25 miles of streets were contracts which the Comptroller had omitted to register.

Approximately 2,460,000 square feet of sidewalks were laid. Out of this total, about 1,339,000 square feet were laid under public contracts. At a uniform width of 5 feet, this would make about 51 miles of sidewalk flagging laid.

In addition to 54 assessment lists sent off, involving over \$290,000, the map room furnished more than 400 plans for new work, nearly 3,400 miscellaneous maps, and 384 preliminary estimates for original improvements, involving an estimated total cost of \$6,224,000.

Of the more than 12,000,000 square yards of surface comprised in the 664 miles of paved street area, more than 60 per cent. are maintained by the Bureau of Highways out of its repair fund. Owing to numerous openings in connection with subsurface structures, many important thoroughfares have been found to be in very poor condition, imperatively calling for repairs.

The Division of Street Repairs attended to the maintenance of all roads and pavements not under guarantee. Its repairs of stone pavements covered 283,000 square yards. Nearly 25,000 openings made in streets (less than four-tenths for street connections, and the rest for corporations) have been repaired. More than 16,000 defects complained of (7,500 by our Inspectors) were repaired in due course, though the available force is inadequate to deal properly with the multitude of complaints as to sidewalk conditions.

The Bureau of Incumbrances and Permits reports considerable activity, over 2,300 complaints having been settled, 1,200 boulders, trees, etc., removed, 3,000 inspections of corporation and plumbers' cuts made, and more than 38,000 permits issued.

The work of the Sewer Bureau, like that of the Highways, was seriously handicapped and restricted by the financial difficulties of the year, and the resulting attitude and policy of the financial officials of the City. But few sewer improvements were authorized by the Board of Estimate before October, and none after. Drainage plans were redesigned covering sewers 164 miles in length. Plans and specifications were prepared for sewers 34 miles long and estimated to cost \$3,820,000; also for 349 sewer basins and 12 miles of house connections.

During the year 19.50 miles of sewers were built by the Department, and 1.50 by private contract. These additions brought the total mileage of recorded sewer construction to about 805 miles. Deducting some two miles abandoned during the year, we have, as the net mileage for the Borough, 803 miles, a total nearly as great as the combined mileage of Manhattan, The Bronx and Richmond.

Good progress is reported in the improvement work of making up the assessment rolls for completed sewer contracts, the rolls for 23 contracts covering \$3,851,000 (the largest amount covered in any single year), having been sent in to the Board of Assessors. This reduces the arrearage of \$4,000,000 left by the last administration, down to a total of \$1,438,000.

More than half of the total length of the important flushing tunnel for Gowanus Canal, was built during the year. Other important sewer construction went on in the

Gold street relief sewer, the Scott avenue "interborough" sewer, and the sewer systems in Seventh, Knickerbocker and Johnson avenues, Quay street and elsewhere.

For various engineering reasons, extensive changes, deemed very important, have been made in the adopted sewerage system, covering in all a length of 164 miles of sewers. It is claimed and believed that the redesigned sewers should prove sufficient for generations.

A thorough investigation of the best known methods of sewage disposal, including a careful study of existing disposal plants, was undertaken, and the Superintendent of Sewers and the Chief Engineer of the Bureau personally visited and inspected ten sewage disposal plants in Great Britain. The observations thus made, and data secured as to the experience at Boston, Baltimore, Lawrence, Mass., and Columbus, Ohio, are duly noted and commented on in a report upon the subject by Chief Engineer Fort, dated January 28, 1908. Plans are under way for the needed remodeling of the Twenty-sixth Ward works, at which nearly 3,407,000,000 gallons of sewage were pumped during the year; over 1,584,000,000 gallons were pumped at the Thirty-first Ward plant.

The Topographical Bureau's report shows great and effective activity during the year. A new feature of its work, by which a substantial saving has been effected, consists of the preparation by this Bureau of all maps and curb and grade stakes for original highway improvements. Progress has been made in the preparation of an official map of the entire Borough, based on the triangulation system, and being drawn to a scale of 600 feet to the inch, will be 12 feet square. Progress has been made in the Bureau's systematic record of the legal status of the several streets of the Borough, a record which will eventually embody a complete history of every such street.

A full and detailed account of the financial operations of the Department of Public Works is contained in the accompanying report of Thomas F. Moran, General Bookkeeper.

Your attention is respectfully called to the elaborate report of the Department of Buildings, which I will not attempt to summarize.

The eight Local Boards of Public Improvements constitute a very important branch of the Administrative Office of the President of the Borough of Brooklyn. Thousands of resolutions were adopted by the various Local Boards during the year, involving an outlay of millions of dollars by the City. These Boards have jurisdiction over improvements where the cost is to be borne in whole or in part by the property deemed to be benefited, as in the opening or closing of streets, construction of bridges, tunnels and sewers, setting curb, paving roadways and sidewalks, grading down or filling in lots and erecting fences in front of or around vacant lots which constitute a public nuisance and menace to health.

When the work to be done consists of laying crosswalks or sidewalks, grading down or filling in lots or erecting fences, and the amount involved does not exceed \$2,000, the action of the Local Board is final, and the Borough President may proceed to prepare specifications and advertise for bids; otherwise, the Local Board resolution merely initiates a proceeding which requires the approval of the Board of Estimate and Apportionment before the actual construction work can be begun. Some delays, therefore, are due to the passage of resolutions by the Local Boards initiating proceedings which cannot be approved by the Board of Estimate and Apportionment until certain obstacles have been removed. For example, a petition to pave a certain street is granted by a Local Board, and a resolution adopted initiating proceedings for the improvement; it is found upon investigation that the City has never acquired title to the land lying within the lines of the street as it appears upon the map of The City of New York; therefore, it becomes necessary first to initiate proceedings for acquiring title, which under the present arrangement takes about a year at least; then it may be found that subsurface improvements are lacking; proceedings are started providing for the installation of sewers, which, to be of service, may require outlets, according to the approved drainage plans in three or four intersecting streets to which the City has never acquired title. Thus before the Board of Estimate and Apportionment will authorize the Borough President to advertise for bids for the necessary sewer construction, title to the streets not previously acquired must vest in The City of New York. Thereafter the Board of Estimate and Apportionment will not authorize the paving improvement until the completion of all necessary subsurface construction, such as sewer, water and gas mains. Therefore, it will be seen that the initiation of a paving proceeding by a Local Board prior to the consummation of the other proceedings mentioned, is premature, and places the Borough officials in the embarrassing position of "holding up" improvements. Such conditions, however, cannot be avoided under the present provisions of the City Charter, which require the Borough President to advertise a Local Board meeting within five days after the receipt of a petition, and such meeting to be held within fifteen days of its receipt.

The vast amount of detail work made necessary by the procedure of these Local Boards is ably supervised by Mr. William J. Bierach, Chief Clerk, whose ability and long experience render his services invaluable.

Yours respectfully,

BIRD S. COLER, President, Borough of Brooklyn.

## ANNUAL REPORT OF THE COMMISSIONER OF PUBLIC WORKS OF THE BOROUGH OF BROOKLYN FOR THE YEAR 1907.

Department of Public Works.

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

Dear Sir—I have the honor to present to you the annual report for the year 1907, of the bureaus and offices coming under my jurisdiction. Throughout the Department I find that the changes to improved methods and the reorganization made in the forces during the preceding year gave desirable results in work that is expeditious and of a high quality.

Among the new features added in course of the year, was the construction and operation of our first Municipal asphalt plant. This plant attends now to repairs of all asphalt pavements that are no longer guaranteed for by contractors, and is efficacious in achieving good work.

At your direction, the Topographical Bureau has prepared throughout the year, all plans needed for original highway improvements. Besides the saving in money to the City, this arrangement has put all this work in charge of one responsible Bureau, with a resulting uniform reliability and expedition in the work, and in the records of the office. The Topographical Bureau is now preparing an official map of the Borough, which will show all street and block dimensions.

A striking characteristic of this year in the Bureau of Sewers is the time and painstaking study devoted to investigations of the best plans for sewer districts, and the best methods of sewage disposal; to this end the Superintendent of Sewers and the Chief Engineer made a tour of inspection of important sewage disposal plants in Great Britain. A new general map was prepared which shows all sewers built in the entire Borough.

The entire Department was seriously handicapped by delays in the Comptroller's office and in the Board of Estimate and Apportionment. Contracts were held back for want of prompt certification and registration in the Department of Finance. In latter half of the year, the Board of Estimate and Apportionment declined to adopt resolutions for new work. Later on the Board directed that no further indebtedness be incurred from funds provided for by the issue of Corporate Stock already authorized, without further approval of the Board; the result was the holding up of much important work, among which are the contracts for relief sewers. These actions reduced materially the amount of work that could have been accomplished; the financial condition of the City is the cause given for them all.

As for the preceding year, the Bureaus and Offices reporting to me are as follows:

- Assistant Commissioner (Contract Bureau).
- Bureau of Highways.
- Bureau of Sewers.
- Topographical Bureau.
- Bureau of Public Buildings and Offices.
- Office of General Bookkeeper.

I present to you herewith a general statement, and leave the more detailed and definite features to be found in a perusal of the individual reports.

Assistant Commissioner's Office (Contract Bureau).

This office attends to preliminaries necessary to all advertised contracts of the Department. The Assistant Commissioner presides at the public opening of bids,

keeps records and follows up the necessary formalities until the contracts are fully registered and turned over to the individual bureaus.

The first bids were opened January 9, and the last bids opened December 18, 1907. Bids were received for 532 contracts; of these 356 were executed and registered and 176 were left pending. Of the contracts left pending, 72 involving \$740,000 had not been registered in the Department of Finance, and 97 additional contracts involving nearly \$657,000 had not been certified by the same.

The 356 contracts entered into involved a total of over \$3,346,000 and were distributed as follows: Highways, 229 contracts for a total nearly \$2,105,000; Sewers, 104 contracts for over \$822,000, and Public Buildings and Offices, 23 contracts for a total of nearly \$419,000.

#### Bureau of Highways.

The Bureau of Highways has charge of new highway construction, and of the maintenance and repairs of improved streets. It has a division to attend to railway corporations and other public service work; a chemical and physical laboratory for testing materials of construction, and a Bureau of Incumbrances and Permits.

A new feature of the year was the construction of the first Municipal Asphalt Plant in this Borough. The plant started operations in June, and has charge of the maintenance of asphalt pavements on which period of time guaranteed by contractor has expired. Previously these repairs were done by contract and caused considerable dissatisfaction.

The financial stringency at close of the year made payment of contractors irregular and uncertain, and thereby delayed work considerably.

Two hundred and twenty contracts were registered at a total cost of over \$2,072,000, nearly one-half of which sum comes from Repaving Fund. In addition, 135 contracts amounting to a total of more than \$1,000,000 were held over, because of delay to register them by the Department of Finance. Total appropriation of Maintenance Fund amounted to \$1,375,000, of which over \$1,335,000 was awarded in contracts; but of the total sum awarded, 40 per cent. was unavailable for the season's work because contracts had not been registered by the Comptroller of the City.

Construction work was done on 208 contracts, all except fourteen of which were completed; these contracts cover 74 miles of streets, 36 miles of which are for asphalt pavements, and 34 miles for regulating, grading, etc. Money certified on completed contracts over \$2,033,000.

The mileage of asphalt pavements increased from 302 to 332 miles, and cobble pavements were diminished from 50 to 34 miles; at this rate cobble pavements could be entirely eliminated in another two years. A total of 38 miles of pavement were laid, including two miles laid by the Department of Parks or by private individuals. There are now a total of 664 miles of street pavements in the Borough, which is an increase of 17 miles over last year.

Contracts on 38 miles of streets, comprising 18 miles of asphalt pavements, and 20 miles of regulating, grading, etc., were left incomplete at close of year; of this total, 25 miles of streets are for contracts that had not been registered by the Comptroller.

Average cost of asphalt pavements on streets having car tracks, \$2.20 per square yard; on streets without car tracks, \$2.06 per square yard; corresponding figures for preceding year, \$1.65 and \$1.46, respectively, showing a substantial increase for the year.

The completed contracts included nearly 1,159,000 square feet of sidewalks. In addition to these 1,301,000 square feet of sidewalks were laid, of which nearly 180,000 square feet were laid by public contract, and the remainder by private contracts. This gives a total for the Borough of 2,460,000 square feet of sidewalks laid. The 1,339,000 square feet of sidewalks laid by public contract, if assumed to be 5 feet wide, would give a length of nearly 51 miles of sidewalks laid.

The mileage of different pavements since 1880 is shown by a diagram. It appears that in 1888 the Borough attained its maximum mileage in cobble pavements, namely, 308 miles. Ten years ago cobble stone and belgian block pavements constituted 60 per cent. of all pavements. For the last six years cobble pavements have decreased rapidly, and asphalt pavements have gained more rapidly.

Among the more costly contracts completed are highway improvements on Bath avenue, Bay Ridge parkway, Livingston street, Nineteenth street, Pacific street, Sixth avenue, Atlantic avenue, Broadway and Gravesend avenue. Among contracts not certified by Finance Department, the more costly are highway improvements on Bedford avenue, Coney Island avenue and Roebing street.

All the paved streets, with a total length of 664 miles, including 29 miles in jurisdiction of the Park Department, cover over twelve million square yards of surface; of this total the Bureau maintains over 60 per cent. from its repair fund,  $\frac{1}{3}$  of this mileage being granite pavement, and  $\frac{1}{4}$  asphalt pavements.

A personal inspection made by a Principal Assistant Engineer of 553 miles of pavements, found conditions in over 60 per cent. as excellent or good; in 21 per cent. as fair; in 18 $\frac{1}{2}$  per cent., covering 102 miles, as bad. The 102 miles of bad pavements included 26 miles of belgian block, 31 miles of cobble and 31 miles of granite pavements. To replace these belgian block and cobble pavements requires a sum of \$3,500,000, while to replace the 31 miles of granite would take an additional \$2,000,000.

The report gives a list of asphalted streets that require repaving. A number of important thoroughfares were found in very poor condition, caused by many disturbances in constructing sub-surface structures.

The Municipal Asphalt Plant was erected at a cost of \$38,000, and began operations in June to maintain and repair asphalt pavements. It has produced 74,500 cubic feet of wearing surface and binder, of which less than  $\frac{1}{2}$  was binder. Earlier in the year and before the plant began operations, asphalt repairs were made and material delivered by contract; by contract over 67,000 cubic feet of binder and wearing surface were used,  $\frac{1}{12}$  of which was binder. The Chemist notes that the surface mixture of the asphalt plant is of the highest grade in every way.

The laboratory, as heretofore, made tests both for Bureau of Highways and Bureau of Sewers. Over 2,000 samples of materials were examined, of which 1,800 were taken during construction and 200 were from Municipal Asphalt Plant. Of hydraulic cements, nearly 18,000 briquettes were tested, and they developed good tests. Attention is again directed to the desirability of an especially selected sand for asphalt paving, and it is also suggested that old surface mixtures now discarded, could be used as a filler. The Municipal Asphalt Plant nearly doubled the laboratory work.

The map room reports 54 assessment lists sent off, involving over \$290,000. Over 400 plans were furnished for new work, and nearly 3,400 miscellaneous maps made; 384 preliminary estimates were made for original improvements, at an estimated total cost of nearly \$6,224,000; these include 200 estimates for grading, curbing, etc., at a total cost of nearly \$2,333,000, and 145 estimates for asphalt pavements at a cost of \$2,877,000.

The Division of Repairs spent \$422,000 in wages, and approximately \$100,000 in supplies; 283,000 square yards of pavement were relaid, of which 114,000 were granite, and 58,500 yards belgian block and cobble. The repairs to granite pavement exceed those of the preceding year by nearly 28,000 square yards. The older granite pavements are not in good shape. In repairing belgian block and cobble pavement, the policy is to make repairs only to holes and dangerous conditions. Macadam pavements are in fair condition, and it is recommended that they be sprinkled with oil.

The total number of openings in pavements was nearly 25,000; of this number less than  $\frac{4}{10}$  was for making street connections, and the rest for corporations. To insure good and rapid work, it seems best that all street openings be restored by the office of the Borough President. The number of openings in streets was greater than ever before.

Forty-two highway bridges and viaducts were inspected and necessary repairs made; 20 cesspools were built and 43 cleaned out. Other miscellaneous work included the laying of nearly 428,000 square feet of sidewalks, relaying of 15,000 linear feet of bridging, and cleaning out of over 150 miles of gutters.

Not quite 16,500 complaints for repairs were received, of which 7,500 were from our Inspectors. Excepting 144, of which 110 refer to sidewalks, all were attended to. The force is insufficient to cope with all sidewalk complaints.

Nearly 13,000 permits were issued to public service corporations. Nearly 15,000 street openings were made, of which over 3,500 were in granite and belgian block pavements, and nearly 3,000 in asphalt pavements. Nearly 28 miles of gas mains were laid and 2 miles removed; 162 miles of subways, ducts and conduits were laid, 13 streets were paved between tracks and rails, covering a total of nearly 35,000 square yards. Nearly  $6\frac{1}{2}$  miles of single railroad tracks were laid or relaid— $\frac{1}{2}$  of which were new; 102 crossings and curves were laid,  $\frac{1}{3}$  of which were new. Proper permits were granted for erection of poles for telegraph, electric light, etc.

The Bureau of Incumbrances and Permits reports over 2,800 complaints received, of which over 1,600 were from Inspectors. Over 1,200 articles complained of, con-

sisting of boulders, trees, etc., were removed by the Bureau, and 2,300 complaints were settled; 3,000 inspections were made of corporation and plumbers' cuts. Permits issued to corporations, over 12,000; for water and sewer work over 15,000; special permits over 6,000; for building material, crosswalks, cement walks, etc., over 5,000. The Bureau has the use of six corporation yards, in one of which a stone crusher is kept at work.

#### Topographical Bureau.

The Topographical Bureau has charge of everything pertaining to the mapping of the streets of Brooklyn, of all subsequent modifications, changes or additions, and it furnishes all maps needed. The Bureau also prepares all street opening maps, and makes the official reports on the legal status of streets. A new feature of the year, added at your direction, consists in the preparation of all maps needed for original highway improvements.

The unsettled financial conditions produced some relaxation in the work. The Bureau has, however, saved the City a substantial sum by furnishing, besides its regular work, the necessary maps, and also curb and grade stakes for original highway improvements.

The Board of Estimate and Apportionment authorized in the course of the year 163 original highway improvements, covering 66 miles of new curb, 61 miles of side-walks, 30 miles of regulating, grading, etc., and 12 miles of asphalt pavements. For this work the necessary maps, and, when needed, the field stakes were furnished by this Bureau.

Furthermore, the Chief Engineer, by personally attending to all meetings of the Board of Estimate and Apportionment, was enabled to anticipate requests for work, which, in many cases, he had completed before it was asked for.

An official map of the entire Borough is now in preparation; it is based on the triangulation system, and drawn to a scale of 600 feet to an inch, will be 12 feet square. Detail maps to a scale of 200 feet to an inch, will give all street and block dimensions, angles, etc.

The Chief Engineer expresses his judgment that the Topographical Bureau, besides making official surveys for the City, should be permitted to make surveys for private individuals, as is done in some other cities.

Considerable progress was made in setting stone monuments for streets. The records of legal status of streets are being completed; they will give eventually a complete history of every street of the Borough.

The field work included 187 miles of chaining, 32 miles precise line work, 530 precise angles, 36 miles of profiles for original highway improvements, etc., etc. Monument work covered a total of 280 items, including 162 monuments set or reset, 288 monuments referenced, etc.; monuments were newly set on Flatbush avenue extension, in Catonville, on Coney Island avenue and on Ralph avenue. The triangulation work of the Borough was continued; the point known as Bensonhurst School was brought down and connected with the street lines.

Among the more important maps are to be noted the following:

Maps for the Local Boards—Laying out Village road and Gravesend Neck road. Closing Harway Basin and laying out streets therein. Laying out Sheepshead Bay road. Laying out public places along New Utrecht avenue. Closing Church avenue, etc., and widening Union and Dearaw streets.

Maps to be Placed on File—Closing Bedford avenue extension. Streets at Whale Creek Canal, Narrows avenue. Streets in Greerpoint Park, Whale Creek Canal, and laying out bridge approach to Manhattan Bridge, Canarsie lane, Second avenue, Thirty-sixth and Thirty-seventh streets, Foster avenue, East Third, East Fourth streets, etc., and widening Roebing street.

Changing Grades—Grand street extension, Utica avenue, East New York avenue, etc. Among miscellaneous maps should be noted the laying out of Kings highway, also a board walk at Coney Island.

Among the more important street opening maps are to be mentioned all maps for Thirteenth avenue, East Ninety-fifth street, North Herrv street and Hegeman avenue; also the draft benefit and the final damage and benefit maps of Remsen avenue, Church avenue and Flatbush avenue extension.

Among the maps for original highway improvements are to be noted Eighty-sixth street, Coney Island avenue, Grand street extension and Roebing street.

In the course of the year, 1,028 communications were received, and 2,046 reports and letters sent; the latter included 1,185 reports on legal status of streets.

Before the end of the year 190 requests for street opening maps were received, 157 of which were furnished. During the year, 228 requests for original highway improvements were made, all but three of which were furnished.

Totals of Maps Furnished—Six hundred and twenty-six maps affecting map of City, covering a total of 181 streets; 426 street opening maps, 1,031 sheets, 76 diagrams, all covering 390 streets, besides on 146 items statements of facts were prepared for submission to the Corporation Council.

At the end of the year proceedings are found to be pending for acquiring title to 78 streets. From January 1, 1898, to December 31, 1907, a total of 132 street opening proceedings were confirmed.

#### Bureau of Sewers.

The Bureau of Sewers makes all designs for sewers and sewer works, and has charge of construction of new work, and of the maintenance, repair or reconstruction of existing work; the Bureau has charge of the construction of storm and relief sewers, and of the disposal of sewage and of the needed purification or disposal works.

The Bureau has a physical laboratory that subjects to proper tests all pipe sewers used on construction.

A special feature was the time devoted to a careful designing and redesigning of sewers, and a study in detail of the best methods of disposal of sewage. All sewers built in the Borough, with their location and size, were shown on a new general map. This is the first general map for this Borough prepared in twelve years.

The report of the Superintendent gives in detail the sums spent for work left over from years 1905 and 1906; also for the year 1907. The total expenditure of the Bureau was nearly \$1,425,000, of which nearly \$1,052,000 was from Special Bond Accounts. The Bureau received in cash \$52,000, of which over \$40,500 was for sewer permits.

Twenty-one miles of sewers, including  $1\frac{1}{2}$  miles by private contract, were built, as against 19 miles for year preceding. Deducting 2 miles of sewers abandoned, makes 803 miles the total length at the end of the year of the sewerage system of Brooklyn, an increase of 19 miles over total for preceding year.

Four hundred and twenty-one sewer basins, including 13 by Public Service Commission, were built, as against 280 for the preceding year. Deducting 24 basins abandoned, gives 9,979 as the total number of sewer basins at the end of the year for the entire Borough, which is 397 over corresponding total for the year preceding.

The total contract price of all work under construction is over \$5,400,000, which is over \$1,500,000 less than for year preceding; \$809,300 is total estimated cost of work authorized in course of the year by the Board of Estimate and Apportionment; this sum is nearly \$550,000 less than for the year preceding, and is far below the average of the last six years.

The total estimated cost of work placed under contract is nearly \$1,210,000; this sum is nearly twice the sum for 1906, but is still \$200,000 less than for the year 1905. At the end of year 173 contracts were completed and final estimates rendered. Seventy-one contracts were in progress for a total sum of nearly \$2,274,000.

Of the twenty-nine authorized improvements from preceding year, plans and specifications were prepared for twenty-eight, at a total estimated cost of nearly \$3,011,000 for the improvements. Of the 111 sewer improvements at estimated cost of \$809,300 authorized during the year plans and specifications were prepared for 105. The estimated cost of all improvements for which the contract plans and specifications were prepared amount to \$3,820,000, and they cover thirty-four miles of sewers, including one and a half miles of private sewers; also 349 sewer basins and twelve miles of house connections. The drainage plans redesigned cover a length of 164 miles of sewers.

Four hundred and seventy-nine reports and estimates were made for sewer improvements at an estimated total cost of \$3,324,000; of these 184 were to precede pavements and were estimated to cost \$1,172,000, and 295 aggregating \$2,152,000, were made in response to petitions received for sewer improvements.

The financial depression towards the end of the year greatly abridged construction work, so it fell below any year since 1901. No sewer improvements were authorized by the Board of Estimate and Apportionment after October and but very few for some months before. The registration of contracts was delayed in the Comptroller's office.

As a result the work almost ceased before the season closed. The forty-five contracts not registered by the Department of Finance cover a total sum of \$793,000.

The sewer constructions needed in a community materially affect the health and comfort of the people; oftentimes the maintenance of the necessary cesspools for one year costs as much as the assessment for construction of the sewer. Such necessary sewer work, paid by assessment, can be delayed only to the detriment of the community; furthermore, the delay reduces the number of new sanitary buildings that can be constructed, and thus materially hinders an influx of more people and consequent increase in taxable values.

Among the larger contracts for sewer work under construction are to be noted the following:

Flushing tunnel for Gowanus Canal, estimated cost, \$715,000; Gold street relief sewer, section 1, division 2, estimated cost, \$475,000; Scott avenue interborough sewer, section 1, estimated cost, \$296,000; also a sewer system at Seventh avenue, Tenth avenue, etc., to cost \$248,000; sewers in Knickerbocker and Johnson avenues to cost \$118,000; Quay street sewer to cost \$92,000. Other sewers that will cost between \$40,000 and \$60,000 are located in Flatbush avenue extension, Flatbush avenue and Avenue H, etc., Seventy-third street and Sixteenth avenue, etc., and Fifty-first street, Seventeenth avenue, etc.

The construction work completed during the year includes  $1\frac{1}{4}$  miles of reinforced concrete sewer from 30 to 144 inches in diameter; 2.8 miles of brick sewer from 30 to 132 inches in diameter;  $15\frac{1}{2}$  miles pipe sewer from 9 to 24 inches in diameter, and  $1\frac{1}{2}$  miles of 12 to 24-inch pipe sewer built by private contract.

Final payments were made on forty-five contracts, which, with three exceptions, were completed in 1905, but all of which contained cement sewer pipe not in strict accordance with the specifications. After two cases had been decided in the courts adversely to the City the Corporation Counsel advised the settlement; a final settlement was greatly to be desired, so as to avoid further complication in assessment of cost of work. The contract affected most noticeably is in the Dyker Heights section, covering 9 miles of sewers with three outlets; work was here done by special arrangement with the contractor, who, however, suspended work in July, when the payment of partial estimates became irregular and uncertain.

Assessment rolls covering twenty-three contracts, to a total sum of over \$3,851,000, were forwarded to the Board of Assessors. This total contained three lists of one-half million dollars or over, and is the largest sum reached in any year. There remain to be completed 214 contracts, for a total sum of \$1,438,000. The last administration left over unfinished assessment rolls amounting to \$4,000,000.

The practice inaugurated last year by the President of the Borough was continued to lay house connection drains in unpaved streets while building the sewer. These drains are laid two feet back of the curb, and at the curb are intended to be  $9\frac{1}{2}$  feet below the surface. Where property is fully improved the President directed that house drains be laid to meet present requirements. In addition to sewers built nearly fourteen miles of six-inch house connection drains were built during the year.

The flushing tunnel for Gowanus Canal is the most costly piece of construction now in hand. Two thousand one hundred and thirty-three feet, or more than one-half length of the tunnel, is now complete, and progress is made at the rate of twenty feet a day. The excavation is made in compressed air by means of a shield. All machinery is driven by electricity. The damage to street is less than usual. As to line and grade, the tunnel compares favorably with others recently built for railroad operation. It was originally intended to pump water from the river into the canal, but the report gives reasons why it is preferable to pump from the canal into the tunnel.

On the important Quay street sewer the contractor made some extensive repairs. On further criticism by the Department of Finance he abandoned the work and threatened to bring suit. A compromise was reached and damages paid to contractors who thereafter resumed the work.

The sewer in Scott avenue is an interborough sewer, estimated to cost \$574,000, and will drain several thousand acres in the Borough of Queens. It is divided into two sections, of which section 1, estimated to cost nearly \$296,000, is now under way.

Twenty-four contracts were bid for on a percentage basis. The results are entirely satisfactory, and no objectionable features were met with. A table gives average unit prices bid. A diagram shows highest and lowest bids, average of bids and their number. It is noticeable that as the number of bids increase their average agrees more nearly with the Engineer's estimate of cost.

The pipe testing laboratory proved its value, and was in constant use. Pipe tested ranged from 6-inch to 30-inch in diameter, and were nearly all vitrified pipe. Tests were made to determine absorption and the resistances to internal pressure, to percolation and to impact. This is the only laboratory anywhere connected with construction work, and it is quite likely that the results we obtain will be of general utility.

The report contains photographs of six flooded localities that will be relieved by construction of relief sewers. The storm relief sewers are designed to make main sewer system adequate, and also to take into account needed changes caused by subway constructions. The plans require extensive surveys to determine precisely the existing conditions. In some cases changes in grades of streets or in plans of sewer districts are required. Plans and specifications were completed for relief sewers, division 1 and division 2; total estimated cost, \$1,955,000. Of these, division 1, the Wallabout system, in three sections, is estimated to cost \$1,101,000, and division 2, the Gold street system, in four sections, is estimated to cost \$854,000. When designs for the Wallabout system were nearly completed, they had to be gone all over again, because of a change in the grade of Lafayette avenue subway. A contract was let for section 1 of the Gold street system. For sections 2 and 3 bids were received in September, but contract was not awarded. The construction of divisions 1 and 2 will consume the appropriation thus far made by the Board of Estimate and Apportionment.

The older portion of the Borough was divided into thirty-nine drainage districts. For some of the lowlands along the shores of the East River and along Newtown Creek sewerage plans were never designed. When plans now under way are completed at least two more districts will be added. For the southern portion of the Borough drainage plans are only partially provided. Several thousand acres along the southern boundary are unprovided. The suburban area is divided into eleven drainage districts, where sewers are designed. The drainage plans are here often redesigned now and a separate system of sewerage installed.

Extensive changes were made in the adopted sewerage system, covering in all a length of 164 miles of sewers. Among the reasons for these necessary changes are to be noted that in original designs allowance for rainfall was insufficient; the invert grades were used instead of hydraulic grades and a combined system was often used where a separate system of sewers is demanded. At times also the sewers as designed cannot be constructed with streets at their present grades. Redesigning of sewers took the time of about one-half of the Engineers and Draughtsmen of the office.

The rules followed in redesigning sewers included the following: The combined system of sewers to be used whenever practicable, especially in higher or upper sections, and a free outlet to tidewater to be provided for storm water sewers. In sanitary sewers the quantity of flow to allow 100 gallons per inhabitant; the number of inhabitants to be taken for a probable full development, but in no case less than 100 persons to the acre; sewage to reach sewers in sixteen hours. Sewers to be calculated to run one-half full, from 12-inch to 18-inch sizes, and to run seven-tenths full from 18-inch size upwards. Uniform velocity of flow to be secured in sewers; velocity to be not less than two and one-half feet per second, which may increase toward the outlet. All designs made on basis of hydraulic gradient, which shall not be changed. Kutter's formula to be used to determine size of sewer; quantity of rainfall to be determined by McNath's formula.

The sewers redesigned should prove sufficient for generations. For the sewer systems emptying into Jamaica Bay, Sheephead Bay and Coney Island Creek, disposal works will treat the dry weather flow. Stryker, Stillwell and Gravesend Basins as now laid out can be dispensed with, but a canal should be laid out between West Tenth and West Eleventh streets in place of Gravesend Basin, and Gravesend Ship Canal is also a necessity. The capacity of the sewers now being designed is fully three times that of the old Brooklyn sewers.

Two rain gauges and two water stage registers, both of best modern types, have been acquired. A system of cost data was initiated that will prove of great service. Rainfall conditions and storm intensities were investigated; a list is appended of excessive storms between 1899 and November, 1907, all of which are provided for in sewers designed during the year.

Considerable thought and time were devoted to the investigation of the best methods of sewage disposal for our Borough; these were coupled with a careful study of existing disposal plants. To this end the Superintendent and his Chief Engineer visited ten sewage disposal plants in Great Britain, viz: Salford, near Manchester, the three Manchester works at Davyhulme, at Withington and Moss' Side, the two Birmingham works at Salfley and at Minworth, the works at London, Devides, at Hampton on Thames and at Dublin. The results are fully noted in report of the Chief Engineer, Mr. E. J. Fort, dated January 28, 1908, accompanied by numerous maps, diagrams and photographs. Manchester in its principal works at Davyhulme has one of the largest in the world; the works of Birmingham are as extensive and notable as can be found anywhere. In England every known method of sewage disposal has been tried, and can still be found in operation. The general tendency in England is toward abandonment of chemical processes in favor of biological ones, especially when a high degree of purification is required; biological processes generally include some form of septic or sedimentation tank for preliminary treatment and either contact beds or sprinkling filters for final treatment.

In our own country experiments which will give practical results are being carried on at Lawrence, Mass., at Columbus, Ohio, at Baltimore and at Boston; conclusions thus far reached at last three localities are noted in the report.

The present sewage disposal works at the Twenty-sixth Ward and at Coney Island should be remodelled to prevent their becoming a nuisance. Plans are now under way for the Twenty-sixth Ward works.

The maintenance division did its work efficiently and economically. Twenty-four thousand three hundred and eighty-nine sewer basins were cleaned at a cost of \$1.63 each as against \$1.65 for the year preceding, or at the rate of \$1.12 per cubic yard against \$1.25 for the year preceding. Over 35,000 cubic yards of deposit was removed from sewer basins; 188 miles of pipe sewer, and 4 miles of brick sewer were cleaned. Materials used included 39,000 brick, 111 barrels of cement and 405 manhole heads or covers. Some sewers are getting beyond repair, and should be rebuilt. At the Twenty-sixth Ward works nearly 3,407,000 gallons of sewage were pumped; over 1,584,000,000 gallons were pumped at the Thirty-first Ward works.

For the cleaning of large sewers by day labor, an appropriation of \$55,000 was obtained. Additional yard space in convenient localities, travelling derricks, tools and a good organization of the forces are to be provided. On close inspection, it is found the quantity of deposit in sewers is not as large as was anticipated.

#### Bureau of Public Buildings and Offices.

The Bureau of Public Buildings and Offices has charge of the construction of the Eighth Ward Market, and all other public buildings of the Borough; also the maintenance, repair and furnishing of all public buildings.

Expenses on open orders during the year for different Bureaus totaled over \$167,100, of which nearly \$105,000 was spent by the Bureau. Total appropriations nearly \$479,000; total expenditure on contracts over \$440,000.

Contracts entered and registered totaled over \$417,000; contracts completed for over \$70,500; incomplete contracts from previous years total over \$186,500.

Supplies and Repairs ordered in 1907 to different accounts amounted to over \$245,000, distributed among the different bureaus and public buildings.

The Borough Hall is in an excellent state of repair. Painting of interior and exterior was completed. The Coroner's office was moved into the Municipal Building, and a number of other changes were effected in allotments of rooms. The bell in the tower is now rung at the noon hour. Attention is directed to the crowded quarters occupied by the Bureau of Buildings.

In the Municipal Building the rooms heretofore occupied by the Bureau of Arrears were rearranged and taken possession of by the Coroner's office and by the Department of Water Supply.

In the Disciplinary Training School only the most necessary repairs could be made, as for larger repairs the funds on hand were not sufficient.

With the close of the year, the Kings County Jail passed out of the jurisdiction of the President of the Borough to the Department of Correction. Of this jail, the December Grand Jury reported "Everything is in a most satisfactory condition;" this is surely most gratifying, when it is remembered that previous Grand Juries had often made so many criticisms.

Needed repairs were made to the Magistrates' and Municipal Courts; substantial sums were expended in equipping and furnishing the Ninth and Tenth District Courts.

The Bureau was placed in charge of the installation of street signs, for which an appropriation of \$5,000 was obtained; 9,163 street signs were installed; of this total, 503, 672, 662 and 540 were placed respectively in the Twenty-third, Twenty-eighth, Twenty-ninth and Thirtieth Wards.

Work was progressed for the Eighth Ward Market; a contract to a total sum a little over \$147,000, for permanent crib and bulkheads, is now under way; other plans are ready for the needed funds.

The public baths and comfort stations remain the same in number, but have increased in usefulness. The five interior public baths were used by nearly 1,875,000 persons, of whom seven-tenths were males; this number is less than for preceding year, and was probably caused by inclement weather and want of repairs in two of the baths. The largest attendance was at Montrose Avenue Bath; the smallest at Duffield Street. Construction is advancing on the new bath, Fourth avenue and President street; on the bath site at Nostrand avenue nothing was done for want of funds. The total appropriations for baths in Brooklyn are small as compared with Manhattan.

The five floating baths were in use as follows: Two at North First street, one each at Noble, Conover and Fifty-eighth streets. It becomes more and more difficult to secure proper berths along the river, whose waters may soon become unsafe for bathing. Total attendance, 911,000, of whom 70 per cent. were males. The erection of a large ocean bath house on the City's property at Coney Island is again recommended, and the utility and profit of such an institution is alluded to as demonstrated in case of Revere Beach and Nantasket Beach.

The six public comfort stations were used by increasing numbers. Total attendance over 11,052,000, of whom 86 per cent. were males; largest attendance at Lorimer Street; smallest at Liberty Avenue. In the near future several new stations will be required. Our system of public comfort stations has attained some celebrity, and inquiries regarding it coming from other cities are often received.

#### Office of the General Bookkeeper.

The office of the General Bookkeeper keeps accounts for the Department of all moneys received by appropriation, of transfers of funds and of all moneys expended for contracts, requisitions, salaries, supplies, etc.

Total appropriations amounted to \$1,617,614.92, of which the balance left over for the General Fund amounts to \$36,507.31. Moneys received and deposited with the City Chamberlain amount to \$212,523.56; of this total over \$147,000 and over \$52,000 were received respectively from the Bureau of Highways and the Bureau of Sewers.

Four hundred and sixteen contracts were awarded for a total sum of \$3,916,483.64; of these 275 went to the Bureau of Highways for nearly \$2,353,000, and 118 to the Bureau of Sewers for over \$1,163,000, and 23 to the Bureau of Public Buildings and Offices for over \$400,000. Of these contracts the Street Improvement Fund of the Bureau of Highways got 179 for over \$1,212,000 and the Street Improvement Fund of the Bureau of Sewers got 105 for nearly \$674,000. Of the contracts for the Bureau of Public Buildings and Offices over \$151,000 was for the Eighth Ward Market, and over \$165,000 was for the Public Bath Fund.

The report gives in detail nature and amount of contracts, also alphabetical list of all contractors, with amount of their contracts; a list of all goods purchased on Department orders, coal purchased, supplies and repairs with alphabetical list of contractors, etc.

Four thousand four hundred and seventy-three vouchers for payment were examined and forwarded to the Comptroller, amounting in all to \$5,139,312.92; this total included the following: Bureau of Highways, 1,824, total \$2,955,086.27; Bureau of Sewers, 1,141, total \$1,390,690.07; Bureau of Public Buildings and Offices, total \$600,828.60.

The results in detail achieved by the active and efficient work of each separate bureau is noted in the accompanying reports. This work was often done at a disadvantage and under adverse circumstances, occasioned by delays in the Department of Finance and in the Board of Estimate and Apportionment. I take this occasion of extending to the Superintendents and Engineers at the heads of all bureaus and offices

and to their associated staffs my appreciation of the good work done, results accomplished and success achieved in this the second year of this administration.

Respectfully submitted,

THOMAS R. FARRELL, Commissioner of Public Works.

REPORT OF THE DIVISION OF SUBSTRUCTURES FOR THE YEAR 1907.

The City of New York,  
Office of the President of the Borough of Brooklyn,  
Brooklyn, January 23, 1908.

Hon. BIRD S. COLER, President, Borough of Brooklyn:

Sir—In transmitting report of Mr. Morton L. Fouquet, Assistant Engineer in charge of the Division of Substructures, showing progress in this work during 1907, I would call your attention to the general scheme and organization for carrying out this work, which has resulted in the production of these accurate maps and data showing the improvements on and in the streets of the Borough which are now available to a very considerable extent for actual use and reference in the location shown in attached index map covering an important district in the Borough.

Additional maps and records are being rapidly finished, so that references of value for the City Departments and Bureaus, as well as for public service corporations and private parties seeking to make application to the Board of Estimate and Apportionment for franchises or revocable permits, will be available early in the coming summer to such further extent that steps may now be taken to have the Board of Aldermen authorize the President of the Borough of Brooklyn to establish a schedule of fees to be paid by the applicants requiring access to these filed maps, plans and other information in the possession of the Division of Substructures in this office.

For the purpose of having the extent and character of the information understood, I recommend that after this authorization is secured in the Board of Aldermen a circular be sent out for the general information of these interested parties inviting their attention to the matter and defining the areas in which this location of subsurface and other structures may be determined, giving also the schedule of fees to be charged by the City for access to records and for the preparation of maps and copies by the Division of Substructures.

Respectfully,

R. W. CREUZBAUR, Consulting Engineer.

The City of New York,  
Office of the President of the Borough of Brooklyn,  
Brooklyn, January 2, 1908.

R. W. CREUZBAUR, Esq., Consulting Engineer of Public Works, Borough of Brooklyn:

Sir—The following report relative to the work of the Division of Substructures for the year 1907 is respectfully submitted.

The work of this Division has been carried out on the lines described in report of 1906, and the attached map shows the section of the Borough that is being mapped at the present time. The subsurface maps being prepared in sheet form, I have had the sheets outlined on the map and numbered for further reference.

The section selected as a starting point in the mapping of the substructures includes the streets about Borough Hall, as shown on attached map and numbered 49. The streets of this section, containing, as they do, an intricate mass of pipes, conduits, etc., made it an ideal section to test the efficiency of the system adopted and the ability of the assistants employed. The map covering this section has been completed, with very gratifying results, as all the substructures are clearly and distinctly shown, both with reference to the nearest curb and the street surface.

On this map there have been located and plotted seven miles of pipe lines, conduits, etc., a section of the Brooklyn subway showing the Borough Hall station, 145 manholes and junction boxes, 6,340 linear feet of trolley tracks, 25 elevated columns, 22 hydrants and 4,455 linear feet of curb, which will give a fair idea of the amount of detail necessary to prepare one of these maps.

In the preparation of these maps the first step is to have a detailed topographical survey made in the field of the section to be covered. This survey includes the location of the curb lines, building lines, car tracks, hydrants, telephone, trolley and electric light poles, elevated columns, manholes, gas drips, and, in fact, any object on the street surface that will in any way guide us in determining the location of the substructures. Upon the completion of this survey the notes are plotted in the office, and part of the field or outside force is sent out to make what we call the manhole or junction box survey. In making this survey we have succeeded in obtaining the co-operation of the telephone company, the Edison Company and the Brooklyn Rapid Transit Company, and upon request they have thus far opened their junction boxes or manholes.

When a manhole is opened full measurements are taken to obtain the size, depth, number of conduits entering and leaving, and the location of the conduits with reference to the surface of the street and nearest curb. After these manholes have been surveyed the information is plotted and a representative is sent to the office of the public service corporations for all the information to be obtained there relative to their conduits, etc. With this combined information we are able to plot with considerable accuracy the intervening conduit lines. The sewer, gas and water information is obtained in much the same way.

So little is on record in tangible form relative to subsurface conditions that the Borough pavements have been badly mutilated by the digging of test pits prior to the construction of any important substructure. As an illustration: Prior to the laying of the new high-pressure mains in this Borough over three hundred test pits were dug within the area outlined in the attached map. I found a record of these test pits in the office of the Department of Water Supply, and have had them copied for the use of this office.

We hope in the future to be able to avoid such pavement mutilation by assigning a definite location for additional substructures from information contained in our maps and records, for which we intend to exact a reasonable compensation, as outlined in the 1906 report.

Regarding the progress of the work, I consider it excellent, as the force is small, consisting of five outside men and three office men (Draughtsmen). It has been my endeavor to accomplish as much as possible in the field, making the detailed topographical surveys, while the weather conditions are good, so that the entire force can be put on office work; that is, plotting and finishing maps, when the streets are covered with snow and ice, when it is impossible to make accurate field surveys.

I have had the attached table prepared, which shows the condition of the maps in progress. A summary of this progress table gives the following results:

Thirteen and one-half miles of streets, covering the area shown on the attached map, have been surveyed in the manner described. These surveys have been plotted and practically 50 per cent. of the maps covering this area are in a fair state of completion. Twenty-nine sheets have been laid out and street surveys completed, and the following locations made and recorded:

Two thousand one hundred and fifty-four subsurface openings, such as manholes, water gates, gas drips, etc.; 412 hydrants, 347 elevated columns, 134,728 linear feet of curb, 43,136 linear feet of trolley tracks, 278 sewer corner basins, 83 New York and New Jersey Telephone and 150 Edison Electric Illuminating manholes, or junction boxes, have been opened and full measurements taken.

The work of making these surveys entails the laying out of base or reference lines through the various streets, and from these base lines locating, by offset measurements, the curb and building lines. From the curb thus located additional offset measurements are taken to locate the objects above mentioned.

Over the area covered, 67,771 linear feet of reference lines have been measured and 174 angles turned. In addition, there have been located in the 10,175 linear feet of open trenches all exposed pipes, also the exposed pipes in seventy surface cuts made for the purpose of alterations and repairs to existing substructures.

I have not thought it essential to give the sum total of all these offset measurements, but when it is considered that from one to three measurements are taken in each case to locate these various objects it is apparent that much time in the field is devoted to this work. Work of this character is often very difficult in the Borough streets, owing to the congested traffic conditions on certain thoroughfares.

When franchises are granted by the Board of Estimate to corporations and individuals to construct subsurface structures in the streets of this Borough, the recipi-

ents of such privileges are required to file with the Bureau of Highways a map showing the type of structure and its probable location before a permit is issued by that Bureau permitting the surface of the street to be broken and the work to proceed. At your instigation instructions have been issued to the Bureau of Highways to keep a careful record of these maps and all information obtained during the construction of these substructures, and instructions have also been issued to the Bureau of Sewers to locate all substructures exposed during the construction and repairs of sewers.

It will thus be seen that while we are apparently confining our efforts to the congested sections of the Borough, where the problem of locating and mapping the intricate mass of substructures is extremely difficult, we are also making every effort to accumulate all information obtainable relative to existing and new substructures under construction throughout the entire Borough. As rapidly as records of this kind are obtained they are filed and recorded in this office for future reference as the work expands.

The subsurface maps when completed will not only show existing structures in use in and on the city streets, but will also show structures that are not in apparent use and should be removed, such as unused trolley tracks, poles, etc.

As a great element of danger in our city streets is the explosions which occasionally occur in the conduit manholes or junction boxes carrying electric wires and cables, undoubtedly caused by an accumulation of gas being ignited by a spark from a short circuit or blowout, we are making a point of noting in detail the condition of these manholes when they are being surveyed, noting the prevalence of gas and the presence of other pipes, such as water or gas pipes, and in a number of cases we have already found that gas pipes run through some of these manholes. Recently a letter was written by the President of the Borough to the public service corporations maintaining such conduits, calling their attention to these danger points and requesting them to inform him as to what provisions they are taking to eliminate these dangers and for their avoidance in the constructions of manholes in future. If we find they are taking the necessary steps to alleviate these conditions we will be in a position to call their attention to any danger points encountered in our surveys.

This is an illustration of one of the many uses to which the information this Division is collecting can be applied, and as our work progresses the value of the information collected becomes more and more apparent.

In closing I wish to thank the members of this Division for their loyal support, and to also thank the various Borough Bureaus and public service corporations for their co-operation, which to date has been of great assistance.

Respectfully,

M. L. FOUQUET, Assistant Engineer.

Division of Substructures, "Progress Table."

	Subsurface Openings.	Hydrants.	Elevated Columns.	Angles.	Feet of Traverse.	Feet of Curb.	Feet of Trolley Tracks.	N. Y. & N. J. Tel. Boxes Measured.	E. E. I. Boxes Measured.	B. R. T. Boxes Plotted.	Catch Basins Plotted.	Feet of Streets Located.
Sheet No. 11...	14	10	..	..	620	1,180	....	..	..	..	..	600
Sheet No. 12...	..	..	..	..	....	....	....	..	..	..	..	930
Sheet No. 17...	109	15	37	3	1,080	4,800	5,110	4	9	..	19	1,930
Sheet No. 18...	60	13	..	..	....	5,664	....	1	..	..	16	3,540
Sheet No. 19...	105	17	..	4	....	6,463	....	3	..	..	26	3,570
Sheet No. 20...	110	16	..	4	2,370	5,750	....	6	..	..	16	3,050
Sheet No. 21...	44	6	..	3	2,272	4,415	....	4	..	..	4	2,230
Sheet No. 22...	82	19	..	5	3,200	5,595	1,660	3	..	..	8	2,740
Sheet No. 23...	70	9	..	5	1,620	3,500	....	2	..	..	5	2,150
Sheet No. 24...	58	10	..	4	2,905	5,500	....	2	..	..	3	2,640
Sheet No. 25...	98	21	..	9	4,060	5,620	2,580	..	..	..	19	3,020
Sheet No. 26...	65	17	..	8	3,090	5,480	2,240	..	..	..	15	3,040
Sheet No. 27...	61	12	..	8	3,600	4,980	....	..	..	..	9	2,700
Sheet No. 28...	98	20	..	6	3,960	5,470	....	..	..	..	13	2,960
Sheet No. 29...	66	15	..	7	2,760	5,055	....	7	..	..	7	2,640
Sheet No. 30...	110	16	..	4	3,000	6,000	1,650	6	..	..	11	3,110
Sheet No. 31...	63	22	..	4	2,714	4,642	....	..	..	..	8	2,630
Sheet No. 32...	35	5	..	5	2,370	3,750	....	2	..	..	5	1,570
Sheet No. 33...	45	5	..	5	2,865	4,369	....	..	..	..	5	1,710
Sheet No. 34...	65	15	45	16	2,900	4,500	2,300	2	10	..	11	3,040
Sheet No. 35...	75	10	65	10	....	6,450	3,000	8	10	..	15	3,350
Sheet No. 36...	103	29	..	2	....	5,490	4,240	1	..	..	18	2,790
Sheet No. 37...	21	2	..	2	....	1,200	....	..	..	..	3	650
Sheet No. 43...	104	23	97	12	5,690	6,420	3,941	4	7	..	15	3,430
Sheet No. 44...	114	21	54	14	3,540	4,810	4,320	5	15	..	10	2,830
Sheet No. 47...	155	22	24	10	3,060	4,010	4,595	8	22	..	6	2,230
Sheet No. 48...	41	10	..	6	3,230	4,600	....	1	..	..	..	1,550
Sheet No. 49...	145	22	25	12	4,465	4,455	6,340	12	31	5	11	2,410
Sheet No. 53...	38	10	..	6	2,400	4,560	1,160	2	..	..	..	1,530
Total....	2,154	412	347	174	67,771	134,728	43,136	83	104	5	278	70,570

The City of New York,  
Office of the President of the Borough of Brooklyn,  
Brooklyn, June 16, 1908.

Hon. CHARLES FREDERICK ADAMS, Borough Secretary:

Sir—I have the honor to submit herewith a summary of the business transacted by the Civil Service Bureau of this Department during the year 1907.

There were several important changes during the year 1907 in the personnel of the Borough President's staff, chief of which are mentioned below.

Frank J. Ulrich, Superintendent of the Bureau of Highways, resigned on May 1, 1907.

Thomas R. Farrell, who served during the years 1898, 1899, 1900 and 1901 as Deputy Commissioner of Highways of the Borough of Brooklyn, was appointed to succeed Mr. Ulrich as Superintendent of the Bureau of Highways on May 4, 1907.

The salary for the position of the Private Secretary to the Borough President was fixed by the Board of Estimate and Apportionment and Board of Aldermen at \$4,000 per annum for the present incumbent, Mr. John A. Heffernan, and such increase became effective on May 14, 1907.

Under the provisions of the resolution fixing the salary of the Private Secretary to the Borough President at \$4,000, it was specified that the position carried with it for a new incumbent the salary of \$3,000 per annum.

Durbin Van Vleck resigned as Assistant Commissioner of Public Works on September 30, 1907.

Edward De Forest Candee was appointed to succeed Mr. Van Vleck as Assistant Commissioner of Public Works on October 1, 1907.

Following is a summary of the changes recorded according to Bureaus:

Administrative Office.	
Appointed, competitive class.....	2
Promoted, competitive class.....	8
Temporary appointments, competitive class .....	1
Transferred, competitive class.....	3
<hr/>	
Office of the Commissioner of Public Works.	
Appointed, competitive class.....	1
Promoted, competitive class.....	4
Transferred, competitive class.....	2
Resigned, competitive class.....	2
<hr/>	
9	

Division of Substructures.

Appointed, competitive class.....	1	Reinstated, competitive class.....	1
Transferred, competitive class.....	6		
Promoted, competitive class.....	4		13
Transferred out of Department.....	1		

Bureau of Highways.

Appointed, competitive class.....	86	Appointed, labor class.....	472
Appointments rescinded, competitive class.....	3	Transferred, labor class.....	4
Emergency appointments.....	1	Transferred out of Department, labor class.....	9
Transferred, competitive class.....	10	Promotions, labor class.....	36
Transferred out of Department, competitive class.....	2	Suspended for lack of work, labor class.....	198
Promotions, competitive class.....	47	Suspended for lack of funds, labor class.....	7
Promotions rescinded, competitive class.....	1	Reinstated, labor class.....	14
Reinstated, competitive class.....	2	Reassigned, labor class.....	14
Reassigned, competitive class.....	7	Resigned, labor class.....	14
Resigned, competitive class.....	3	Dismissed, labor class.....	102
Suspended for lack of work, competitive class.....	59	Deceased, labor class.....	6
Dismissed, competitive class.....	7		1,108
Deceased, competitive class.....	4		

Topographical Bureau.

Appointed, competitive class.....	1	Deceased, competitive class.....	1
Appointments rescinded, competitive class.....	1	Transferred, labor class.....	1
Promoted, competitive class.....	9	Promoted, labor class.....	3
Transferred, competitive class.....	7	Deceased, labor class.....	1
Transferred out of Department, competitive class.....	3		28
Resigned, competitive class.....	1		

Bureau of Incumbrances and Permits.

Promoted, competitive class.....	1
Deceased, competitive class.....	1

Bureau of Public Buildings and Offices.

Appointed, competitive class.....	15	Appointed, labor class.....	9
Transferred, competitive class.....	7	Transferred, labor class.....	13
Transferred out of Department, competitive class.....	4	Promoted, labor class.....	27
Reinstated, competitive class.....	1	Suspended for lack of work, labor class.....	1
Promoted, competitive class.....	13	Resigned, labor class.....	1
Suspended for lack of work, competitive class.....	4	Deceased, labor class.....	4
Resigned, competitive class.....	5		111
Dismissed, competitive class.....	2		
Deceased, competitive class.....	5		

Bureau of Sewers.

Appointed, competitive class.....	51	Deceased, competitive class.....	3
Appointments rescinded, competitive class.....	2	Appointed, labor class.....	22
Temporary appointments, competitive class.....	1	Transferred, labor class.....	16
Transferred, competitive class.....	11	Transferred out of Department, labor class.....	1
Transferred out of Department, competitive class.....	8	Promoted, labor class.....	40
Reinstated, competitive class.....	3	Reinstated, labor class.....	3
Reassigned, competitive class.....	3	Reassigned, labor class.....	3
Promoted, competitive class.....	35	Resigned, labor class.....	2
Suspended for lack of work, competitive class.....	7	Dismissed, labor class.....	13
Resigned, competitive class.....	15	Dismissals rescinded, labor class.....	1
Dismissed, competitive class.....	8	Deceased, labor class.....	5
			253

Bureau of Buildings.

Appointed, competitive class.....	30	Resigned, competitive class.....	1
Transferred, competitive class.....	1	Deceased, competitive class.....	2
Transferred out of Department, competitive class.....	2		49
Promoted, competitive class.....	5		
Dismissed, competitive class.....	8		

Non-Competitive Class.

Administrative Office:		Automobile Engineman resigned.....	1
Automobile Engineman appointed....	1	Automobile Engineman dismissed....	1
Bureau of Highways:		Bureau of Sewers:	
Steam Roller Enginemen appointed..	6	Automobile Engineman appointed....	1
Automobile Enginemen appointed....	4		20
Automobile Engineman dismissed....	1		
Topographical Bureau:			
Automobile Engineman appointed....	1		
Bureau of Public Buildings and Offices:			
Automobile Enginemen appointed....	4		

During the year 1907 there were several special and exceptional appointments made, under provisions of Rule XII, paragraph 6, of the Rules and Regulations of the Municipal Civil Service Commission, all of which were duly approved by said Commission. They were as follows:

William Calvert, Sewer Registrar of Philadelphia, was employed on February 25, 1907, as an expert to reorganize the Sewer Permit Bureau, at a compensation not to exceed \$250.

Henry N. Gassaway was appointed as an expert to supervise the asphalt plant, at a compensation not to exceed \$750, to date from May 1, 1907.

Thurlow W. Campbell was employed as an expert asphalt mixer, at a compensation not to exceed \$750. After some months the limitation of compensation of \$750 was suspended, upon request of the Borough President, by the Municipal Civil Service Commission and amended to read \$1,800, and Mr. Campbell's employment was continued with the approval and authorization of the State Civil Service Commission, which was granted by said Commission on November 15, 1907, until such time as the compensation of Mr. Campbell reached the sum of \$1,800.

Edward D. Candee was employed as an expert on office books and records and rendered services of one month's duration, completing his work in that time, for which he received in compensation the sum of \$500.

In conclusion, I would respectfully call attention to the fact that, in so far as I know, there was no litigation of any character regarding the Civil Service affairs of the Department and no criticism of any abuses of the provisions of the Civil Service rules by this Department.

It would hardly be proper or just to conclude this report without giving due recognition to the services rendered by the Stenographers of this Department in the

handling of the large amount of correspondence made necessary by the volume of business transacted by the Civil Service Bureau of this Department.

Respectfully submitted,  
EDWARD F. CADLEY, Appointment Clerk.

ANNUAL REPORT OF THE CHIEF ENGINEER OF THE BUREAU OF HIGHWAYS, BOROUGH OF BROOKLYN.

Bureau of Highways,  
Chief Engineer's Office, Municipal Building,  
December 31, 1907.

Hon. THOMAS R. FARRELL, Superintendent of Highways:

Dear Sir—I submit herewith report covering the operations of the Engineering Department of this Bureau for the year ending December 31, 1907, the present Chief Engineer succeeding Mr. George W. Tillson on June 1.

The work of this Bureau on pavement construction has been greatly hampered by the financial stringency prevailing during the latter half of the year; affected by the inability of some of the contractors to carry on the work involved in their contracts, and further by the lack of work due to the non-registration of contracts.

The notable achievement of the Bureau during the year was the erection of the Municipal Asphalt Repair Plant and the inception of the new system of maintenance on asphalt paved streets.

The following table shows in detail contracts made by this Bureau which were registered in the Department of Finance during the year:

No.	Character.	Repaving Streets.	Street Improvement Fund.	Labor, Maintenance and Supplies.	Municipal Asphalt Plant.
31	Asphalt .....	\$338,204 70			
45	Asphalt .....		\$397,260 98		
3	Asphalt block .....		32,147 18		
15	Asphalt block .....	265,336 96			
6	Granite block .....	133,824 75			
1	Granite block .....		4,832 00		
5	Medina sandstone .....	44,323 15			
1	Asphalt and granite.....	24,572 05			
68	Regulating, grading, curbing, etc..		521,538 90		
2	Laying crosswalks .....		1,667 25		
8	Cement walks .....		32,687 57		
2	Fencing lots .....		1,030 24		
6	Grading lots .....		10,580 17		
1	Asphalt tools .....			\$966 00	
1	Steam rollers .....			6,156 00	
1	Bluestone curbstone .....			6,032 25	
1	Bluestone flagstone .....			10,171 88	
1	Broken trap rock or limestone.....			1,827 00	
5	Broken trap rock and screenings..			41,903 49	
3	Sand .....			9,712 50	
2	Portland cement .....			3,827 25	
3	Yellow pine lumber.....			4,544 45	
1	Refined asphalt .....			23,436 00	
1	Hardware supplies .....			960 64	
1	Paving pitch .....			1,984 50	
1	Paving gravel and grit.....			1,690 50	
1	Flux or residuum oil.....			2,530 11	
1	Asphalt trucks .....			4,920 00	
1	Anthracite coal .....			3,134 25	
1	Repairing and maintaining asphalt pavements .....			68,785 00	
1	Asphalt plant .....				\$22,485 00
220	Total.....	\$856,261 61	\$1,001,744 29	\$192,581 82	\$22,485 00

Bids have been received for work as shown in the following table, on which the execution of the contracts has not been completed, either on account of lack of approval as to sureties or on account of not being registered:

Contracts Awarded but not Registered for the Year 1907.

No.	Improvement.	Repaving Streets Fund.	Street Improvement Fund.
32	Asphalt .....	\$409,828 10	
26	Asphalt .....		\$243,385 54
4	Asphalt block .....	41,956 10	
1	Asphalt block .....		5,637 60
1	Granite block .....		1,938 20
5	Granite block .....	64,926 70	
1	Medina sandstone .....	10,124 00	
1	Iron slag block.....	10,738 50	
35	Regulating, grading, curbing, etc..		200,406 44
2	Laying crosswalks .....		2,993 80
7	Grading lots .....		3,529 89
15	Cement walks .....		40,416 90
6	Fencing lots .....		4,857 35
136	Total.....	\$537,573 40	\$503,165 72

The total appropriation for repaving streets for the year 1907, was \$1,375,000. Chargeable to this fund contracts involving \$1,336,402 have been awarded. Of this amount \$537,573.40, or 40 per cent. has not been available for the past season's work, due to the awarded contracts not having been registered.

Contracts of this Bureau involving more than \$1,000,000 have not been registered. The amount is about equally divided between repaving work and original improvement work.

The number of miles of street improvement work contracted during 1907 was as follows:

Asphalt and Asphalt Block—		Iron slag, miles.....	0.13
Sheet asphalt, miles.....	29.98	Regulating, grading, etc., miles.....	33.68
Asphalt block, miles.....	6.35		
Granite, miles.....	3.60	Total .....	74.36
Medina, miles.....	0.62		

The above work contracted for involving \$2,729,905.68.

Construction.

During the season work has been carried on upon 208 contracts, of which 194 have been completed, leaving 14 at the present time upon which work is in progress. These will be completed shortly after the opening of the season in the spring.

Following you will find a statement in detail of the amount of pavement laid under the different contracts, together with that laid by the Park Department and by private property owners.

The principal change in mileage has taken place in the asphalt and cobble stone pavements, the former having increased from 302.41 miles to 332.59 miles, while the cobble has decreased from 50.27 miles to 34.29 miles.

Pavement laid on completed contracts:		Macadam, miles	2.82
Asphalt and Asphalt Block—			
Sheet asphalt, miles	22.44	Total	3.19
Asphalt block, miles	6.06	Total of completed pavements laid by this Bureau:	
Granite, miles	3.04	Asphalt and Asphalt Block—	
Medina, miles	1.38	Sheet asphalt, miles	22.50
Total	32.92	Asphalt block, miles	6.06
		Granite, miles	3.40
		Medina, miles	1.38
		Belgian, miles	0.12
		Macadam, miles	2.82
		Total	36.28

Pavement laid on incompleting contracts:			
Sheet asphalt, miles	0.06	Pavement laid by the Park Department:	
Granite, miles	0.11	On Completed Contracts—	
Total	0.17	Sheet asphalt, miles	1.59
		Asphalt block, miles	0.17
		Total	1.76

Pavement laid by repair gangs:			
Granite, miles	0.25	Total	
Belgian, miles	0.12		
Total	0.37		

Pavement laid by private contract under the supervision of this Bureau:			
Sheet asphalt, miles	0.34	Total	
Granite, miles	0.15		
Total	0.49		

A grand total of new pavements laid in the Borough of Brooklyn of 38.54 miles, of which 24.435 miles were sheet asphalt and 6.233 miles asphalt block, classified as follows:

	Laid.	Removed.		Laid.	Removed.
Asphalt, miles	24.435	0.486	Macadam, miles	2.825	0.040
Asphalt block, miles	6.233		Brick, miles		0.530
Cobble, miles	15.983		Medina, miles	1.376	
Granite, miles	3.552	3.601	Total	38.542	21.338
Belgian, miles	0.121	0.698			

Showing a net increase of 17.204 miles, the net mileage of pavement in the Borough on December 31, 1907, as compared with December 31, 1906, being as follows:

Character of Improvement.	December 31, 1907.		Increase.	Decrease.
	December 31, 1907.	December 31, 1907.		
Asphalt	288.48	312.429	23.949	
Asphalt block	13.93	20.163	6.233	
Granite	141.99	141.941		0.049
Cobble	50.27	34.287		15.983
Belgian	40.41	39.833		0.577
Trap block	1.37	1.37		
Macadam	99.53	102.315	2.785	
Brick	3.36	2.830		0.530
Medina	5.32	6.697	1.377	
Wood	2.16	2.16		
Slag block	0.26	0.26		
Total	647.08	664.285	34.344	17.139

Work to be done on incompleting contracts:		Medina, miles	0.13
Sheet asphalt, miles	0.51	Iron slag, miles	0.13
Granite, miles	0.02	Regulating, grading, etc., miles	9.62
Medina, miles	0.20	Total	24.90
Regulating, grading, etc., miles	4.63	Mileage of contracts authorized but not awarded:	
Total	5.36	Sheet asphalt, miles	0.94
		Regulating, grading, etc., miles	2.73
		Total	3.67

Mileage of contracts now in force on which work has not been begun:			
Sheet asphalt, miles	0.91	Summary of work carried over to 1908:	
Asphalt block, miles	0.36	Incompleting contracts, miles	5.36
Regulating, grading, etc., miles	2.97	Contracts not begun, miles	4.24
Total	4.24	Contracts awarded, not registered, miles	24.90
		Contracts authorized, not awarded, miles	3.67
		Total	38.17

Mileage of contracts awarded but not registered:

Sheet asphalt, miles	13.04
Asphalt block, miles	0.92
Granite, miles	1.06

Of which pavement contracts total 18.22 miles, and regulating, grading, etc., contracts, 19.95 miles.

On the above completed contracts there were laid 1,158,889 square feet of cement sidewalks. The total amount of money certified by the Bureau during the year on the above contracts was:

	Amounts Certified.		Inspection.		Total Cost.
	Amount.	Percentage.	Amount.	Percentage.	
Final Estimates.					
Asphalt Pavements—					
Paid from Repaving Bond Fund	\$704,892 88		\$9,929 77	1.408	\$714,822 65
Paid from Street Improvement Fund	\$504,783 41		4,962 93	0.985	509,746 34
Stone Pavements—					
Paid from Repaving Bond Fund	317,083 05		9,468 04	2.986	326,551 09
Paid from Street Improvement Fund	8,489 20		156 23	1.840	8,645 43
Regulating, Grading, etc.—					
Paid from Repaving Bond Fund					
Paid from Street Improvement Fund	462,265 87		11,379 98	2.462	473,645 85
Totals	\$1,021,975 93	\$975,538 48	\$35,896 95	1.296	\$2,033,411 36

	Amounts Certified.		Inspection.		Total Cost.
	Amount.	Percentage.	Amount.	Percentage.	
Partial Estimates.					
Stone Pavements—					
Paid from Repaving Bond Fund	3,195 00				3,195 00
Regulating, Grading, etc.—					
Paid from Street Improvement Fund	71,489 00				71,489 00
Totals	\$1,025,170 93	\$1,047,027 48	\$35,896 95	1.296	\$2,108,095 36
Less amount paid on partial estimates in 1906					113,990 00
					\$1,994,105 36
Less inspection					35,896 95
Total amount certified in 1907					\$1,958,208 41

The following table will show the average prices for the different classes of pavement. The prices for 1907 were higher than for the previous year, which were somewhat higher than in 1905:

Character of Pavement.	Railroad Streets.			Non-railroad Streets.			Railroad and Non-railroad Streets Combined.		
	Original.	Repaving.	Original and Repaving.	Original.	Repaving.	Original and Repaving.	Original.	Repaving.	Original and Repaving.
Asphalt on concrete.	\$2 321	\$2 136	\$2 198	\$2 066	\$2 046	\$2 056	\$2 068	\$2 048	\$2 058
Asphalt on present pavement		1 580			1 769			1 714	
Asphalt block	2 430			2 470	2 299	2 318	2 457	*2 299	2 324
Granite		3 250		3 453	3 339	3 346		3 332	3 340
Medina					3 698			*3 698	
Iron slag					3 925			*3 925	
Second-hand granite furnished by City					1 587			*1 587	

\* No railroad streets repaved with asphalt block, medina, iron slag or second-hand granite.

Sidewalk Construction.

In addition to the sidewalks laid under and in connection with contracts for regulating, grading, paving and repaving, which amounted to 1,158,889 square feet there was a large amount constructed under special contracts, public and private:

Under Special Public Contract—	
On twelve contracts, square feet	179,636
On private contract, square feet	1,111,100
Total	1,290,736

—making a total of cement sidewalks laid of 2,449,625 square feet or 9.3 miles of 5-foot walk.

In addition to these cement walks there was laid by private contract .0901 square feet of stone flagging, and 4742 linear feet of 6-foot fencing erected in front of vacant lots.

Repaving.

It would appear to be held in some quarters that the repaving work in this Borough is about completed, and that from now on the amount of such work will be insignificant as compared with what has been done during the past decade. An immense amount of work has been done; ten years ago cobble and belgian pavement constituted nearly 60 per cent. of the total paved mileage. These pavements, particularly cobble, were the abomination of Brooklyn. During this time over 200 miles of cobble pavements have been replaced with modern pavement. The average man might well think the bulk of the work had been done, knowing that there is to-day only thirty-four miles of cobble pavement left in the Borough; but consider that the mileage of belgian pavement has been reduced in the same period of time by only three miles, and that there are forty-one and one-quarter miles of this pavement left, of which only a few miles (2.15) is in good condition. In the meantime an insignificant amount of granite pavement on sand foundation has been replaced by modern pavement on concrete foundation. The granite pavement on sand foundation amounts to nearly 106 miles, or about 20 per cent. of the total paved mileage; of this 106 miles, 30 per cent. (30.58 miles) is reported to be in bad condition, and I might add that in addition to this 50 per cent. is in only fair condition. That this condition exists is perfectly natural. No pavement will remain in good condition indefinitely, and this is particularly true of those pavements built with inadequate foundations. Many of this class of pavements are from 20 up to 35 years old, and present a sorry spectacle judged by the paving standards of to-day. It might be said: "Why have not these pavements been maintained in good condition?" During the past five years the efforts of the Repair Division of this Bureau have been almost entirely directed toward the upkeep of granite pavement. The amount of work that it was possible to do was measured by the appropriations made for maintenance, which have been sadly inadequate for the Borough needs. To-day there are some six miles of asphalt paved streets which should be repaved, and this mileage will grow at an ever-increasing rate on account of the large amount of this class of pavement and its comparatively short life. We can see at the present time some 200 miles of repaving which ought to be of concern. It will require ten or twelve millions of dollars and will take another five years, if Brooklyn is allotted \$2,000,000 a year for this purpose. This would be an appropriation larger than has been received for the past few years.

Maintenance.

The following table shows the magnitude of maintenance work on the streets of the Borough. Out of a total of twelve and a quarter million square yards of pavement seven and one-third million is directly maintained by the repair forces of this Bureau to the extent that the appropriated funds allow. In addition to this there are 310 miles of dirt road that require constant attention.

Pavement.	Total Mils.	Total Square Yards.	Miles Maintained.	Square Yards Maintained.	Average Age of Pavement Maintained.
Asphalt	312.43	5,701,228	94.88	1,743,088	9.9 years
Asphalt block	20.16	367,884	0.24	4,423	7 years
Granite	141.94	2,843,985	138.93	2,786,904	17.7 years
Trap block	1.37	21,648	1.37	21,648	6 years
Cobble	34.29	a 611,196	34.29	a 611,196	41 years
Belgian	39.83	764,549	39.83	764,549	21 years
Macadam	102.32	1,686,463	b 82.09	b 1,088,463	10.6 years
Brick	2.83	64,108	c 2.20	c 43,676	9 years
Medina	6.70	107,158	4.92	68,101	3.8 years
Wood block	2.16	37,879	0.08	1,152	5 years
Iron slag	0.26	4,001			
Totals	664.29	12,210,039	398.83	7,133,200	17 years
Dirt roads	310.00	5,456,000	310.00	5,456,000	
Totals	974.22	17,666,039	708.83	12,589,200	

a. Obtained by assuming roadway 30 feet wide.  
 b. Obtained by subtracting Park Department mileage and yardage from total mileage and yardage.  
 c. Obtained by subtracting Park Department mileage and yardage from total mileage and yardage.  
 d. Obtained by scaling length from map and using widths obtained from Park Department.  
 e. Obtained by scaling from map.

Park Department Streets Included in Above.

	Miles.	Square Yards.
Asphalt .....	7.50	199,095
Asphalt block .....	.67	17,795
(d) macadam .....	20.20	598,000
(e) brick .....	.67	20,432
	29.04	835,322

Summary.

	Miles.	Miles.
Total pavement.....	664.29	398.83
Park Department.....	29.04	236.42
Under Bureau Highways.....	635.25	

A very creditable amount of work has been done during the year; 176,200 square yards of stone pavement have been relaid, putting many miles of street in good condition; of this, 114,238 yards were granite pavement. For the detail report covering the work done on the repairs to stone pavements I would refer you to the report, hereto appended, of the Assistant Engineer in charge of the Repair Division.

Mr. Herman H. Schmidt was given charge of the Repair Division in June, and had handled the difficult and exacting duties of this division in a very creditable manner.

Much has been said and written recently about the condition of pavements in the Borough, and many harsh criticisms have been made by well meaning citizens with honest convictions on the subject. Criticism, more often than not, takes the form of general statements condemning the whole, basing the general statement on a comparatively few particular instances, and it is apt to be the case that when investigation of the whole is made the facts developed are in conflict with the criticism made. From a general knowledge of pavement conditions in all sections of the Borough, and looking at the situation as a whole, I have had pretty well defined ideas on the subject, but in order to have absolute facts I caused to be made during the past three weeks an inspection of every block of paved street in the Borough. This inspection was made by the principal Assistant Engineers of the Bureau, and covered 553 miles of paved streets, being the total paved mileage except that under jurisdiction of the Park Department (about ten miles), and also excepting the macadam roads. The scheme of reports was (first) on general condition, i. e., E., excellent; G., good; F., fair; B., bad.; (2d) particular defects, viz.: Plumbers' openings, corporation openings, departmental openings, wears and deterioration, etc., giving location and other information about each defect.

In Explanation of the Condition Marking—A pavement of any character, asphalt, stone or other, if in even contour as when originally laid, with no defective material or construction apparent, even though there might be one or two service openings on the block, would be marked excellent, E. It is taken for granted that a street opening, for public or private purposes, would not cause a pavement, which was otherwise in substantially a condition as good as when laid, to be considered less than excellent. Carrying along the same idea just expressed, a pavement would be marked good under these conditions: General surface and contour not as even as when originally laid, but only less so to a small degree, several defects due to wear noted, and perhaps some slight depressions due to settlement of openings, these being more unsightly than serious.

Fair expresses a condition in which the defects noted under good are more marked or decided, but depressions, etc., not dangerous.

Bad shows a condition of pavement which is less than fair, and covers the various degrees from an asphalt pavement with many wear holes, humps, etc., through a roughened granite pavement with ridges and holes, down to a broken-up cobble pavement. With this condition marking in mind, one can gain an idea of the general condition of the pavements in the Borough from the following developed data resulting from the Engineers' inspection:

	Excellent. No Openings. No Defects.		Fair.		Bad.		Total.	Remarks.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
Asphalt (sheet) in guarantee .....	48.34	88.94	50.33	27.34	6.53	221.48	750 miles Park Department not included.	
Asphalt (sheet) not in guarantee .....	12.22	12.89	35.78	16.51	5.97	83.37		
Asphalt (block) in guarantee .....	6.20	8.33	1.84	8.02	0.60	18.99	0.67 miles Park Department not included.	
Asphalt (block) not in guarantee .....			0.25			0.25		
Wood block in guarantee .....	0.58	0.88	0.70			2.16		
Wood block not in guarantee .....								
Granite on concrete in guarantee .....	0.93	2.50						
Granite on concrete not in guarantee .....	3.77	17.91	6.97	3.91	1.22	142.09		
Granite on sand in guarantee .....								
Granite on sand not in guarantee .....	1.04	1.13	24.28	48.85	30.58			
Medina in guarantee .....	0.18	1.54				6.70		
Medina not in guarantee .....	0.60	3.80	0.58			6.70		
Brick in guarantee .....							0.67 miles Park Department not included.	
Brick not in guarantee .....			0.52	1.19	0.45	2.16		
Belgian in guarantee .....								
Belgian not in guarantee .....			2.15	12.94	26.11	41.20		
Cobble in guarantee .....								
Cobble not in guarantee .....				3.20	31.11	34.31		
Total .....	78.86	137.92	123.40	115.96	102.57	552.71	+9.04 Park Department =561.75.	
Per cent. ....	13.18	24.95	22.33	21.00	18.54		If Belgian and cobble excluded, 8.2% bad.	
Total per cent. ....	38.13	69.46						

Note—Macadam pavement not included in table.

From the above it will be seen that there are nearly 73 miles without service openings, that there is 211 miles, or over 38 per cent. of the pavements in excellent condition, while there is in addition to these 123.4 miles in what is considered good condition; in short, 334 miles, or sixty and one-third per cent., of the Brooklyn pavement is in good or better than good condition; twenty-one and one-third per cent. is in fair condition, leaving eighteen and one-third per cent. in bad condition, of which more than one-half is Belgian and cobble pavements, which have been notorious for years, and on which the only treatment is to repave, repairs not only being costly but of little avail in the way of permanence.

There are 58 1/4 miles of these pavements (cobble and Belgian) which should be repaved. On the Belgian and cobble pavement it has been the policy of this Bureau for several years past to make repairs only to holes and dangerous conditions, depending

on repaving the entire street to ameliorate the conditions. The amount of work that is and has been done is solely dependent on appropriations made by the Board of Estimate and Apportionment. During the past two years, 1906 and 1907, 50 miles of Belgian and cobble pavement were eliminated, being replaced by modern pavement on a concrete foundation. To repave the 60 miles of cobble and Belgian pavements found in bad condition would require \$3,500,000, and to cover 30 miles of granite pavement imperatively demanding repavement would require an additional \$2,000,000.

The half-mile of brick pavement in bad condition is on Thornton street, from Flushing avenue to Broadway; Newell street, from Meserole avenue to Driggs avenue. These are on sand foundations and repairs are of no avail. Estimated cost of repaving, \$25,000.

On the mile and a quarter of granite pavement on concrete foundation noted in above table as "Bad," the condition is almost entirely due to trenches and openings. As soon as weather conditions permit these trenches, etc., will be repaved by the Repair Division of this Bureau.

As rapidly as the reports were made on the asphalt pavement in guarantee, notices were served on the various companies and much work was done by them, but there still remains about six miles in bad shape. The repairs necessary on these pavements will be the first order of work in the spring.

On asphalt paved streets which are not in guarantee, and which were maintained in the early part of the year by contract and later by the Municipal Asphalt Plant, we find that 7 per cent. of this mileage is in "Bad Condition," or 5.8 miles out of 83.4 miles. Now, this does not mean neglect in repairs, but means that the surface is uneven and rough and that the paving material is cracked and liable to disintegration, the life of the pavement having been used up. These streets are shown below, together with their age and the amount of money expended for repairs:

Street and Limits.	Age, Years.	Length, Feet.	Repair Cost, Total.	Repair Cost Per Yard.
On Concrete Foundation.				
*Flatbush avenue, from Malbone to Paerdegat Lane.....	18	6,391	\$2,605 43	\$0.140
Flatbush avenue, from 454 feet north of Malbone to 130 feet south.....	12	670	350 08	0.200
Herkimer street, from Bedford to Nostrand.....	13	950	525 98	0.142
Monroe street, from Sumner to Lewis.....	13	784	259 31	0.088
South Ninth street, from Berry to Broadway.....	13	2,428	2,581 49	0.308
Willoughby avenue, from Marey to Tompkins.....	13	780	300 25	0.105
Fourth avenue, from Ninety-ninth to One Hundred and First	11	540	252 93	0.156
Berry street, from Division to Broadway.....	11	1,109	758 36	0.204
Berry street, from Broadway to North Thirteenth.....	11	1,109	3,644 95	0.237
Berry street, from North Thirteenth to North Fourteenth..	8	283	.....	.....
Nassau street, from North Fourteenth to Lorimer.....	8	1,084	199 62	0.057
On Cobble Foundation				
St. Marks avenue, from Franklin to Bedford.....	14	737	492 23	0.143
Sixth avenue, from Flatbush avenue to Union street.....	9	2,620	1,566 00	0.219
Prospect Park West, from Union to Third street.....	14	1,738	903 67	0.097
Henry street, from Montague to Fourth place.....	20	6,159	3,581 25	0.183
†Bedford avenue, from Hewes to Heyward street.....	20	791	621 02	0.168
†Bedford avenue, from Hewes to Division.....	21	2,300	1,009 63	0.082
On Wood Foundation.				
First place, from Henry to Court.....	19	1,066	618 30	0.213

\* Under contract to repave in part.  
† Under contract.

On the asphalted streets in addition to those noted in above list as bad, there are some classed at this time as being in fair condition, but which, on account of the importance of the streets and the high cost of maintenance to keep them in fair condition, should be repaved. Considering these points I would recommend repaving the following streets now paved with asphalt:

	Age.	Yards.	Total Cost, Repairs, Past Five Years.
Wood—First place, from Henry to Court street.....	19	2,909	\$3,902 14
Cobble—Henry street, from Montague to Fourth place.....	20	19,512	13,324 65
Cobble—Bedford, from DeKalb to Quincy.....	16	7,588	4,434 35
Cobble—Bedford, from Atlantic to St. Marks.....	19	6,001	7,542 28
Concrete—Berry street, from Division to Broadway.....	11	3,716	2,779 48
Cobble—Cumberland, from Lafayette to Atlantic.....	19	6,178	3,421 87
Cobble—Henry, from Pierrepont to Montague.....	14	767	496 18
Wood—Pierrepont, from Willow to Fulton.....	21	5,362	6,138 78
Concrete—Flatbush, from Fifth to Seventh.....	20	5,412	4,873 75
Cobble—Prospect Park West, from Union to Third.....	14	9,274	4,273 20
Concrete—South Ninth, from Berry to Broadway.....	13	8,388	5,179 01
Concrete—Berry, from Broadway to North Thirteenth.....	11	15,308	12,924 39
Concrete—Clinton, from Fulton to Pierrepont.....	13	1,495	1,825 81
Concrete—Flatbush, from Malbone to Paerdegat.....	17	18,612	12,313 37
Total.....			\$83,429 26

The estimated cost of repaving all the above streets is \$400,000.

It should be remembered that these are all old pavements and that the cost of maintenance for the next five years will be, certainly, not less than for the past five, and that the amount of money that will be saved on maintenance due to contractors' guarantee on the new pavement will go a long way toward covering the cost of the replacement.

The money expended for repairs to pavements on the streets recommended above to be repaved for the past five years amounts to a total of \$83,429.26.

Repairs to Asphalt Pavements.

On June 13 the Borough Asphalt Plant began operations. At the start considerable difficulty was experienced in getting the street gangs organized, many of the men at first obtainable from the Civil Service lists not having the requisite experience; but due to the energy of Mr. Charles Lennon, who had been appointed Superintendent of Asphalt Repairs, this matter was finally straightened out and four gangs of asphalt workers were put on the streets, efficiently organized and equipped for work. In addition to these a concrete gang was organized. This gang was used for concreting cuts and trenches. The labor organization at plant and on streets has been on the average as follows:

Plant.	Street.
1 Plant Foreman.	1 Foreman.
1 Yard Foreman.	1 Rollerman.
1 Stationary Engineer.	10 Asphalt Workers (Rakers, Tamperers, Smoothers and Cutters).
4 Stokers.	2 Watchmen.
4 Platform Men.	
3 Feeders.	
1 Wagon Tender.	
1 Tool Man.	Concrete Gang—
2 General Laborers.	1 Foreman.
2 Watchmen.	6 to 12 Laborers.

The following is an itemized statement of the materials used and costs of repairs to asphalt pavements made by Municipal plant:

The Municipal asphalt plant in the Borough of Brooklyn began operations on June 13, 1907, and this statement of costs covers the period to December 31, 1907:

The Plant Cost.	
Contract .....	\$22,485 00
Engine and boiler foundation, piles, etc.....	509 54

Office and sheds.....	712 00
Fire extinguisher.....	150 00
Oil tank.....	365 00
Extra parts, machinery.....	411 76
Office furniture and equipment.....	174 28
Electrical work, wiring, lights, annunciators.....	58 80
Four asphalt rollers.....	6,156 00
Twelve asphalt trucks.....	4,920 00
Tools and gang equipment.....	2,000 45
Miscellaneous.....	337 35
<b>Total.....</b>	<b>\$38,280 18</b>

Fixed Charges.

Interest on payments on above at 5 per cent.....	\$897 10
Depreciation on plant at 10 per cent, six and one-half (6½) months, on \$37,892.08.....	2,052 49
Rent of plant grounds, \$1,440, seven (7) months.....	840 00
<b>Total.....</b>	<b>\$3,789 59</b>

Total Product of the Plant.

The total product of the plant was 8,475 boxes of wearing surface and binder. These boxes are 9 cubic feet at the plant. During transportation from the plant to the job there is a consolidation of the wearing surface material in the truck. This has been found to be on an average load and distance a trifle less than 3 per cent. of the original bulk. On binder this consolidation is not appreciable.

The 9-foot box of wearing surface mixture as delivered on the job is therefore taken to contain 8.75 cubic feet.

6,951 boxes wearing surface mixture, at 8.75 cubic feet.....	Cubic Feet. 60,821
1,524 boxes binder, at 9 cubic feet.....	13,706
<b>8,475 boxes (total product).....</b>	<b>74,537</b>

The expenditures for supervision, labor, materials and supplies on the above production were:

Expenditures: Supervision, Labor, Materials and Supplies.

Superintendent—Asphalt repairs.....	\$1,363 13
Plant labor (including Foreman).....	12,188 34
Street labor.....	19,970 33
Trucking—Team and driver, at \$6 per day.....	7,915 25
Cord wood (68 cords).....	771 00
Dumping privilege.....	149 05
Oil.....	166 34
Waste.....	92 08
Rosendale cement.....	150 00
Canvas covers.....	35 45
Miscellaneous supplies.....	63 15
Coal for rollers, 47.6 tons, at \$5.50.....	261 80
Coal for plant, 315 tons, at \$3.98.....	1,253 70
Repairs—	
Tools.....	206 23
Plant.....	769 95
Flux, 96,820 pounds (12,102.5 gallons), at 7¾ cents.....	892 52
Asphalt, 40 tons, at \$24.77 per ton; 295 tons, at \$24.80 per ton.....	8,306 80
Stone dust, 296.2 tons, at \$3.50 per ton.....	764 00
Binder stone, 586.4 cubic yards, at \$1.45 per cubic yard.....	850 32
Asphalt sand, 2,871 cubic yards, at 75 cents per cubic yard (less credit on 100 yards, at 75 cents per cubic yard, of grit to Wallabout).....	2,078 25
<b>.....</b>	<b>\$58,247 69</b>
Fixed charges.....	3,789 59
<b>.....</b>	<b>\$62,037 28</b>

The product was made up as follows:

On 6,951 Boxes of Wearing Surface.

*2,771 cubic yards sand, at 75 cents per cubic yard.....	\$2,078 25
592,416 pounds dust, at \$3.50 per ton.....	764 00
91,274 pounds (11,409 gallons) flux, at 7¾ cents per gallon.....	841 14
631,630 pounds asphalt, at \$24.80 per ton.....	7,832 21
<b>Materials for 6,951 boxes cost.....</b>	<b>\$11,515 87</b>

Cost per box, \$1.657.

1,524 boxes binder took

586.4 cubic yards stone, at \$1.45 per cubic yard.....	\$850 32
5,546 pounds (693 gallons) flux, at 7¾ cents per gallon.....	51 11
38,370 pounds asphalt, at \$24.80 per ton.....	475 79
<b>Materials for 1,524 boxes cost.....</b>	<b>\$1,377 22</b>

Cost per box, \$0.904.

All prices are for the material delivered in yard at plant.

Cost per box of supervision, fixed charges, supplies—coal and repairs..... \$1.070

Or 0.1222 cent per cubic foot asphalt, 0.1190 cent per cubic foot binder.

Cost per box of labor and trucking..... \$4.727

Or 0.5400 cent per cubic foot asphalt, 0.5252 cent per cubic foot binder.

Cost Complete—

Wearing surface (per box)..... \$7.454

Binder (per box)..... 6.701

Summary of Costs.

	Wearing Surface.		Binder.	
	Per Box.	Per Cubic Foot.	Per Box.	Per Cubic Foot.
Material.....	\$1 657	\$0 1894	\$0 904	\$0 1004
Supervision, fixed charges, etc.....	1 070	0 1223	1 070	0 1190
Labor and trucking.....	4 727	0 5402	4 727	0 5252
<b>.....</b>	<b>\$7 454</b>	<b>\$0 8519</b>	<b>\$6 701</b>	<b>\$0 7446</b>

This cost is on a basis of 8.75 cubic feet per box as delivered on street, equivalent to 85 cents per cubic foot for wearing surface; and for binder, 9-foot box, 74½ cents per cubic foot.

Wages paid for eight-hour day are:

Plant Foreman, per day.....	\$6 00	Smothers, per day.....	2 00
Foreman, per day.....	4 00	Laborers, per day.....	2 00
Rakers, per day.....	2 50	Trucks, per day.....	6 00
Tampers, per day.....	2 50		

\* Sand measured in scow (as paid for) allows for waste in yard, tailings and loss of weight on moisture. The actual quantity of heated dry sand as weighed in on mixing platform was 2,136 cubic yards—weights of stone, asphalt, flux and dust as weighed in.

Analysis of Costs.

General Costs.

	Wearing Surface and Binder, Per Box.	Wearing Surface, Per Cubic Foot on Street, Box, 8.75 Cubic Feet.	Binder, Per Cubic Foot on Street, Box, 9 Cubic Feet.
Superintendence.....	\$0 1608	\$0 0184	\$0 0179
Plant labor.....	1 4380	0 1645	0 1598
Street labor.....	2 3560	0 2695	0 2618
Trucking.....	0 9338	0 1067	0 1037
Wood fire wagon, fuel.....	0 0909	0 0103	0 0101
Coal, plant.....	0 1478	0 0169	0 0164
Coal, rollers.....	0 0307	0 0034	0 0034
Dump privilege.....	0 0176	0 0020	0 0020
Rent.....	0 0990	0 0113	0 0110
Interest.....	0 1058	0 0120	0 0117
Depreciation.....	0 2420	0 0277	0 0269
Repairs to tools.....	0 0243	0 0027	0 0027
Repairs to plant.....	0 0906	0 0103	0 0102
Miscellaneous supplies.....	0 0597	0 0068	0 0066
<b>.....</b>	<b>\$5 7970</b>	<b>\$0 6625</b>	<b>\$0 6442</b>

Material Cost.

	Binder, Per Box.	Wearing Surface, Per Box.		
Flux.....	\$0 0340	\$0 1210	\$0 0139	\$0 0037
Asphalt.....	0 3120	1 1270	0 1287	0 0347
Sand.....	.....	0 2990	0 0342	.....
Dust.....	.....	0 1100	0 0126	.....
Stone.....	0 5580	.....	.....	0 6200
<b>.....</b>	<b>\$0 9040</b>	<b>\$1 6570</b>	<b>\$0 1894</b>	<b>\$0 1004</b>
<b>Totals.....</b>	<b>5 7970</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
<b>Totals.....</b>	<b>\$6 7010</b>	<b>\$7 4540</b>	<b>\$0 8519</b>	<b>\$0 7446</b>

Notes—The charge for trucking, \$7,915.25, is total truck time, at \$6 per day, and includes all delays at plant and on street and also trucking of old asphalt and debris to dump. The average haul was 4.14 miles from plant; 129 loads traveled 534.4 miles. Plant to job, to 25 different locations in all sections of Borough. Observation on 35 loads for rate of travel for loaded trucks, 72 cubic feet wearing surface on load, gave 2.15 miles per hour. Have had free dump on a considerable quantity of old asphalt; cannot give quantity. The total number of working days was 134 out of 202. The cost per box for labor (plant and street) has varied considerably, depending principally on the output.

This table shows the monthly total costs, total product and monthly box cost:

	Plant Labor.	Street Labor.	Trucking.	Product, Box.	Labor, Box, Cost.	Street, Per Cent.	Plant, Per Cent.	Truck, Per Cent.
June.....	\$1,004 37	\$903 75	\$367 25	331	\$6 57	37	46	17
July.....	1,114 00	3,129 00	1,065 00	1,201	4 42	59	21	20
August.....	2,032 75	3,619 47	1,359 00	1,330	5 27	52	29	19
September.....	2,056 87	2,930 49	963 00	1,415	4 20	49	34	17
October.....	2,556 50	3,655 98	1,506 00	1,909	4 04	47	33	20
November.....	1,470 87	2,998 89	1,537 50	1,305	4 00	50	24	26
December.....	1,952 98	2,832 75	1,117 50	984	6 00	48	33	19
<b>Totals.....</b>	<b>\$12,188 34</b>	<b>\$19,970 33</b>	<b>\$7,915 25</b>	<b>8,475</b>	<b>\$4 73</b>	<b>49.8</b>	<b>30.4</b>	<b>19.8</b>

Early in the year a contract was made for asphalt repairs. This was to cover work necessary to be done prior to the completion of the Municipal plant. Owing to the difficulty in getting men to fill out the City gangs, the contract repairs were continued for a short time after the Municipal plant started. The quantity of materials used under this contract and prices were as follows:

Binder, 5,515 cubic feet, at 35½ cents.....	\$1,957 83
Wearing surface, 61,560 cubic feet, at 81½ cents.....	50,171 40
Concrete, 4.16 yards, at \$6.20.....	25 79
<b>.....</b>	<b>\$52,155 02</b>

The total yardage out of guarantee and to be maintained by the City was 1,738,436. There was used from the total product of the plant 14,233 cubic feet of wearing surface and 7,106 cubic feet of binder on pay work, that is, restoration of cuts and trenches. The cost of maintenance for the actual materials used thereon was:

<b>Under Contract—</b>	
5,515 cubic feet binder, at 35½ cents.....	\$1,957 83
61,560 cubic feet wearing surface, at 81½ cents.....	50,171 40
4.16 cubic yards concrete, at \$6.20.....	25 79
<b>.....</b>	<b>\$52,155 02</b>
<b>By Plant—</b>	
6,600 cubic feet binder, at 74½ cents.....	\$4,917 00
46,588 cubic feet wearing surface, at 85 1-5 cents.....	39,592 97
146¾ cubic yards concrete, at \$6.90.....	1,012 00
<b>.....</b>	<b>\$45,321 97</b>
<b>Total.....</b>	<b>\$97,676 99</b>

—or an average cost on the total yardage of 5.6 cents per square yard.

Work of the Public Service Corporations.

The division of the Bureau having charge of this work has been since June under the charge of Assistant Engineer A. E. Allen. For the details of the work done I would refer you to his report, appended hereto.

The number of separate openings made in the streets by these companies total 14,911, made in connection with the laying of 28 miles of gas mains, 22 miles of subways and 33 miles of pipe conduits. There were also made 9,970 openings by plumbers, etc., for service connections and repairs; a total of 24,881 openings.

Chemical and Physical Testing Laboratory.

This Division of the Bureau remains, as heretofore, under the charge of Mr. W. H. Broadhurst, Chemist, whose report, appended, shows in detail the work done during the year. The amount of work devolving on this division is certainly increasing, and has further been added to by the operation of the Municipal asphalt repair plant. The control of the mixtures at the plant devolves upon the Chemist. The uniformity and quality of the materials sent to the street shows the care and judgment exercised.

The following statement shows, in a general way, the office work done in connection with the various street improvements completed or proposed during the year:

Assessment Lists and Maps in Duplicate.

	Number of Lists.	Parcels Affected.	Blocks.	Amount Involved.
Grading and paving, etc.....	53	2,966	278	\$289,733 15
Cement sidewalks .....	1	15	8	654 51
Totals .....	54	2,981	286	\$290,387 66

Plans for New Work.

Grading, paving, etc.....	23
Repaving .....	110
Laying cement sidewalks.....	210
Fencing vacant lots.....	90
Total .....	433

Miscellaneous Plans, etc.

Proposed change of grade.....	40
Profiles in duplicate for Board of Assessors .....	31
Specifications prepared (5 copies each) .....	363
Blue prints .....	2,459
Tables, tracings, etc.....	67
Number of plans filed.....	397

Preliminary Estimates for Original Improvements.

Character.	No.	Estimated Cost.
Grading, curbing, sidewalks, etc.....	200	\$2,332,900 00
Asphalt paving .....	145	2,877,100 00
Grading and paving with granite.....	31	814,900 00
Grading and paving with wood blocks.....	2	40,300 00
Paving, macadamizing .....	6	158,400 00
Total.....	384	\$6,223,600 00

Owing to a large increase of this character of work and to a reduction in the force, much work remains on hand. Under date of December 31, there are 162 contracts completed for which assessment lists have not been prepared. These contracts affect 1,176 city blocks, covering improvements about 42 miles in length, and involving a cost of \$1,219,000. Eighty-eight profiles must be prepared for transmission to the Board of Assessors, to accompany assessment lists included in the above covering about 25 miles of street. Added to this incomplete work there are 8 petitions for changes of grade, upon which surveys have been or are being made, and 12 petitions for regulating, grading, etc., for which preliminary estimates are being prepared.

The surveying and draughting forces have been reorganized and strengthened, and the entire office work put under the charge of Assistant Engineer W. R. Tenney, as Engineer in Charge, Office and Surveys.

Respectfully submitted,

J. C. SHERIDAN, Chief Engineer.

List of Tables Accompanying Report.

1. Diagram showing mileage of pavements from January 1, 1880, to January 1, 1908.
2. Table showing mileage and percentage of the various pavements in the City and Borough of Brooklyn from January 1, 1880, to January 1, 1908.
3. Table showing the area of the different Wards of the Borough of Brooklyn.
4. Table showing amount of asphalt laid on completed contracts during the year ending December 31, 1907.
5. Table showing amount of stone pavement laid on completed contracts during the year ending December 31, 1907.
6. Table showing streets graded, curbed, guttered and macadamized on completed contracts during the year ending December 31, 1907.
7. Table showing streets upon which work was in progress December 31, 1907.
8. Table showing streets upon which contracts are in force and work not begun, December 31, 1907.
9. Table showing contracts awarded but not certified December 31, 1907.
10. Table showing improvements authorized by the Board of Estimate and Apportionment for which bids had not been received on December 31, 1907.
11. Table showing cost of maintaining asphalt pavements during 1907.

REPORT OF THE ASSISTANT ENGINEER, BUREAU OF HIGHWAYS, IN CHARGE OF DIVISION OF REPAIRS.

Department of Public Works, Bureau of Highways, Division of Street Repairs.

Mr. JOHN C. SHERIDAN, Chief Engineer, Bureau of Highways:

Dear Sir—Complying with your instructions, I respectfully submit herewith a report of the work done by this Division of the Bureau of Highways during the year ending December 31, 1907.

The organization of the force during the year was subject to slight changes to meet conditions that arose and had to be met, but in general was as shown in the following table:

Table No. 1.

	Number of Gangs.	Foremen.	Assistant Foremen.	Pavers.	Rammers.	Flaggers.	Steam Roller Enginemen.	Carpenters.	Laborers.	Teams and Trucks.	Horses and Wagons.	Horses and Carts.
Repair gangs (stone streets).....	4	4	1	11	6	..	..	..	30	4	4	8
Connection paving gangs.....	9	9	..	13	9	..	..	..	36	..	9	..
Corporation paving gangs.....	6	6	..	12	6	..	..	..	42	6	6	6
Concrete gangs .....	2	2	..	..	..	..	..	..	18	4	2	..
Macadam repair gangs.....	3	3	3	..	..	..	3	..	42	6	6	12
Dirt road gangs.....	3	3	..	..	..	..	..	..	30	6	3	..
Stone flagging gangs.....	14	4	..	..	..	14	..	..	14	3	14	..
Cement sidewalk gangs.....	1	..	1	..	..	..	..	..	4	..	1	..
Bridge and cesspool gangs.....	1	1	..	..	..	..	..	1	3	1	1	..
Sprinkling and hauling.....	1	1	..	..	..	..	..	..	21	..	..	..
Yard—Stone crusher, etc.....	..	5	1	..	1	..	..	..	18	..	..	..
Total.....	44	38	6	36	22	14	3	1	237	51	46	26

In addition to this force, one General Foreman, one Assistant General Foreman and three Automobile Enginemen were employed by this Division, making a total of 485. This force was employed from April 15 to December 31, but owing to the lack of funds worked on half time from August 17 to October 12.

The wages of the above force amounted to \$336,624.38, distributed as follows:

Table No. 2.

Connection and corporation.....	\$95,480 24
Repairs .....	73,660 36
Flagging .....	28,356 36
Yards, etc. ....	38,526 23
General Foreman and Assistant.....	3,807 00
Dirt roads .....	44,699 59
Macadam cleaning .....	1,361 77
Macadam repairs .....	39,990 48
Sprinkling .....	10,742 50
Total.....	\$336,624 38

The funds from which the expenses of this Division were paid, were Labor, Maintenance and Supplies Fund, Special Restoring and Repaving Fund and Special Revenue Bond Fund.

The following wages were also paid from the above funds, but are not chargeable to street repairs:

Table No. 3.

Inspectors .....	\$64,574 85
Engineers' and Chemists' office, Drivers and Automobile Enginemen.....	20,889 87
Total.....	\$85,464 72

Wages chargeable to street repairs.....	\$336,624 38
Wages not chargeable to street repairs.....	85,464 72
Total amount spent for wages.....	\$422,089 10

Of the above amounts \$310,117.21 were paid from Labor Maintenance and Supplies, \$45,074.50 from Restoring and Repaving Special Fund, and from Special Revenue Bond Funds, \$66,897.39.

The following material and supplies were purchased in connection with street repairs by contract:

Table No. 4.

3,360 cubic yards of 1½-inch trap rock, 1,120 cubic yards of screenings..	\$7,929 60
1,527 cubic yards of 1½-inch trap rock, 389 cubic yards of screenings....	4,311 00
4,556 cubic yards of 1½-inch trap rock, 1,390 cubic yards of screenings..	10,286 58
3,676 cubic yards of 1½-inch trap rock, 1,255 cubic yards of screenings..	7,445 81
1,592 cubic yards of 1½-inch trap rock, 1,556 cubic yards of screenings..	6,894 12
306,639 pounds of paving pitch.....	1,931 82
300 cubic yards of paving gravel.....	810 00
260 cubic yards of paving gravel.....	657 80
250 cubic yards of cement sidewalk grit.....	800 00
12,226 linear feet of bluestone curbstone.....	5,853 19
52,060 square feet of bluestone flagstone.....	10,086 62
14,360 feet, board measure, of yellow pine lumber.....	1,405 86
43,000 feet, board measure, of yellow pine lumber.....	1,335 00
55,300 feet, board measure, of yellow pine lumber.....	1,588 00
3,000 cubic yards of sand.....	2,250 00
2,500 cubic yards of sand.....	2,500 00
Hardware, tools, etc. ....	914 18
1,575 barrels of Portland cement.....	2,632 00
500 barrels of Portland cement.....	675 00
Total.....	\$70,306 58

The following materials and supplies were purchased by requisition for use of the Division of Repairs:

Table No. 5.

100 barrels Rosendale cement.....	\$125 00
450 barrels Portland cement.....	871 88
145 tons of coal.....	805 75
148,314 pounds of paving pitch.....	923 13
1,150 linear feet tile pipe.....	349 50
5,788 square feet of bluestone flagging.....	990 70
353.5 cubic yards of paving gravel.....	954 45
18,224 feet, board measure, lumber.....	758 45
1,000 iron slag paving blocks.....	60 00
25,000 paving brick.....	705 00
7,500 plain brick .....	72 00
500 square feet galvanized iron.....	21 38
397 cubic yards broken trap rock.....	893 25
Sprinklers, parts and attachments.....	984 75
Repairs to sprinklers.....	78 00
Tar kettle .....	250 00
Repairs to tar kettles.....	105 30
Repairs to road scrapers.....	295 80
Repairs to road rollers.....	570 00
New brooms for machine sweepers.....	25 00
Hardware .....	529 55
Tools .....	209 34
Tools sharpened and repaired.....	990 00
Hose cart, new hose and coupling.....	332 25
Rubber boots .....	50 40
Oil, grease and paint.....	345 70
Lamp black .....	136 00

Telephones .....	615 00
Bicycles .....	28 98
Firewood .....	120 00
Rental of Sixty-seventh Street Yard.....	900 00
Rental of North Eighth Street Yard.....	750 00
Extra cost of hauling broken stone to Avenue F.....	375 00
Miscellaneous items .....	212 59
Total.....	\$15,434 15

Table No. 6.

Purchased by requisition, not strictly, or only partly, chargeable to Division of Repairs:

Two automobiles purchased .....	\$1,888 00
Automobile storage, hire, supplies and repairs.....	6,600 00
Board of horses .....	4,021 67
Shoeing horses .....	1,250 00
Horses and wagon hire, including coach for Paymaster.....	534 00
Veterinary charges .....	575 50
Pipe testing machine .....	275 00
Professional services testing asphalt block.....	150 00
Wagon repairs and supplies .....	997 00
Harness repairs and supplies .....	670 00
One wagon purchased .....	240 00
Metal map case, Room 19.....	360 00
Repaving with asphalt .....	943 00
Repaving fire burns .....	753 26
Office supplies and furniture .....	1,391 50
Filling, Shell road.....	990 00
Cement walk, Red Hook lane.....	157 50
Cement curb and excavation, Decatur street.....	246 00
Chemical supplies .....	162 16
Extra work on account of contracts.....	1,247 10

Headers on Livingston street .....	476 57
Engineers and Draughtsmen's supplies.....	439 14
Carfares .....	700 00
	\$25,067 40

Tables Nos. 4, 5 and 6 do not show all the materials and supplies that have been paid for from the before mentioned funds, but are all that this Division is concerned with, and many of those shown are not chargeable to street repairs, but to the general expense of the Bureau of Highways.

This office has since July handled all requisitions for the Bureau of Highways, but as they are all finally submitted to the General Bookkeeper in the office of the Commissioner of Public Works, I think it is rather one of his functions than mine to make a detailed report of this work.

The following quantities of pavement of various kinds have been relaid by the Repair Gangs:

Table No. 7.

Granite, square yards.....	114,238	Medina, square yards.....	78
Belgian, square yards.....	25,952	Macadam, square yards.....	107,035
Cobble, square yards.....	32,563		
Brick, square yards.....	3,367	Total .....	283,233

The work of restoring openings are greater this year than ever before. Practically all openings in the stone pavements were restored by this Division. The exceptions were cuts made by railroad companies and by contractors for the Department of Water Supply, Gas and Electricity, and these trenches have remained unpaved longer and have caused more criticism and complaints than all other openings combined. If all the work of restoring openings is done by this Division next year, I firmly believe that criticism and complaint in regard to these restorations will be eliminated.

One thing to be borne in mind, however, is that unless the back filling of all openings is rigidly inspected a very serious result will ensue. When we restore openings we seem to assume all responsibility as to their settlement, and if a person or corporation making the opening is relieved of all responsibility they will naturally become careless in back-filling the trenches, and the streets will be full of depressions to such an extent that it will be utterly impossible for us to keep them in condition. Water and sewer trenches, as well as other openings, should be rigidly inspected by our men while being back-filled. All openings in granite and the better Belgian pavements should be restored on concrete, but the tar and gravel joints could be eliminated on the old granite on sand and Belgian pavements.

The total number of openings were 24,881, divided as follows:

Table No. 8.

Corporations.		Connections.	
Asphalt .....	2,993	Asphalt .....	3,984
Dirt roads .....	6,774	Dirt roads .....	2,358
Stone, brick, etc.....	5,144	Stone, brick, etc.....	3,628
Total .....	14,911	Total .....	9,970

Of this number 7,889 openings in stone and brick streets were sent to this Division to be restored. Five hundred and one openings have not been restored. Of these, 82 are covered, 215 were received within the last ten days and 204 are being attended to.

In addition to above 2,878 plumbers' cuts made in asphalt pavements were sent by this Division to the various asphalt companies to be restored; 488 have not been restored, but orders have been issued to the companies for 395 of this number.

Complaints.

Complaints received from Police, Fire and Street Cleaning Departments....	6,485
Complaints received from citizens.....	2,464
Total .....	8,849

In addition, 7,568 defects were reported by our Inspectors and Foremen.

All of the above have been attended to with the exception of the following:

Citizens .....	89
Defects noted by our Inspectors and Foremen .....	55
Total .....	144

Of this number of complaints which have not been attended to, 110 refer to sidewalks. The other complaints are mostly of recent date and will receive early attention.

We have not at any time this year had sufficient force to cope with sidewalk complaints.

This Division is concerned with the repair and maintenance of all pavements except sheet asphalt and asphalt block in guarantee. Prior to July of this year the work of maintenance of sheet asphalt out of guarantee was also a function of this Division, the work being done by a contractor. Since that time the work has been done by the Municipal Asphalt Paving Plant.

On January 1, 1908, the mileage of all pavements other than sheet asphalt and asphalt block in guarantee was as follows:

Granite, miles .....	141.83	Slag block, miles.....	0.26
Cobble, miles .....	34.31	Wood block, miles.....	2.16
Belgian, miles .....	39.83	Asphalt block, miles.....	.08
Trap block, miles.....	1.37		
Macadam, miles .....	102.32	Total .....	331.69
Brick, miles .....	2.83		
Medina, miles .....	6.70		

Dirt road, estimated, 200 miles.

Forty-two bridges and viaducts are under the jurisdiction of this Division, and these have all been inspected. On three of these an entire new bridge floor has been laid and general repairs have been made to several others.

Twenty (20) cesspools have been built and forty-three have been cleaned.

Many minor repairs of various kinds too diversified to enumerate have been made to relieve complaints of citizens, many not strictly matters connected with street repairs.

During the inspection which I recently completed, in which I personally went over every granite, Belgian, cobble, brick and medina street, the fact which was most forcibly impressed on my mind was the poor condition of almost every important thoroughfare. Flushing avenue, Myrtle avenue, Fulton street, Fifth avenue, Grand street, Metropolitan avenue, Flatbush avenue, Union avenue and many others are all old granite on sand streets. These pavements have been ripped up and put down to install water and sewer pipes, telephone and electric wires and for many other purposes, and the result is that it is utterly impossible for a repair gang to put them into any kind of condition without entirely relaying them, and yet our appropriation forbids any work on such a large scale.

Some streets which should be repaved are:

Hamburg avenue, Myrtle avenue to Putnam avenue (cobble); Marcy avenue, Wallabout street to Middleton street (cobble); Thornton street, Broadway to Throop avenue (brick).

I mention these streets, as it is utterly impossible for this Division to put them into even a fair condition.

Repairs to Asphalt Pavement.

Material Used on Contract—	
5,515 cubic feet of binder, at 35½ cents.....	\$1,957 83
61,560 cubic feet of wearing surface, at 81½ cents.....	50,171 40
4.16 cubic yards of concrete, at \$6.20.....	25 79
Total cost .....	\$52,155 02

The number of square yards of asphalt pavement out of guarantee December 31, 1907, was 1,754,431. The average cost per square yard for maintenance on this contract was .0297. Actual square yards laid on the contract was 34,200.

Granite Pavements.

The amount of repairing done on granite pavement was 114,238 square yards. This exceeds the amount done in any previous year by 27,651 square yards, and yet many of the old granite streets are in anything but a good condition. Very few holes or openings exist, but the general condition can hardly be called good. Modern granite pavements on a concrete base are all in good condition. We should have at least four four-paver gangs on granite on sand streets next year, so that we can take up their repairs in a systematic manner. In no other way can good results be shown.

Belgian Pavements.

The Belgian pavements are generally very old, and taking their age into consideration they are in fair condition. Very little work was done on these pavements. Several Belgian streets should be entirely relaid. In East New York alone there is work enough for a four-paver gang for a whole season.

Brick Pavements.

Several of the old brick pavements are entirely worn out and cannot be repaired. More work has been done on this class of pavement this year than ever before. Repairs to this class of pavements are difficult and expensive.

Cobble Pavements.

Cobble streets can hardly be considered as a paved street. We have relaid some, but in a general way have confined ourselves to keeping them free from dangerous holes.

Macadam.

Considerable work has been done on the macadam streets and they are generally in good condition. Another steam roller should be bought, so that all of these streets can be put in first-class condition. The matter of cleaning these streets should be looked into, as almost all complaints on macadam streets referred to their filthy condition. The sprinkling of macadam is also a matter which is attended to by this Division. Our sprinkling force is entirely inadequate to properly sprinkle all the macadam. Rather than increase the number of watering wagons I would recommend that the macadam thoroughfares which are not thickly settled be sprinkled with oil. This will necessitate the purchase of an oil sprinkling wagon and oil, but I feel satisfied that this investment will be a good one and do away with numerous complaints.

The suburban population of Brooklyn is certainly entitled to consideration, and a good system of macadam roads well cleaned and sprinkled would be appreciated by all citizens in the suburbs.

Dirt Roads.

The streets which are legally opened but not paved are of considerable importance. Many suburban streets which are thickly settled have as yet no pavement. It has been our endeavor, as far as our funds allow, to keep these roads in fair condition. Owing to the fact that the majority of these streets have no sewers it is often quite a problem to take care of the water and give the street proper drainage. A great deal of this work has been done, and was, I am sure, appreciated by many people. Several new road machines should be purchased, as it is of great importance to do as much of this work with the aid of machines as possible.

Sidewalk Repairs.

Much work has been done on sidewalk repairs this year. Still the time when our sidewalk will be in good condition will never come unless a greatly increased appropriation for this work is available. The sidewalk work at present simply amounts to satisfying a complaint here and there. No system of repairs can be undertaken with our present force.

This matter is a very serious one, and a thorough trial of the City ordinance covering this work, and which has never been enforced in this Borough, would, I think, induce many citizens to repair their sidewalks and greatly aid the work of this Division.

Miscellaneous Work Done.

Gutters cleaned, miles.....	151.5	Number of washouts filled.....	75
Dirt fill, cubic yards.....	11,923	Dirt hauled, cubic yards.....	15,757
Rubbish hauled, cubic yards.....	35,572	Screenings hauled, cubic yards.....	3,461
Flagging laid and relaid, square feet..	404,667	Ashes, etc., hauled, cubic yards.....	1,731
Cement walk laid, square feet.....	23,307	Stone crushed and hauled, cubic yards..	119
Miscellaneous sidewalks cleaned.....	42,240	Broken stone hauled and used, cubic yards .....	3,259
Miscellaneous dirt roads cleaned, miles	59.2	Fence erected, linear feet.....	1,034
Miscellaneous macadam roads cleaned, miles .....	7.6	Guard rail, linear feet.....	1,991
Drain pipe laid, linear feet.....	1,028	Bridging relaid, linear feet.....	14,995
Drain pipe cleaned, linear feet.....	391	Gutter relaid, linear feet.....	4,113
Drain box laid, linear feet.....	631	Curbing relaid and reset, linear feet....	5,070
Trench made, linear feet.....	269		

Shed erected for steam roller at Sixty-seventh Street Corporation Yard.

Shed erected for sprinklers at Sixty-seventh Street Corporation Yard.

Shed erected for storage of oil, etc., at the above Corporation Yard.

In addition to the above we erected a gate lamp at each of the Corporation Yards and thoroughly repaired and painted our sprinklers. We also built the foundation for the Municipal Asphalt Plant.

Yards.

The yards used by this Division for the storage of material are located as follows:

- Wallabout Yard, Wallabout place.
- North Eighth Street Yard, North Eighth street, near Union avenue.
- DeKalb Avenue Yard, DeKalb avenue, between Irving and Wyckoff.
- Hopkinson Avenue Yard, Hopkinson avenue and Marion street.
- Sixty-seventh Street Yard, Sixty-seventh street and Eighteenth avenue.
- Neck Road Yard, Neck Road and Gravesend avenue.

At Wallabout Yard is located the stone crusher and a large amount of stone, which is now being crushed.

Much work has been done by this Division in the removal of dirt from paved and graded streets which has been illegally dumped by contractors and others. This is a matter in which the Police Department has been very careless, and the practice should be stopped. At present the punishment for this is a light fine. It should be made punishable by imprisonment and every means taken to prosecute the guilty parties.

In concluding my report I wish to express to you my appreciation of the work done by the office force as well as by the two general Foremen and the majority of the Foremen and men. I was the third Engineer in charge of this Division this year, and taking hold, as I did, at the busiest season, it was only possible to obtain the good results which we have by the hearty co-operation of every one connected with this Division.

Respectfully,

.....Assistant Engineer in Charge.

ANNUAL REPORT OF THE ASSISTANT ENGINEER, CORPORATION DIVISION, BUREAU OF HIGHWAYS, DEPARTMENT OF PUBLIC WORKS, BOROUGH OF BROOKLYN.

Mr. JOHN C. SHERIDAN, Chief Engineer:

Dear Sir—In compliance with your request, I respectfully submit the following report of the Corporation Division of the Bureau of Highways, Borough of Brooklyn, for work done during the year ending December 31, 1907:

Total number of permits issued during the year, 12,856, which covered work done by the Brooklyn Union Gas Company, Flatbush Gas Company, Kings County Lighting Company, Brooklyn Borough Gas Company, Edison Electric Illuminating Company, New York and New Jersey Telephone Company, Long Island Railroad Company, Brooklyn Rapid Transit Railroad Company, Coney Island and Brooklyn Railroad Com-

pany, Van Brunt Street and Erie Basin Railroad Company, Brooklyn Union Elevated Railroad Company, Kings County Elevated Railroad Company, Eastern District Brooklyn Terminal Company, Standard Oil Company, Loeser & Co., Western Union Telegraph Company, Flatbush Water Works, Board of Education, Fire Department, Police Department, Kings County Refrigerating Company, Julius Kayser & Co. and New York Mail and Newspaper Transportation Company.

Number of street openings, classified according to kind of pavement, made by the public service corporations, under authorization from this Division:

Granite block	3,052	Brick	28
Belgian block	465	Iron slag	7
Cobble	668	Flagging	3
Macadam	793	Planking	2
Asphalt sheet	2,936	Dirt	3,423
Asphalt block	57	Walks	3,339
Wood block	15		
Medina sandstone	23	Total	14,911

In addition to the above report 4,909 permits were issued during the year, not requiring street openings, but were approved by this Division.

During the year considerable work was done by the several gas companies in laying new mains and removing old mains. The following will show the number of feet of mains laid and removed and the companies having done the work:

Brooklyn Union Gas Company.

Mains Laid.		Mains Removed.	
Number of feet, 4-inch	5,960	Number of feet, 3-inch	225
Number of feet, 6-inch	65,790	Number of feet, 4-inch	996
Number of feet, 8-inch	12,893	Number of feet, 6-inch	1,101
Number of feet, 10-inch	1,397	Number of feet, 8-inch	355
Number of feet, 12-inch	1,481	Number of feet, 10-inch	50
Number of feet, 20-inch	5	Number of feet, 20-inch	84
Number of feet, 24-inch	343		
Total	87,869	Total	2,811

Brooklyn Borough Gas Company.

Mains Laid.		Mains Removed.	
Number of feet, 4-inch	10,514	Number of feet, 6-inch	1,526
Number of feet, 6-inch	1,187		
Total	11,701	Total	1,526

Flatbush Gas Company.

Mains Laid.		Mains Removed.	
Number of feet, 4-inch	10,898	Number of feet, 4-inch	1,426
Number of feet, 6-inch	6,660		
Number of feet, 16-inch	16,485		
Total	34,043	Total	1,426

Kings County Lighting Company.

Mains Laid.		Mains Removed.	
Number of feet, 1/2-inch	216	Number of feet, 4-inch	60
Number of feet, 2-inch	1,335	Number of feet, 6-inch	2,937
Number of feet, 4-inch	25	Number of feet, 8-inch	81
Number of feet, 6-inch	9,348	Number of feet, 12-inch	216
Number of feet, 8-inch	1,361		
Number of feet, 12-inch	343		
Total	12,628	Total	3,294

Total number of feet of main laid	146,241
Total number of feet of main removed	9,057

The laying of new tracks, relaying of tracks, new crossings and connections incidental to the track improvements of the railroads in this Borough, all of which were authorized by permits issued by this Bureau and regularly cared for by the Inspecting Force assigned to this Division are as follows:

Brooklyn Rapid Transit Company.	Coney Island and Brooklyn Railroad Company.		
Number of feet of single track laid	15,970	Number of feet of single track laid	1,532
Number of feet of single track relaid	12,212	Number of feet of single track relaid	4,000
Number of crossings laid	31	Number of crossings and curves laid	2
Number of crossings and curves relaid	70		
Number of crossings removed	1		

Track repairs to the Van Brunt Street and Erie Basin Railroad Company, covered by permits issued to the Brooklyn Rapid Transit Company.

Permits were issued for subsurface construction to the following named corporations:

Brooklyn Rapid Transit Company.	New York and New Jersey Telephone Company.		
Number of feet of subway laid	3,846	Number of feet of subway laid	54,372
Number of feet single duct laid	40,462	Number of feet duct laid	417,856
		Number of feet pipe conduit laid	37,400
Coney Island and Brooklyn Railroad Company.	Flatbush Gas Company.		
Number of feet subway laid	8,530	Number of feet of subway laid	8,330
Number of feet conduit laid	50,000	Number of feet of single duct laid	5,477
		Number of feet of conduit laid	2,113
Edison Electric Illuminating Company.	Kings County Refrigerating Company.		
Number of feet subway laid	40,917	Number of feet pipe conduit laid	625.5
Number of feet duct laid	103,105		
Number of feet pipe conduit laid	75,416	Kayser & Co.	
New York Mail and Newspaper Transportation Company.	Number of feet pipe conduit laid	40	
Number of feet pipe conduit laid	7,400		

The following work was authorized by the Corporation Division, inspected by same as per franchise granted by the Bureau of Franchises:

Extension of the line of the Van Brunt and Erie Basin Railroad Company on Beard street, from Otsego street to Halleck street, the laying of two tracks about 560 feet long and connecting curve at terminal of line.

The Brooklyn Eastern District Terminal Company, the installing of a curve, double tracking, connecting North Fourth Street Yard of the Terminal Company with the Erie Railroad yards and the building of a siding off the main tracks on North Fourth street running westerly and across Kent avenue.

F. Loeser & Co., to construct and maintain a tunnel underneath Livingston street, connecting the main building on the east side of the street with their new annex on the

west side of the street for the purpose of using same as a passageway for pedestrians between the aforesaid buildings.

The Hecla Iron Works, to remove tracks on North Eleventh street, between Wythe and Berry streets. This work was authorized and inspected by the Corporation Division and the pavement replaced according to highway specifications.

List of Streets Repaved Between Tracks and Rails with Granite Block During the Year and the Total Yardage of Pavement Laid.

	Square Yards.
*Flatbush avenue, between Fifth and Atlantic avenues	1,269.00
Church avenue, from Flatbush avenue to East Eleventh street	5,075.78
†Atlantic avenue, between Flatbush and Washington avenues	5,620.00
Willoughby street, from Bridge to Gold street, and Fleet to Raymond street	1,668.66
Jamaica and Bushwick avenues	122.78
Kent avenue, from North Sixth to Franklin avenue	3,734.70
Rogers avenue, from Park place to Montgomery street	3,580.14
Lafayette avenue, from Flatbush avenue to Fulton street	1,400.00
*Johnson avenue, from Bushwick place to Morgan avenue	4,370.96
Troy avenue, from Pacific to Bergen street	793.10
South Fourth street and Keap street (intersection)	81.72
Court street, from Remsen to Joralemon street	162.23
Livingston street, from Court to Flatbush avenue	6,900.70
Total	34,789.77

All applications from the different corporations for the erection of new poles are submitted to the Engineer in charge of this Division, who reports as to the proper location, number of poles required and as to the advisability of issuance of permit covering the work.

In concluding my report, I wish to express my appreciation of the office force of my Bureau, and most earnestly request additional help and more office space, as both the office force and quarters are inadequate for the work of this Division.

Respectfully submitted,  
Assistant Engineer in Charge.

ANNUAL REPORT OF CHEMICAL AND PHYSICAL TESTING LABORATORY, BOROUGH OF BROOKLYN.

Office of the President of the Borough of Brooklyn,  
Chemical and Physical Testing Laboratory,  
Municipal Building, December 31, 1907.

Mr. JNO. C. SHERIDAN, Chief Engineer, Bureau of Highways:

Sir—I beg to submit the following report of the work of testing materials performed in the Chemical and Physical Testing Laboratory during the year 1907. A summary of the number of samples examined is as follows:

Samples Taken from Work During Construction.	Asphaltic cements	84	
Hydraulic cements	1,088	Refined asphalt, fluxes, sands, etc.	39
Asphalt surface mixtures	492	Miscellaneous samples	145
Asphalt blocks	69	Total	2,021
Samples Taken from Municipal Asphalt Repair Plant.			
Asphalt surface mixtures	104		

Hydraulic Cements.

The hydraulic cements used in roadway foundations and sidewalks have developed the same high quality and tensile strength as for several years past. In one or two instances only were low results obtained, due to damage of the material by exposure to the weather, as retests of the cement from other bags in the same lot showed normal strength. The results of the tests of the several brands used during the past year in street construction work will be found in the accompanying table, reference to which is invited. The cement testing for the Bureau of Sewers has been conducted in this Laboratory, as heretofore. The total number of briquettes tested was 17,841. It is believed that the present specifications for cement can be improved in several instances. The requirement for the seven-day test could properly be raised. Provision might also be made to exclude any material not strictly a Portland cement. The main points of the recent specifications of the American Society for Testing Materials are recommended.

Asphalt Surface Mixtures.

Samples of asphalt surface mixture have been taken daily during the prosecution of work on each contract. The mixtures laid have generally maintained the high degree of excellence required by the specifications. The use of coarse sand, as well as poorly graded sand, should be avoided. In this connection, it would seem advisable that asphalt contractors should be notified that only specially selected sand is suitable for asphalt paving. In other words, just as much care should be exercised by the contractor in the selection of sand as of asphalt. The specifications requirements for sand could properly be further modified to exclude the coarser grades of sand.

It is also recommended that considerable attention should be given to the development of an improved binder, as has recently been suggested in the literature of the subject. An "open" binder is undesirable, as it gives an unstable base, allowing the top course to work down in it, and in the course of time giving an irregular, wavy surface to the pavement. An intermediate course or "binder," with the voids completely filled with the fine mixture used for the surface course, would give a very much more stable base for the top course. Such a change would give our asphalt pavements a more rigid and permanent character. In this connection it may be pointed out that old surface mixtures could properly be used as a filler for binder. This would find a very proper use for what has hitherto been a waste material.

The plants of the several asphalt contractors have been inspected from time to time, samples of refined asphalt, flux, asphaltic cement, sand and stone dust taken and examined as to their compliance with the specifications.

Early in the year an investigation was made to determine the relative ductility of asphaltic cements, the data secured serving as a basis for the drawing of specifications for asphalt under which bids were subsequently invited for furnishing asphalt for the Municipal Asphalt Repair Plant in this borough. The specifications so drawn were found to work well in practice, adequately safeguarding the City and at the same time permitting competition. A similar requirement for ductility in asphaltic cements was incorporated in the regular specifications for asphalt paving, and it is believed that this requirement should be considerably increased, to still further safeguard the City against asphalt which are deficient in this important quality. In the case of one pavement laid during the year, a substantial portion was found to contain asphaltic cement deficient in ductility. The poor portion of the pavement, amounting to about one-third of a block, was removed by the contractor and replaced with proper material.

Municipal Asphalt Repair Plant.

The establishment of the Municipal Asphalt Repair Plant, which has been in operation since early in June, has largely increased the scope and nearly doubled the amount of our laboratory work. Early in the year bids were invited for furnishing the asphalt, flux, sand, stone dust, etc., under suitable specifications. This entailed a large amount of preliminary laboratory work on which to base the specifications, and thereafter the samples of materials submitted with bids were examined as to their compliance with these specifications. The materials subsequently delivered by the successful bidder at the plant were sampled and examined before the work began, and suita-

\* Granite on sand.  
† 5,118 square yards laid by Atlantic avenue improvement.

ble formulas for the asphaltic cement and asphalt paving mixture were determined by practical laboratory tests, and proved a success from the start, notwithstanding the fact that we were handicapped with an unusually heavy fluxing oil. The value of the services which the laboratory has furnished in this direction has been demonstrated in a very practical way. A saving of over \$1,500 was effected by the rejection of the flux delivered by the successful bidder, which was found not in accordance with the specifications. Similar economies are being effected in other directions.

A system of inspection of asphalt paving materials, unmixed, and of asphalt mixtures, has been in force since the inception of the work of the Municipal Plant. Samples of the asphaltic cement and of the asphalt surface mixture are tested daily. Tests of refined asphalt, flux, sand, stone dust, coal, etc., are made from time to time as the work requires. The average "penetration" of the asphaltic cement for the year has been "50." The average percentage of the bitumen in the asphalt surface mixtures has been 9.80 per cent. The character of the asphalt surface mixture sent out from the Municipal Plant has been of the highest grade in every way, and should be a source of much gratification to this Department. That this result has been possible is due both to the high grade of asphalt and sand used and also to the formulas under which the mixtures have been proportioned.

It is hardly necessary to point out that the work of the inspection and testing of materials is a very important one, and it is believed that in furnishing data for the drawing and carrying out of specifications and in locating worthless material, the laboratory has proved a very profitable investment to the City.

Respectfully,  
W. H. BROADHURST, Chemist.

Table Showing Results of Tests of Hydraulic Cements Used in Street Construction, Borough of Brooklyn, During 1907.

Brand.	Lots Averaged.	One Day. Neat.	Seven Days.			Twenty-eight Days.		
			Neat.	3 to 1.	2 to 1.	Neat.	3 to 1.	2 to 1.
Alpha	102	343	661	259	429	736	325	462
Reliance	84	299	588	205	....	661	243	....
Atlas	83	371	651	241	425	704	268	467
Pennsylvania	77	314	650	243	382	747	267	384
Lehigh	52	282	589	201	350	695	250	444
Trowel	46	284	625	201	328	721	227	439
Giant	44	343	635	238	407	667	287	....
Bath	39	348	653	262	457	....	....	....
Nazareth	10	306	605	221	417	673	204	408
Iron Clad	10	348	671	225	398	641	224	411
Northampton	7	264	561	217	372	....	....	....
Penn-Allen	5	302	563	229	....	645	277	....
Edison	5	307	423	231	358	....	....	....
Saylor's	4	294	726	236	340	....	....	....
Atlantic	4	384	659	239	....	....	....	....
Vulcanite	2	302	742	....	498	767	....	465
Adirondack	1	315	559	....	287	666	....	437
Hudson	1	379	631	301	....	....	....	....

Note—3 to 1 equals standard crushed quartz, 3 parts by weight; cement, 1 part by weight. 2 to 1 equals standard crushed quartz, 2 parts by weight; cement, 1 part by weight.

TABLE No. 2.

Showing Mileage and Percentage of the Various Pavements in the City and Borough of Brooklyn, from January 1, 1880, to January 1, 1908.

Year.	Asphalt.		Granite.		Cobble.		Belgian.		Macadam.		Brick.		Medina.		Wood.		Total.
	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	
January 1, 1880	7.13	2.13	16.43	4.95	292.93	87.25	17.20	5.12	0.80	0.23	....	....	....	....	1.05	0.32	335.74
January 1, 1881	7.04	2.08	17.05	5.06	293.46	88.21	17.20	5.11	0.80	0.23	....	....	....	....	0.72	0.21	336.27
January 1, 1882	6.66	1.97	17.43	5.14	295.55	87.17	17.25	5.09	1.40	0.42	....	....	....	....	0.72	0.21	339.01
January 1, 1883	7.38	2.17	19.23	5.66	294.35	86.63	17.25	5.07	1.59	0.47	....	....	....	....	....	....	339.80
January 1, 1884	7.38	2.16	19.23	5.63	295.72	86.66	17.25	5.06	1.69	0.49	....	....	....	....	....	....	341.27
January 1, 1885	7.38	2.14	19.28	5.58	299.08	86.76	17.25	5.04	1.69	0.48	....	....	....	....	....	....	344.68
January 1, 1886	6.46	1.86	22.05	6.35	299.66	86.31	17.36	5.00	1.69	0.48	....	....	....	....	....	....	347.22
January 1, 1887	6.46	1.82	24.41	6.87	304.40	85.65	17.36	4.87	2.82	0.77	....	....	....	....	....	....	355.38
January 1, 1888	6.46	1.79	27.07	7.49	307.87	85.16	17.36	4.80	2.82	0.76	....	....	....	....	....	....	361.51
January 1, 1889	10.60	2.81	36.38	9.64	304.87	80.72	23.03	6.09	2.82	0.74	....	....	....	....	....	....	377.69
January 1, 1890	10.85	2.82	58.25	15.06	289.21	74.77	25.65	6.63	2.82	0.72	....	....	....	....	....	....	386.78
January 1, 1891	11.68	2.97	74.43	18.78	279.92	70.63	27.48	6.93	2.82	0.69	....	....	....	....	....	....	396.31
January 1, 1892	12.07	2.97	81.53	20.07	280.54	69.08	29.23	7.21	2.82	0.67	....	....	....	....	....	....	406.19
January 1, 1893	13.05	3.10	88.79	21.06	279.26	66.24	37.65	8.93	2.82	0.67	....	....	....	....	....	....	421.57
January 1, 1894	14.08	3.25	91.03	20.98	284.14	65.48	41.85	9.64	2.82	0.65	....	....	....	....	....	....	433.91
January 1, 1895	18.85	3.88	98.87	20.34	284.32	58.49	42.16	8.67	41.88	8.62	....	....	....	....	....	....	486.07
January 1, 1896	27.57	5.53	109.13	21.90	269.10	54.00	42.83	8.59	49.41	9.91	0.32	0.07	....	....	....	....	498.36
January 1, 1897	38.16	7.42	110.55	21.48	261.49	50.80	44.46	8.64	58.89	11.44	1.11	0.22	....	....	....	....	514.66
January 1, 1898	61.59	11.75	111.17	21.21	241.78	46.12	44.35	8.46	62.83	11.99	2.44	0.47	....	....	....	....	524.16
January 1, 1899	65.99	12.26	112.87	20.96	237.96	44.19	45.33	8.42	72.52	13.47	3.78	0.70	....	....	....	....	538.45
January 1, 1900	68.82	12.56	114.62	20.92	236.85	43.22	45.33	8.27	78.57	14.34	3.78	0.69	....	....	....	....	547.97
January 1, 1901	82.26	14.66	117.01	20.88	227.30	40.52	a 46.99	8.35	82.31	14.67	5.11	0.91	....	....	....	....	560.98
January 1, 1902	95.14	16.79	119.87	21.16	216.80	38.26	b 47.39	8.36	82.15	14.49	5.31	0.94	....	....	....	....	566.66
January 1, 1903	117.41	20.37	125.47	21.76	193.83	33.62	c 47.57	8.25	87.06	15.10	4.93	0.86	0.18	0.03	0.08	0.01	576.53
January 1, 1904	116.19	28.02	132.13	22.27	153.95	25.95	d 44.26	7.46	88.78	14.97	4.93	0.83	2.16	0.36	0.82	0.14	593.22
January 1, 1905	211.59	34.44	140.36	22.85	113.73	18.51	d 43.16	7.03	96.16	15.65	4.40	0.72	2.98	0.49	2.00	0.33	614.38
January 1, 1906	263.48	41.56	140.88	22.22	78.40	12.37	d 42.04	6.631	99.81	15.74	3.62	0.57	3.61	0.57	2.16	0.34	634.00
January 1, 1907	302.41	46.74	e 142.38	22.00	50.27	7.77	d 41.65	6.44	99.53	15.38	3.36	0.52	5.32	0.82	2.16	0.33	647.08
January 1, 1908	332.59	50.06	e 142.20	21.40	34.29	5.17	d 41.20	6.20	102.32	15.41	2.83	0.43	6.70	1.01	2.16	0.32	664.07

a Includes 0.13 mile oblong trap.  
b Includes 0.78 mile trap block.  
c Includes 1.09 miles trap block.

d Includes 1.37 miles trap block.  
e Includes 0.26 mile iron slag.

TABLE No. 3.

Showing the Area of the Different Wards of the Borough of Brooklyn.

Ward.	Block Area.	Street Area.	Park Area.	Cemetery Area.	Canal Area.	Miscellaneous	Total Area, Acres.
First	163.3	66.9	2.8	....	....	....	233.0
Second	66.8	30.9	....	....	....	....	97.7
Third	106.8	54.6	....	....	....	....	161.4
Fourth	71.3	40.0	....	....	....	....	111.3
Fifth	83.8	35.6	....	....	....	....	119.4
Sixth	201.9	101.0	....	....	....	....	302.9
Seventh	311.7	146.8	....	....	....	....	458.5
Eighth	929.3	436.2	15.6	462.1	....	....	1,843.2
Ninth	356.8	195.1	*71.7	....	....	....	623.6
Tenth	215.9	94.7	1.9	....	6.2	....	318.7
Eleventh	115.7	68.9	28.7	....	....	39.3 Navy Yard	252.6
Twelfth	453.4	161.1	5.3	....	2.5	40.8 Atlantic Basin	663.1
Thirteenth	152.7	77.6	....	....	....	....	230.3
Fourteenth	186.7	95.9	....	....	....	....	282.6
Fifteenth	159.7	85.1	....	....	....	....	244.8
Sixteenth	157.3	87.5	....	....	....	....	244.8
Seventeenth	553.3	253.9	9.1	....	7.0	....	823.3
Eighteenth	568.6	271.7	6.9	....	25.8	....	873.0
Nineteenth	223.2	151.8	0.04	....	4.3	17.3 Wallabout Market, 17.2 United States Hospital	413.84
Twentieth	203.1	118.1	14.9	....	....	96.8 Navy Yard, 28.6 Wallabout Market	461.5
Twenty-first	324.4	158.8	....	....	....	....	483.2
Twenty-second	584.9	282.7	482.8	....	11.2	....	1,361.6
Twenty-third	488.9	239.3	7.8	....	....	....	736.0
Twenty-fourth	799.7	286.7	12.1	....	....	....	1,198.5
Twenty-fifth	367.2	197.4	3.2	....	....	....	567.8
Twenty-sixth	2,343.6	1,155.4	27.3	....	47.0	16.9 reservoir lands	3,590.2
Twenty-seventh	261.5	128.4	10.8	....	....	....	400.7
Twenty-eighth	502.3	267.5	2.8	111.8	....	....	884.4
Twenty-ninth	2,439.7	1,269.3	....	54.2	....	36.8 Kings County Hospital, etc.	3,800.0
Thirtieth	3,326.9	1,589.7	346.0	32.0	....	109.5 Fort Hamilton	5,404.1
Thirty-first	4,132.3	1,999.9	....	....	180.1	....	6,312.3
Thirty-second	3,565.1	1,825.3	....	....	89.1	....	5,479.5
Acres	24,417.8	11,973.8	1,049.74	660.1	373.2	403.2	38,977.84
Square miles	38.156	18.865	1.640	1.030	0.582	0.630	60.903

\* Includes east side lands.  
† Does not include marsh land nor islands in Jamaica Bay which belong to this ward.

TABLE  
Statement Showing Amount of Asphalt Laid

Location.	Fund Paid From.	Character.	Foundation.	Thickness.	
				Binder.	Top.
Ashford street, from Glenmore avenue to Pitkin avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Bath avenue, from Fourteenth avenue to Bay Eighteenth street.....	} Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Bath avenue, from Bay Nineteenth street to Twenty-first avenue.....		Trinidad.....	5-inch concrete.....	1-inch	2-inch
Bay Ridge parkway, from Shore road to First avenue.....	} Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Bay Ridge parkway, from Second avenue to Seventh avenue.....		Trinidad.....	5-inch concrete.....	1-inch	2-inch
Broome street, from Humboldt street to Graham avenue.....	Street Improvement.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Calyer street, from Newell street to Diamond street.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Church avenue, from Flatbush avenue to East Eleventh street.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Cumberland street, from DeKalb avenue to Lafayette avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Dean street, from Saratoga avenue to Rockaway avenue.....	Repaving Bond.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Dean street, from Albany avenue to Troy avenue.....	Repaving Bond.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Dean street, from Howard avenue to Saratoga avenue.....	Repaving Bond.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Delmonico place, from Park avenue to Flushing avenue.....	Street Improvement.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Decatur street, from Hamburg avenue to Knickerbocker avenue.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Division avenue, from Bedford avenue to Lee avenue.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Dodworth street, from Broadway to Bushwick avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Douglass street, from Underhill avenue to Washington avenue.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Eagle street, from Franklin street to Manhattan avenue.....	Park Department Account..	{ Asphalt block..	5-inch concrete.....	1-inch	2-inch
Eastern parkway, from Ralph avenue to the Plaza.....	Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
East Third street, from Ditmas avenue to 120 feet north of Avenue F.....	Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
East Fourth street, from Vanderbilt street to Fort Hamilton avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
East Fifth street, from Greenwood avenue to Fort Hamilton avenue.....	Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
East Fifth street, from Fort Hamilton avenue to Albarbaro road.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
East Twelfth street, from Cortelyou road to Dorchester road.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
East Twelfth street, from Dorchester road to Ditmas avenue.....	Street Improvement.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
East Sixteenth street, from Beverley road to Dorchester road.....	Private Contract.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
East Seventeenth street, from Ditmas avenue to Newkirk avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
East Twenty-eighth street, from Newkirk avenue to Foster avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
East Twenty-ninth street, from Newkirk avenue to Foster avenue.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
East Twenty-ninth street, from Farragut road to Glenwood road.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
East Thirty-first street, from Avenue F to Glenwood road.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
East Thirty-first street, from Flatbush avenue to Glenwood road.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
*Eighty-fourth street, from Third avenue to Second avenue.....	Repaving Bond.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Eighth street, from Second avenue to Fifth avenue.....	Repaving Bond.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Eighteenth street, from Prospect Park West to Eleventh avenue.....	Repaving Bond.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Eldert street, from Broadway to Knickerbocker avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Eleventh avenue, from Eightieth street to Eighty-second street.....	Street Improvement.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Eleventh avenue, from Seventy-ninth street to Eightieth street.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Eleventh avenue, from Eighty-second street to Eighty-sixth street.....	Street Improvement.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Elton street, from Atlantic avenue to Blake avenue.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Farragut road, from Rogers avenue to a point 120 feet, more or less, east of East Thirty-fourth street	Repaving Bond.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
First street, from Third avenue to Fourth avenue.....	Repaving Bond.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Fifth street, from Fourth avenue to Fifth avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Fifty-first street, from Third avenue to Fourth avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Fifty-first street, from Second avenue to Third avenue.....	Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Fifty-first street, from Fourth avenue to Sixth avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Fifty-third street, from Sixth avenue to Seventh avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Fifty-third street, from Second avenue to Sixth avenue.....	Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Fifty-fourth street, from Fifth avenue to Sixth avenue.....	Street Improvement.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Fourth street, from Eighth avenue to Prospect Park West.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Fourteenth avenue, from Sixty-ninth street to Seventy-fifth street.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Fortieth street, from Fort Hamilton avenue to Fourteenth avenue.....	Street Improvement.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Forty-first street, from Thirteenth avenue to New Utrecht avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Forty-second street, from Third avenue to Fifth avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Forty-third street, from Third avenue to Fifth avenue.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Forty-sixth street, from Sixth avenue to Seventh avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Forty-sixth street, from Fourth avenue to Fifth avenue.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Forty-seventh street, from Sixth avenue to Seventh avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Forty-eighth street, from Second avenue to Fifth avenue.....	Street Improvement.....	Trinidad.....	Old stone.....	1-inch	2-inch
Fort Greene place, from Lafayette avenue to Hanson place.....	Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Foster avenue, from Flatbush avenue to East Seventeenth street.....	Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Greenwood avenue, from Coney Island avenue to Gravesend avenue.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Guernsey street, from Meserole avenue to Nassau avenue.....	Repaving Bond.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Heyward street, from Wythe avenue to Bedford avenue.....	Repaving Bond.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Heyward street, from Wythe avenue to Wallabout street.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Hopkinson avenue, from Eastern parkway to Atlantic avenue.....	Repaving Bond.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Hunts alley, from Henry street to easterly terminus.....	Repaving Bond.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Howard avenue, from Fulton street to St. Johns place.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Howard avenue, from Eastern parkway to Pitkin avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Kenmore place, from Caton avenue to Woodruff avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Kingston avenue, from St. Johns place to Eastern parkway.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Lincoln avenue, from Atlantic avenue to Glenmore avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Livingston street, from Court street to Flatbush avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Luqueer street, from Court street to Columbia street.....	Repaving Bond.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Marion street, from Howard avenue to Broadway.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Milford street, from Atlantic avenue to Glenmore avenue.....	Repaving Bond.....	Alcatraz.....	Old stone.....	1-inch	2-inch
Ninth street, from Fifth avenue to Prospect Park West.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Nineteenth street, from Third avenue to Prospect Park West.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Ninety-sixth street, from Shore road to Marine avenue.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Noll street, from Evergreen avenue to Flushing avenue.....	Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Newkirk avenue, from Flatbush avenue to East Seventeenth street.....	Repaving Bond.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Pacific street, from Buffalo avenue to Eastern parkway.....	Repaving Bond.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Park place, from Utica avenue to Schenectady avenue.....	Park Department Account..	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Pennsylvania avenue, from Jamaica avenue to 100 feet south of Belmont avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Prescott place, from Herkimer street to Atlantic avenue.....	Street Improvement.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Rogers avenue, from Park place to Montgomery street.....	Street Improvement.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Seigel street, from White street to Bogart street.....	Repaving Bond.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Sixth street, from Third avenue to Fourth avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Sixth avenue, from Fifty-seventh street to Sixtieth street.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	½-inch	3-inch
Sixth avenue, from Forty-fourth street to Fifty-seventh street.....	Repaving Bond.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
†Sixtieth street, from Fourth avenue to Sixth avenue.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Sixty-first street, from Third avenue to Fourth avenue.....	Private Contract.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Sheffield avenue, from Sutter avenue to Blake avenue.....	Private Contract.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Senator street, from Third avenue to Fourth avenue.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Sherman street, from Tenth avenue to Eleventh avenue.....	Street Improvement.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Silliman place, from Second avenue to Third avenue.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
St. Francis place, from Degraw street to St. Johns place.....	Repaving Bond.....	Alcatraz.....	Old stone.....	1-inch	2-inch
South Elliott place, from DeKalb avenue to Hanson place.....	Repaving Bond.....	Alcatraz.....	Old stone.....	1-inch	2-inch

\* Part of this block paved with granite. See stone pavements

No. 4.

on Completed Contracts During the Year.

Pavement Replaced.	Pavement, Square Yards.	Price Per Square Yard, Including Foundation.	Curb, Linear Feet.		Excavation, Cubic Yards.	Em-bankment, Cubic Yards.	Length, Feet.	Width of Road-way.	Inspection.		Total Cost.	When Commenced.	When Finished.	Contractor.	
			New.	Old.					Amount.	Per Cent.					
.....	1,120	\$2 08	.....	.....	.....	.....	418	24	\$32 00	1.35	\$236 00	Aug. 8, 1907	Aug. 20, 1907	Uvalde Asphalt Paving Company.	
.....	15,161	1 69	8,668	748	10,655	.....	5,084	{ 42 } 44	616 00	1.53	40,185 65	Nov. 13, 1906	July 13, 1907	Uvalde Asphalt Paving Company.	
.....	451	2 71	330	.....	.....	.....	148	42	12 00	0.80	1,493 73	May 7, 1907	May 29, 1907	Barber Asphalt Company.	
.....	23,202	2 05	.....	.....	.....	.....	{ 2,546 } 2,435	44 } 50	232 50	0.49	47,892 63	Aug. 6, 1907	Nov. 16, 1907	Cranford Company.	
Cobble.....	1,593	1 95	954	247	.....	.....	607	24	60 00	1.30	4,602 44	Aug. 2, 1907	Aug. 16, 1907	Barber Asphalt Company.	
.....	903	2 10	481	.....	585	.....	270	30	44 00	1.36	3,245 04	May 16, 1907	June 12, 1907	Barber Asphalt Company.	
.....	7,214	1 61	.....	.....	.....	.....	{ 92 } 3,008	30 } 35	56 00	1.32	11,807 88	Aug. 5, 1907	Sept. 3, 1907	Uvalde Asphalt Paving Company.	
Asphalt.....	2,985	3 23	814	721	.....	.....	781	34	68 00	0.60	11,335 70	June 24, 1907	July 17, 1907	Barber Asphalt Company.	
.....	5,441	2 08	.....	.....	.....	.....	1,433	34	72 00	0.63	1,403 25	July 29, 1907	Aug. 13, 1907	Uvalde Asphalt Paving Company.	
Cobble.....	2,723	1 93	1,214	218	.....	.....	720	34	44 00	0.62	7,062 64	Oct. 14, 1907	Nov. 16, 1907	Uvalde Asphalt Paving Company.	
Cobble.....	2,708	1 93	527	895	.....	.....	716	34	48 00	0.72	6,671 03	Oct. 17, 1907	Nov. 13, 1907	Uvalde Asphalt Paving Company.	
Cobble.....	2,280	2 10	1,297	188	.....	.....	761	27	69 00	1.02	6,726 54	Oct. 16, 1907	Nov. 12, 1907	Barber Asphalt Company.	
.....	2,063	2 08	.....	.....	.....	.....	619	30	48 00	1.11	4,339 47	Sept. 9, 1907	Sept. 26, 1907	Barber Asphalt Company.	
Asphalt.....	2,612	3 23	1,016	270	.....	.....	786	34	76 00	0.76	10,052 00	July 1, 1907	Aug. 7, 1907	Barber Asphalt Company.	
Cobble.....	1,319	1 95	985	91	.....	.....	543	22	68 00	1.71	3,984 16	July 29, 1907	Aug. 19, 1907	Barber Asphalt Company.	
.....	6,042	1 80	.....	.....	.....	.....	1,089	50	52 00	0.48	10,918 25	June 28, 1907	July 27, 1907	Uvalde Asphalt Paving Company.	
Cobble.....	2,932	1 95	1,574	192	.....	.....	884	30	72 00	0.90	7,966 95	July 11, 1907	July 27, 1907	Barber Asphalt Company.	
Cobble.....	{ 69,662 } 6,295	.....	35,699	35,396	.....	.....	{ 11,830 } 910	50 } 50	.....	.....	.....	.....	.....	.....	Brooklyn Alcatraz Asphalt Com-pany.
.....	2,310	1 95	.....	.....	.....	.....	692	30	17 50	0.39	4,537 40	Oct. 23, 1907	Nov. 23, 1907	Cranford Company.	
.....	4,430	1 95	.....	.....	.....	.....	1,327	30	33 50	0.39	8,682 20	Oct. 17, 1907	Nov. 21, 1907	Cranford Company.	
.....	2,042	1 66	.....	.....	.....	.....	611	30	20 00	0.58	3,419 80	June 25, 1907	July 19, 1907	Uvalde Asphalt Paving Company.	
.....	4,364	1 40	.....	.....	.....	.....	1,297	30	32 00	0.49	6,507 30	June 18, 1907	July 9, 1907	Cranford Company.	
.....	2,252	2 12	144	.....	.....	.....	681	30	36 00	0.71	5,034 30	July 24, 1907	Aug. 27, 1907	Uvalde Asphalt Paving Company.	
.....	2,222	1 98	.....	.....	.....	.....	748	30	117 00	2.56	4,576 46	Oct. 10, 1907	Nov. 30, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
.....	5,446	2 10	.....	.....	.....	.....	1,632	30	64 00	0.55	11,541 19	July 15, 1907	Aug. 7, 1907	Barber Asphalt Company.	
.....	1,912	.....	.....	.....	.....	.....	505	34	.....	.....	.....	.....	.....	.....	Cranford Company.
.....	1,529	2 13	.....	.....	.....	.....	459	30	28 00	0.85	3,299 70	Aug. 29, 1907	Sept. 14, 1907	Uvalde Asphalt Paving Company.	
.....	1,528	2 13	.....	.....	.....	.....	459	30	24 00	0.73	3,288 40	Aug. 27, 1907	Sept. 12, 1907	Uvalde Asphalt Paving Company.	
.....	2,557	1 96	.....	.....	.....	.....	758	30	64 00	1.26	5,046 20	Nov. 19, 1907	Nov. 30, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
.....	2,570	1 52	.....	.....	.....	.....	771	30	44 00	1.11	3,962 10	June 3, 1907	July 20, 1907	Uvalde Asphalt Paving Company.	
.....	2,448	1 70	.....	.....	.....	.....	732	30	44 00	1.05	4,202 20	June 5, 1907	July 20, 1907	Uvalde Asphalt Paving Company.	
.....	1,363	2 25	.....	.....	.....	.....	410	30	50 00	1.55	3,216 05	Sept. 9, 1907	Sept. 26, 1907	Uvalde Asphalt Paving Company.	
Cobble.....	7,060	1 38	3,763	408	.....	.....	2,133	30	96 00	0.66	14,576 20	April 23, 1907	May 20, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
Cobble.....	5,064	1 83	2,590	327	.....	.....	1,504	30	112 00	0.87	12,877 76	Aug. 1, 1907	Aug. 28, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
Cobble.....	10,271	1 93	3,965	2,160	.....	.....	3,077	30	372 00	1.37	27,099 12	Oct. 22, 1907	Dec. 9, 1907	Uvalde Asphalt Paving Company.	
.....	2,357	1 95	.....	.....	.....	.....	620	40	32 00	0.69	4,640 05	Sept. 12, 1907	Sept. 24, 1907	Uvalde Asphalt Paving Company.	
.....	4,863	2 54	.....	.....	.....	.....	1,227	40	240 93	1.91	12,615 72	July 29, 1907	Aug. 31, 1907	Hastings Paving Company.	
.....	7,789	1 51	5,499	.....	8,564	.....	2,900	24	236 00	1.11	21,159 06	April 23, 1907	July 6, 1907	Uvalde Asphalt Paving Company.	
.....	7,801	1 66	.....	.....	.....	.....	1,940	42	152 00	1.16	13,066 79	Aug. 6, 1907	Sept. 10, 1907	Barber Asphalt Company.	
Cobble.....	2,344	1 90	1,239	115	.....	.....	{ 685 } 20	30 } 24	56 00	0.91	6,173 44	July 24, 1907	Aug. 21, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
Cobble.....	2,413	1 90	1,179	274	.....	.....	726	30	36 00	0.57	6,307 92	July 22, 1907	Aug. 23, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
Cobble.....	2,317	2 14	537	847	.....	.....	695	30	65 86	1.06	6,182 44	April 25, 1907	May 27, 1907	Hastings Paving Company.	
Cobble.....	7,298	2 28	1,014	1,802	.....	.....	2,188	30	168 00	0.88	19,028 88	June 6, 1907	July 15, 1907	Hastings Paving Company.	
.....	2,411	1 95	.....	.....	.....	.....	722	30	34 00	0.72	4,745 59	Sept. 30, 1907	Nov. 5, 1907	Cranford Company.	
Cobble.....	9,609	2 29	1,969	3,732	.....	.....	2,882	30	388 00	1.09	26,487 79	June 20, 1907	Aug. 29, 1907	Hastings Paving Company.	
Cobble.....	2,438	2 18	522	931	.....	.....	728	30	88 00	1.33	6,595 65	April 18, 1907	May 17, 1907	Hastings Paving Company.	
.....	2,412	1 95	330	.....	.....	.....	721	30	65 00	1.37	4,750 28	Oct. 13, 1907	Oct. 26, 1907	Cranford Company.	
.....	7,839	2 08	.....	.....	.....	.....	1,629	44	146 00	0.89	16,489 54	Oct. 3, 1907	Nov. 9, 1907	Barber Asphalt Company.	
.....	7,740	1 96	.....	.....	.....	.....	2,301	30	110 75	0.72	15,323 90	Nov. 5, 1907	Nov. 27, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
.....	7,827	2 07	.....	.....	.....	.....	{ 20 } 20 2,287	42 } 44 } 30	253 00	1.53	16,485 45	Aug. 29, 1907	Oct. 10, 1907	Barber Asphalt Company.	
Cobble.....	4,790	2 20	1,829	1,038	.....	.....	1,432	30	237 00	1.74	13,616 09	Aug. 19, 1907	Sept. 28, 1907	Hastings Paving Company.	
Cobble and Bel-gian.....	4,781	2 45	1,710	1,139	.....	.....	1,432	30	225 50	1.61	14,000 75	July 31, 1907	Sept. 16, 1907	Hastings Paving Company.	
.....	2,400	2 10	.....	.....	.....	.....	721	30	41 25	0.81	5,093 25	Sept. 23, 1907	Oct. 3, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
Cobble.....	2,460	2 22	407	1,068	.....	.....	735	30	149 00	2.17	6,859 73	Sept. 2, 1907	Oct. 5, 1907	Hastings Paving Company.	
.....	2,403	1 54	460	.....	.....	.....	721	30	36 00	0.77	4,652 59	May 13, 1907	June 12, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
Cobble.....	7,188	2 28	2,396	1,876	.....	.....	2,153	30	327 72	1.57	20,874 28	July 10, 1907	Sept. 14, 1907	Hastings Paving Company.	
Granite.....	2,186	1 65	828	326	.....	.....	576	34	80 00	1.67	4,776 54	Oct. 23, 1907	Nov. 16, 1907	Barber Asphalt Company.	
.....	16,390	2 05	.....	.....	.....	.....	3,483	42	144 50	0.43	33,835 35	Oct. 25, 1907	Dec. 14, 1907	Cranford Company.	
.....	11,314	2 08	.....	.....	.....	.....	2,320	{ 32 } 44	96 00	0.41	23,620 54	June 3, 1907	July 13, 1907	Cranford Company.	
Cobble.....	3,512	2 29	1,282	1,211	.....	.....	1,296	24	160 00	1.46	10,977 38	Oct. 25, 1907	Nov. 23, 1907	Barber Asphalt Company.	
Cobble.....	2,272	1 95	916	278	.....	.....	602	34	92 00	1.56	5,883 35	Sept. 18, 1907	Oct. 30, 1907	Cranford Company.	
Cobble.....	547	1 86	169	.....	.....	.....	135	34	56 00	3.75	1,494 81	Nov. 9, 1906	Jan. 12, 1907	Cranford Company.	
.....	5,868	2 07	.....	.....	.....	.....	1,485	34	108 00	0.88	12,257 73	Aug. 5, 1907	Aug. 27, 1907	Uvalde Asphalt Paving Company.	
Cobble.....	860	1 79	238	66	.....	.....	429	21	32 00	1.65	1,940 20	May 15, 1907	June 22, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
Cobble.....	11,670	1 90	2,868	2,656	.....	.....	2,935	34	304 50	1.08	28,071 70	Aug. 6, 1907	Sept. 16, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
.....	1,329	1 93	.....	.....	.....	.....	355	34	20 00	0.78	2,579 03	Sept. 14, 1907	Sept. 25, 1907	Uvalde Asphalt Paving Company.	
.....	1,725	1 83	1,346	.....	.....	.....	643	24	92 00	1.85	5,509 60	June 4, 1907	July 11, 1907	Uvalde Asphalt Paving Company.	
.....	972	1 93	243	762	374	.....	517	34	60 00	1.77	3,382 85	June 20, 1907	July 23, 1907	Uvalde Asphalt Paving Company.	
.....	5,090	1 78	.....	.....	.....	.....	{ 1,368 } 412	24 } 30	48 00	0.52	9,131 50	July 8, 1907	Aug. 10, 1907	Uvalde Asphalt Paving Company.	
Asphalt, cobble and granite..	12,369	1 73	5,448	201	.....	.....	3,552	50	788 00	1.94	40,675 40	Nov. 19, 1906	July 20, 1907	Brooklyn Alcatraz Asphalt Com-pany.	
Cobble.....	5,154	2 21	3,429	311	.....	.....	1,898	24	480 00	2.96	16,212 05	Oct. 15, 1907	Dec. 16, 1907	Hastings Paving Company.	
Cobble.....	10,495	1 95	5,136	453	.....	.....	2,795	34	205 00	0.74	27,675 22	Oct. 2, 1907	Nov. 30, 1907	Cranford Company.	

Location.	Fund Paid From.	Character.	Foundation.	Thickness.	
				Binder.	Top.
Stockton street, from Broadway to Lewis avenue.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Stuyvesant avenue, from Fulton street to Gates avenue.....	Repaving Bond.....	Alcatraz.....	Old stone.....	1-inch	2-inch
Spencer street and Spencer court, from Flushing avenue to Kosciusko street.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Stockton street, from Nostrand avenue to Lewis avenue.....	Repaving Bond.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Sutter avenue, from Sheffield avenue to Pennsylvania avenue.....	Street Improvement.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Stauben street, from Flushing avenue to Myrtle avenue.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	1/2-inch	3-inch
Taaffe place, from Park avenue to Myrtle avenue.....	Repaving Bond.....	Bermudez.....	5-inch concrete.....	1-inch	2-inch
Tenth avenue, from Prospect avenue to Twentieth street.....	Street Improvement.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Troy avenue, from Pacific street to Eastern parkway.....	Repaving Bond.....	Alcatraz.....	5-inch concrete.....	1-inch	2-inch
Webster avenue, from Coney Island avenue to Gravesend avenue.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Warehouse avenue, from Neptune avenue to Surf avenue.....	Street Improvement.....	Trinidad.....	5-inch concrete.....	1-inch	2-inch
Willoughby street, from Bridge street to Gold street.....	Repaving Bond.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch
Willoughby street, from Fleet place to St. Edwards street.....	Repaving Bond.....	Asphalt block..	4-inch concrete.....	1/2-inch	3-inch
West Fifth street, from Neptune avenue to Sheepshead Bay road.....	Street Improvement.....	Venezuela.....	5-inch concrete.....	1-inch	2-inch

† This contract contains a 14.4 foot strip of granite pavement in centre throughout its length. See stone pavements.

TABLE  
Statement Showing Amount of Stone Pavement Laid on Com

Location.	Fund Paid From.	Character.	Foundation.	Filling in Joints.
Atlantic avenue, from Henry street to Flatbush avenue.....	Repaving Bond.....	Medina.....	6-inch concrete...	Cement Grout...
Broadway, from Patchen avenue to Monroe street.....	Repaving Bond.....	Granite.....	6-inch concrete...	Tar and gravel..
Broadway, from Monroe street to Fulton street.....	Repaving Bond.....	Granite.....	6-inch concrete...	Tar and gravel..
Bush street, from Court street to Dwight street.....	Repaving Bond (second-hand)...	Granite.....	6-inch concrete...	Tar and gravel..
Clay street, from Manhattan avenue to Commercial street.....	Repaving Bond.....	Granite.....	6-inch concrete...	Tar and gravel..
Douglass street, from Bond street to canal.....	Labor, Maintenance and Supplies	Granite.....	Sand.....	Sand .....
Eckford street, from Driggs avenue to Engert avenue.....	Street Improvement.....	Granite.....	6-inch concrete...	Tar and gravel..
c Eighty-fourth street, from Third avenue to Second avenue.....	Street Improvement.....	Granite.....	6-inch concrete...	Tar and gravel..
Fifteenth street, from Seventh avenue to Prospect Park West.....	Repaving Bond.....	Medina.....	6-inch concrete...	Cement Grout...
Gothic alley, from Adams street to Pearl street.....	Repaving Bond.....	Granite.....	6-inch concrete...	Tar and gravel..
Kent avenue, from North Sixth street to North Fourteenth street.....	Repaving Bond.....	Granite.....	6-inch concrete...	Tar and gravel..
King street, from Dwight street to Conover street.....	Repaving Bond.....	Granite.....	6-inch concrete...	Tar and gravel..
Liberty avenue, from Broadway to city line.....	Labor, Maintenance and Supplies	Belgian and granite....	Sand.....	Sand .....
Locust street, from Broadway to Beaver street.....	Repaving Bond.....	Medina.....	6-inch concrete...	Cement Grout...
Morgan avenue, from Meeker avenue to 110 feet northerly.....	Private Contract .....	Granite.....	Sand.....	Sand .....
Prospect place, from Albany avenue to Troy avenue.....	Private Contract (second-hand)...	Granite.....	Sand.....	Sand .....
Second avenue, from Sixth street to canal.....	Labor, Maintenance and Supplies	Granite and Belgian....	Sand.....	Sand .....
Seventh street, from Second avenue to canal.....	Labor, Maintenance and Supplies	Granite and Belgian....	Sand.....	Sand .....
e Sixtieth street, from Fourth avenue to Sixth avenue.....	Repaving Bond.....	Granite.....	6-inch concrete...	Tar and gravel..
South Fifth street, from Kent avenue to Wythe avenue.....	Repaving Bond.....	Medina.....	6-inch concrete...	Cement Grout...
Van Dyke street, from Richards street to Dwight street.....	Repaving Bond.....	Medina.....	6-inch concrete...	Cement Grout...

a Includes 932 square yards old granite relaid.

b The old granite furnished by City.

c Asphalt and granite

TABLE  
Showing Streets Graded, Curbed, Guttered and Macadamized on

Location.	Fund Paid From.	Character.
Ashford street, from Pitkin avenue to Livonia avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Bay Eleventh street, from Eighty-sixth street to Cropsey avenue.....	Street Improvement.....	Regulating and grading.....
Bay Fourteenth street, from Eighty-sixth street to Cropsey avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Bay Ridge avenue, from Third avenue to Fifth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Bay Ridge parkway, from Shore road to Seventh avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Canarsie lane, from Kings Highway to Avenue M.....	Labor, Maintenance and Supplies	Macadam .....
Dean street, from Troy avenue to Schenectady avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Degraw street, from Clason avenue to Franklin avenue.....	Street Improvement.....	Regulating, grading and curbing.....
Dumont avenue, from Van Sielen avenue to Schenck avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Fourth street, from Vanderbilt street to Fort Hamilton avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Fifth street, from Fort Hamilton avenue to Albemarle road.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Fifth street, from Albemarle road to Church avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Sixteenth street, from Beverley road to Dorchester road.....	Street Improvement.....	Regulating, grading and curbing.....
East Nineteenth street, from Avenue L to Avenue M.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Twenty-ninth street, from Clarendon road to Avenue D.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Twenty-ninth street, from Newkirk avenue to Foster avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Eighty-sixth street, from Fifth avenue to Thirteenth avenue.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....
East Twenty-eighth street, from Newkirk avenue to Foster avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Third street, from Ditmas avenue to 120 feet, more or less, north of Avenue F.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Seventh street, from Church avenue to Johnson street.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Etna street, from Dresden street to Hale avenue; from Norwood avenue to city line.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Second street, from Greenwood avenue to Vanderbilt street.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Fourth street, from Avenue C to Church avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Thirty-first street, from Clarendon road to Newkirk avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
East Twenty-ninth street, from Farragut road to Glenwood road.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Eighty-seventh street, from Third avenue to Fourth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Eighty-fourth street, from Fourth avenue to Seventh avenue.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....
Fortieth street, from Fort Hamilton avenue to Fourteenth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Farragut road, from Rogers avenue to 120 feet east of East Thirty-fourth street.....	Street Improvement.....	Regulating, grading, curbing, bed and sidewalks.....
Fifty-third street, from Fort Hamilton avenue to Eleventh avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Fifty-third street, from Sixth avenue to Seventh avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Fifty-fourth street, from Sixth avenue to Fort Hamilton avenue.....	Street Improvement.....	Curbing and sidewalks.....
Fifty-fifth street, from Eleventh avenue to Kouwenhoven lane.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Forty-fourth street, from Sixth avenue to Fort Hamilton avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Fourth avenue, from Eighty-sixth street to Shore road.....	Street Improvement.....	Sidewalks .....
Flatlands avenue, from Mill lane to Lotts lane.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Fourth street, from Eighth avenue to Prospect Park West.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Fourteenth avenue, from Seventy-fifth street to Seventy-ninth street.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Fortieth street, from Sixth avenue to New Utrecht avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Forty-sixth street, from Sixth avenue to Seventh avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Forty-first street, from Thirteenth avenue to New Utrecht avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Gelston place, from Eighty-sixth street to Ninety-fourth street.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....
Glenmore avenue, from Elderts lane to Queens County line.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Gravesend avenue, from Twenty-second avenue to Shell road.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....
Grant avenue, from Jamaica avenue to Liberty avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Howard avenue, from Eastern parkway to Pitkin avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Hawthorne street, from Nostrand avenue to New York avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Lincoln avenue, from Atlantic avenue to Glenmore avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....

Table with columns: Pavement Replaced, Pavement Square Yards, Price Per Square Yard, Curb Linear Feet (New/Old), Excavation Cubic Yards, Embankment Cubic Yards, Length Feet, Width of Roadway Feet, Inspection Amount/Per Cent, Total Cost, When Commenced, When Finished, Contractor.

No. 5.

Completed Contracts During the Year Ending December 31, 1907.

Table with columns: Pavement Replaced, Pavement Square Yards, Price Per Square Yard, Curb Linear Feet (New/Old), Length Feet, Width of Roadway Feet, Inspection Amount/Per Cent, Total Cost, When Commenced, When Finished, Contractor.

c Part of this block paved with asphalt (see asphalt table). (see asphalt pavements).

d Includes 2,224 square yards of old granite relaid.

No. 6.

Completed Contracts During the Year Ending December 31, 1907.

Table with columns: Cement Walk Square Feet, Curb Linear Feet (New/Old), Excavation Cubic Yards, Embankment Cubic Yards, Length Feet, Width of Roadway Feet, Inspection Amount/Per Cent, Total Cost, When Commenced, When Finished, Contractor.

Location.	Fund Paid From.	Character.
Gravesend avenue, from Fort Hamilton avenue to Twenty-second avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Lotts lane, at the intersection of Forty-second and Forty-third streets.....	Street Improvement.....	Crosswalks.....
Martense street, from Rogers avenue to Nostrand avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Hart street, from Wyckoff avenue to St. Nicholas avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Forty-seventh street, from New Utrecht avenue to Eighteenth avenue.....	Labor, Maintenance and Supplies	Macadam.....
Hinsdale street, from Sutter avenue to Riverdale avenue.....	Street Improvement.....	Regulating, grading and curbing.....
Newkirk avenue, from Flatbush avenue to East Seventeenth street.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Newkirk avenue, from East Twenty-sixth street to Nostrand avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
New York avenue, from Church avenue to Clarkson street.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Ninetieth street, from Third avenue to Fifth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Ninety-fifth street, from Fourth avenue to Marine avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Norman avenue, from 100 feet west of Morgan avenue to Bridgewater street.....	Street Improvement.....	Regulating, grading and curbing.....
Park place, from Rochester avenue to Buffalo avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Rogers avenue, from Park place to Montgomery street.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Seventh avenue, from Bay Ridge avenue to Seventy-fifth street.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....
Seventh avenue, from Forty-third street to Forty-ninth street.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Seventieth street, from New Utrecht avenue to a point 130 feet, more or less, east of Sixteenth avenue, etc.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Seventieth street, from Fourteenth avenue to Fifteenth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Seventy-second street, from Second avenue to Shore road.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Seventy-fourth street, from Fourteenth avenue to Sixteenth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Seventy-sixth street, from Third avenue to Fourth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Sixty-second street, from Fifth avenue to Sixth avenue.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....
Seventy-fifth street, from north side, across Second avenue.....	Street Improvement.....	Crosswalks.....
Sterling place, from Utica avenue to Schenectady avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Sutter avenue, from Howard avenue to East Ninety-eighth street.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Utica avenue, from East New York avenue to Church avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....
Van Sicklen street, from Kings highway to Eighty-sixth street.....	Street Improvement.....	Regulating, curbing and sidewalks.....
Warehouse avenue, from Surf avenue to Neptune avenue.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....
West street, at intersections of Fortieth, Forty-first, Forty-third, Forty-fourth streets and Avenues E and F.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....
West Seventeenth street, from Surf avenue to Coney Island avenue.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....
Williams avenue, from New Lots road to Louisiana avenue.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....

TABLE No. 7.

Showing Streets Upon Which Work Was in Progress December 31, 1907.

Location.	Character of Improvement.	Total Amount Pavement, Square Yards.	Total Amount Laid, Square Yards.	Total Length, Feet.	Length Completed, Feet.	Grading Completed, Cubic Yards.	Contractor.
Box street, from Commercial street to Oakland street.....	Repave with medina.....	2,940	.....	1,044	.....	.....	O'Grady Bros.
Bay Thirty-fifth street, from Cropsey avenue to Eighty-sixth street.....	Regulating, grading, curbing and sidewalk.....	.....	.....	2,312	.....	2,500	Bracken-McAveney Company.
Dupont street, from Manhattan avenue to Oakland street....	Repave with granite.....	2,320	2,000	701	600	.....	O'Grady Bros.
Eightieth street, from Twenty-second avenue to Twenty-third avenue.....	Regulating, grading, curbing and sidewalk.....	.....	.....	739	.....	.....	Bracken-McAveney Company.
Eighty-sixth street, from Thirteenth and Fifteenth avenues to Bay parkway.....	Regulating, grading, curbing and sidewalk.....	.....	.....	7,068	.....	50,000	Seaboard Construction Company.
Furman avenue, from Broadway to Bushwick avenue.....	Repave with asphalt.....	1,980	1,200	593	325	.....	Uvalde Asphalt Paving Company.
Fifteenth avenue, from Forty-second street to Sixtieth street.	Regulating, grading, curbing and sidewalk.....	.....	.....	4,689	4,600	.....	Bracken-McAveney Company.
Fifty-first street, from Eighth avenue to Fort Hamilton avenue.....	Regulating, grading, curbing and sidewalk.....	.....	.....	1,796	.....	19,000	M. F. Hickey.
Grand street, from Hooper street to Bridge Plaza.....	Regulating, grading, curbing and sidewalk.....	.....	.....	1,918	.....	3,000	M. T. Meagher.
Hawthorne street, from Rogers avenue to Nostrand avenue..	Regulating, grading, curbing and sidewalk.....	.....	.....	761	500	500	Bracken-McAveney Company.
Main street, from Fifteenth avenue to Eighteenth avenue....	Regulating, grading, curbing and crosswalks.....	.....	.....	2,499	.....	18,000	James Purcell.
Ocean avenue, from 180 feet north of Avenue I to Avenue H, Kings highway.....	Regulating, grading, curbing and sidewalk.....	.....	.....	7,521	.....	4,500	Charles Cranford.
Sixty-fifth street, from Third avenue to Fourth avenue.....	Regulating, grading, curbing and sidewalk.....	.....	.....	.....	.....	7,000	M. O'Sullivan.
West Twenty-third street, from Neptune avenue to Atlantic Ocean.....	Regulating, grading, curbing and bulkhead.....	.....	.....	2,237	2,000	2,500	Bracken-McAveney Company.

SUMMARY.

Amount of Work Done on Uncompleted Contracts.

Character of Improvement.	Miles.	Square Yards.
Asphalt.....	0.061	1,200
Granite.....	0.114	2,000
Medina.....	.....	.....

SUMMARY.

Amount of Work to Be Done on Uncompleted Contracts.

Character of Improvement.	Miles.	Square Yards.
Asphalt.....	0.051	780
Granite.....	0.019	320
Medina.....	0.198	2,940

TABLE No. 8.

Showing Streets Upon Which Contracts Are in Force and Work Not Begun, December 31, 1907.

Location.	Character of Improvement.	Total Amount Pavement, Square Yards.	Grading.		Estimated Cost.	Contractor.
			Excavation.	Embankment.		
Butler street, from Flatbush avenue to Nostrand avenue.....	Regulating, grading, curbing and sidewalk.....	.....	1,890	230	\$8,574 00	Bracken-McAveney Company.
Driggs avenue, from Monitor street to Mecker avenue.....	Repave with asphalt.....	3,060	.....	.....	6,882 00	Barber Asphalt Paving Company.
Eighty-fourth street, from Eighteenth avenue to Stillwell avenue.....	Regulating, grading, curbing and sidewalk.....	.....	1,520	2,020	15,855 00	J. J. Guinan.
East Nineteenth street, from Newkirk avenue to Foster avenue.....	Regulating, grading, curbing and sidewalk.....	.....	10	1,620	2,262 00	Bracken-McAveney Company.
East Third street, from Vanderbilt street to Fort Hamilton avenue.....	Regulating, grading, curbing and sidewalk.....	.....	600	260	3,373 00	W. K. Putnam.
Eighty-third street, from Second avenue to Shore road.....	Regulating, grading, curbing and sidewalk.....	.....	3,130	3,310	6,773 00	W. Rosenkrans.
East Eighteenth street, from Cortelyou road to Dorchester road.....	Pave with asphalt.....	1,955	.....	.....	3,991 00	Uvalde Asphalt Paving Company.
Fourth place, from Court street to Smith street.....	Repave with asphalt blocks.....	1,130	.....	.....	3,603 00	Hastings Pavement Company.
Forty-fourth street, from Fourth avenue to Fifth avenue....	Pave with asphalt blocks.....	2,450	.....	.....	7,463 00	Barber Asphalt Paving Company.
First street, from Fourth avenue to Fifth avenue.....	Repave with asphalt blocks.....	2,420	.....	.....	7,258 00	Hastings Pavement Company.
Hawthorne street, from Nostrand avenue to New York avenue.....	Pave with asphalt.....	2,500	.....	.....	6,338 00	Uvalde Asphalt Paving Company.
Hart street, from Wyckoff avenue to St. Nicholas avenue....	Pave with asphalt.....	1,510	.....	.....	2,929 00	Uvalde Asphalt Paving Company.
Jefferson avenue, from Knickerbocker avenue to Irving avenue.....	Pave with asphalt.....	2,240	.....	.....	5,213 00	Uvalde Asphalt Paving Company.
Repose place, from Schenck avenue to Jerome street.....	Regulating, grading and curbing....	.....	340	5,332	2,490 00	Bracken-McAveney Company.
Seventy-first street, from Thirteenth avenue to Fifteenth avenue.....	Regulating, grading, curbing and sidewalk.....	.....	50	1,450	6,217 00	Bracken-McAveney Company.
Sixty-fifth street, from Third avenue to Fourth avenue.....	Pave with asphalt.....	3,225	.....	.....	5,700 00	Brooklyn Alcatraz Paving Company.
Seventy-sixth street, from Third avenue to Fourth avenue....	Pave with asphalt.....	2,400	.....	.....	5,832 00	Hastings Pavement Company.

Cement Walk, Square Feet.	Curb, Linear Feet.		Excavation, Cubic Yards.	Embankment, Cubic Yards.	Length, Feet.	Width of Roadway, Feet.	Inspection.		Total Cost.	When Commenced.	When Finished.	Contractor.
	New.	Old.					Amount.	Per Cent.				
80,312	18,316	....	8,266	13,130	9,796	60	686 59	2.02	33,933 77	May 29, 1907	Oct. 14, 1907	Bracken-McAveney Company.
....	....	....	....	....	....	....	24 00	5.03	477 06	April 15, 1907	April 30, 1907	W. F. Burke.
7,298	1,496	....	20	490	761	34	124 00	4.35	2,847 20	Nov. 7, 1906	April 30, 1907	Bracken-McAveney Company.
2,817	911	30	340	....	475	30	129 50	8.06	1,606 55	Aug. 22, 1907	Oct. 19, 1907	O'Grady Brothers.
....	....	....	....	....	4,988	30	....	....	....	....	....	City repair gangs.
....	4,260	....	5,937	....	2,248	30	112 00	1.91	5,856 25	Oct. 23, 1907	Dec. 6, 1907	Daniel Douglass.
20,563	4,129	....	1,162	....	2,121	28	265 29	5.13	5,169 44	April 29, 1907	July 9, 1907	J. T. Rutan & Co.
6,653	1,925	....	....	1,238	994	30	96 00	4.59	2,092 78	July 10, 1907	Aug. 14, 1907	W. L. Castle.
14,918	3,004	....	....	2,710	1,664	44	168 00	4.08	4,119 90	Sept. 24, 1906	April 23, 1907	J. T. Rutan & Co.
11,403	2,299	6	1,169	3,790	1,223	28	72 00	1.33	5,405 21	Aug. 27, 1907	Oct. 23, 1907	Jas. Purcell.
14,763	2,957	12	1,724	....	1,504	30	136 50	2.45	5,576 48	June 24, 1907	Sept. 11, 1907	Jas. O'Hara.
....	1,041	....	2,785	5,483	621	34	120 00	7.22	1,661 60	June 3, 1905	June 23, 1906	John Monohan.
7,256	1,437	....	7,790	....	736	34	148 00	2.06	7,192 31	Sept. 21, 1907	Dec. 6, 1907	Bracken-McAveney Company.
9,587	3,913	848	3,160	....	2,616	34	76 00	1.01	7,492 10	Oct. 22, 1906	May 3, 1907	Bracken-McAveney Company.
10,809	2,232	....	....	....	1,610	60	156 00	3.17	4,918 66	May 15, 1907	Aug. 5, 1907	Bonacci & Vincelli.
12,286	2,759	21	2,618	....	1,532	42	184 00	3.32	5,545 33	July 17, 1907	Oct. 10, 1907	James O'Hara.
15,021	2,160	4	775	795	1,989	32	116 00	2.37	4,893 15	June 11, 1907	July 13, 1907	Moran & Crowley.
7,251	1,434	58	250	....	736	30	48 00	1.92	2,493 65	May 27, 1907	June 13, 1907	N. Schneider's Sons.
20,446	4,136	....	1,455	8,860	2,164	30	174 50	1.76	9,918 38	July 24, 1907	Sept. 18, 1907	Vofrie & O'Hearn.
13,552	2,877	120	4,593	....	1,517	30	116 00	1.81	6,409 70	July 12, 1907	Aug. 28, 1907	Mangieri Company.
6,020	1,434	43	490	....	738	30	88 00	3.54	2,488 70	Aug. 5, 1907	Sept. 2, 1907	N. Schneider's Sons.
7,348	1,503	....	1,332	14,338	736	32	120 00	2.15	5,580 31	Dec. 3, 1906	Aug. 17, 1907	Vofrie & O'Hearn.
....	....	....	....	....	....	....	12 00	8.51	141 00	Oct. 1, 1907	Oct. 3, 1907	Norton & Gorman.
7,199	1,428	....	14,020	....	736	34	176 00	1.66	10,574 24	Aug. 1, 1907	Nov. 16, 1907	J. T. Rutan.
8,821	1,907	....	470	1,950	1,045	34	152 00	3.90	3,892 54	July 29, 1907	Sept. 4, 1907	Bracken-McAveney Company.
26,378	6,833	....	877	7,073	4,056	64	440 00	2.35	18,699 56	Nov. 19, 1906	June 24, 1907	Seaboard Construction Company.
43,978	9,133	....	....	....	4,825	30	312 00	2.08	14,962 61	June 13, 1907	Aug. 10, 1907	Chas. Cranford.
9,707	2,738	....	125	2,185	1,462	32	172 00	2.96	5,811 62	Sept. 24, 1906	June 3, 1907	Murphy Brothers.
....	....	....	....	....	....	....	28 00	1.69	1,658 98	July 15, 1907	Aug. 12, 1907	Moran & Crowley.
12,703	2,547	182	....	....	2,001	32	148 00	3.31	4,473 88	Oct. 7, 1907	Nov. 16, 1907	J. J. Guinan.
....	892	....	680	1,810	435	30	120 00	6.08	1,974 00	Nov. 20, 1907	Dec. 14, 1907	Daniel Douglass.

SUMMARY.

Contracts in Force But Not Begun, December 31, 1907.

Character of Improvement.	Miles.	Square Yards.	Cost.
Asphalt .....	0.773	14,490	\$30,053 00
Asphalt block.....	0.139	2,450	7,463 00
Regulating, grading, curbing and sidewalk.....	2.609	.....	44,544 00
Total.....	3.521	16,940	\$81,957 00

TABLE No. 9.

Showing Contracts Awarded, but Not Certified, December 31, 1907.

Location.	Character of Improvement.	Pavement, Square Yards.	Grading, Cubic Yards.		Estimated Cost.	Contractor.
			Excavation.	Embankment.		
Argyle road, from Cortelyou road to Dorchester road.....	Pave with asphalt.....	2,270	....	....	\$4,561 00	Brooklyn Alcatraz Company.
Atlantic avenue, from Sixth avenue to Washington avenue..	Repave with asphalt and granite....	{ 2,550 }	....	....	15,640 00	Brooklyn Alcatraz Company.
Blake avenue, from Howard avenue to East Ninety-eighth street .....	Regulating, grading, curbing and sidewalk.....	{ 1,540 }	795	23,203	2,371 00	J. F. Maillie.
Bay Twenty-sixth street, from Cropsey avenue to East Eighty-sixth street.....	Pave with asphalt.....	6,440	....	....	13,570 00	Uvalde Asphalt Paving Company.
Beverly road, from Bedford avenue to Rogers avenue.....	Regulating, grading, curbing and sidewalk.....	....	75	3,605	3,898 00	Charles Cranford.
Beverly road, from Ocean parkway to East Second street..	Pave with asphalt.....	5,370	....	....	11,073 00	Uvalde Asphalt Paving Company.
Bush street, from Court street to Hamilton avenue.....	Repave with granite.....	450	....	....	2,139 00	John E. Quinn.
Boerum street, from Manhattan avenue to Bushwick avenue..	Repave with asphalt.....	....	....	....	....	....
Boerum street, from Bushwick place to White street.....	Repave with asphalt.....	10,050	....	....	30,908 00	Cranford Company.
Boerum street, from Broadway to Leonard street.....	Repave with asphalt.....	....	....	....	....	....
Bedford avenue, from Division avenue to Heyward street...	Repave with asphalt.....	15,490	....	....	59,483 00	Brooklyn Alcatraz Company.
Bradford street, from Fulton street to Atlantic avenue....	Repave with asphalt.....	1,770	....	....	4,837 00	Barber Asphalt Company.
Brooklyn avenue, from Atlantic avenue to Prospect place...	Repave with asphalt.....	5,250	....	....	13,561 00	Uvalde Asphalt Paving Company.
....	Regulating, grading, curbing and sidewalk.....	....	330	1,770	6,266 00	Edw. E. Pierson.
Central place, from Greene avenue to Grove street.....	Repave with asphalt.....	2,070	....	....	5,549 00	Barber Asphalt Company.
....	Regulating, grading, curbing and sidewalk.....	....	26,770	17,900	40,848 00	J. E. Quinn.
Coney Island avenue, from Kings highway to Neptune avenue.	Pave with asphalt.....	1,750	....	....	3,950 00	Barber Asphalt Company.
Christopher avenue, from Livonia avenue to Riverdale avenue.	....	....	....	....	....	....
Classon avenue, from Gates avenue to Monroe street; from Madison street to Fulton street.....	Repave with asphalt.....	3,620	....	....	7,233 00	Brooklyn Alcatraz Company.
Columbia street, from Harrison street to Atlantic avenue...	Repave with granite.....	3,300	....	....	13,683 00	M. F. Hickey.
Ditmas avenue, from Flatbush avenue to Ocean avenue....	Regulating, curbing and sidewalk...	....	....	....	2,177 00	J. Quinn, Jr.
DeSales place, from Bushwick avenue to Evergreen Cemetery.	Pave with asphalt.....	1,415	....	....	4,021 00	Uvalde Asphalt Paving Company.
Denton place, from Carroll street to First street.....	Regulating, grading and pave with asphalt.....	925	460	30	4,312 00	Cranford Company.
Eighty-seventh street, from Third avenue to Narrows avenue.	Regulating, grading, curbing, guttering and sidewalk.....	....	7,790	1,220	13,784 00	Bonacci & Vincelli.
Eleventh street, from Fourth avenue to Seventh avenue.....	Repave with asphalt blocks.....	7,290	....	....	21,831 00	Hastings Pavement Company.
Eleventh avenue, from Fifteenth street to Eighteenth street..	Pave with asphalt.....	6,820	....	....	13,567 00	Brooklyn Alcatraz Company.
Eleventh avenue, from Sixtieth street to Sixty-fifth street...	Regulating, grading, curbing and sidewalk.....	....	3,800	1,480	5,573 00	N. Schneider's Sons.
East Thirty-fourth street, from Church avenue to Clarkson avenue .....	Regulating, grading, curbing and sidewalk.....	....	380	2,770	4,082 00	W. L. Castle.
East Thirty-second street, from Tilden avenue to Clarendon road .....	Regulating, grading and curbing....	....	....	....	2,097 00	W. L. Castle.
Eagle street, from Manhattan avenue to Oakland street.....	Repave with iron slag blocks.....	2,330	....	....	10,738 00	Uvalde Asphalt Company.
East Fifth street, from Albemarle road to Church avenue....	Pave with asphalt.....	1,230	....	....	2,649 00	Cranford Company.
East Nineteenth street, from Cortelyou road to Dorchester road .....	Pave with asphalt.....	2,160	....	....	5,418 00	Brooklyn Alcatraz Company.
Eleventh street, from Seventh avenue to Eighth avenue.....	Repave with medina.....	2,380	....	....	10,124 00	Norton & Gorman Company.
Eighty-first street, from First avenue to Third avenue.....	Regulating, grading, curbing and sidewalk.....	....	910	220	5,211 00	N. Schneider & Sons.
East Nineteenth street, from Newkirk avenue to Foster avenue	Pave with asphalt.....	1,810	....	....	3,853 00	Barber Asphalt Company.
East Thirty-second street, from Glenwood road to Avenue H.	Grading and pave with asphalt.....	2,670	....	....	8,928 00	Barber Asphalt Company.
Eleventh street, from Eighth avenue to Prospect Park West.	Repave with asphalt.....	2,380	....	....	5,420 00	Brooklyn Alcatraz Company.
Eightieth street, from Twenty-second avenue to Twenty-third avenue .....	Pave with asphalt.....	2,426	....	....	5,776 00	Barber Asphalt Company.
Engert avenue, from Graham avenue to Humboldt street....	Repave with asphalt.....	1,970	....	....	5,435 00	Barber Asphalt Company.
Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue .....	Regulating, grading, curbing and sidewalk.....	....	270	2,850	5,463 00	M. F. Hickey.
Smith street.....	Repave with asphalt block.....	1,130	....	....	3,603 00	Hastings Pavement Company.
Fifth avenue.....	Repave with asphalt block.....	2,420	....	....	7,258 00	Hastings Pavement Company.
Flatbush avenue, from 454 feet north of Malbone street to Lincoln road.....	Repave with asphalt.....	4,480	....	....	5,755 00	Uvalde Asphalt Paving Company.
Fifty-fifth street, from Sixth avenue to Seventh avenue....	Regulating, grading, curbing and sidewalks.....	....	....	....	3,077 00	N. Schneider & Sons.
Fifty-eighth street, from Fifth avenue to Sixth avenue.....	Repave with asphalt.....	2,400	....	....	6,184 00	Brooklyn Alcatraz Company.
Fifty-sixth street, from First avenue to Second avenue.....	Regulating, grading, curbing and sidewalk.....	....	....	....	2,811 00	Valentine Construction Company.
Forty-fourth street, from Fort Hamilton avenue to Twelfth avenue .....	Regulating, grading, curbing and sidewalk.....	....	....	....	2,563 00	M. J. O'Hara.
Forty-fourth street, from Third avenue to Fourth avenue....	Repave with asphalt block.....	2,310	....	....	6,646 00	Hastings Pavement Company.
Fifty-fourth street, from First avenue to Second avenue.....	Regulating, grading, curbing and sidewalk.....	....	....	....	2,757 00	W. W. Sherman.

\* Asphalt.

† Granite.

Location.	Character of Improvement.	Pavement, Square Yards.	Grading, Cubic Yards.		Estimated Cost.	Contractor.
			Excavation.	Embankment.		
Forty-eighth street, from Fifth avenue to Sixth avenue.....	Repave with asphalt block.....	2,400			7,133 00	Barber Asphalt Company.
Fiftieth street, from Eighth avenue to Fort Hamilton avenue.	Regulating, grading and curbing...		12,310	8,390	5,700 00	Hickey & Co.
George street, from Evergreen avenue to Knickerbocker avenue	Repave with asphalt.....	6,250			17,852 00	Uvalde Asphalt Paving Company.
Grafton street, from Pitkin avenue to Sutter avenue.....	Pave with asphalt.....	2,965			7,056 00	Barber Asphalt Company.
Hampton place, from Park place to Sterling place.....	Repave with asphalt.....	750			2,440 00	Uvalde Asphalt Company.
Huron street, from Oakland street to Provost street.....	Regulating, grading, curbing and sidewalk.....				2,142 00	O'Grady Bros.
Halsey street, from Broadway to Knickerbocker avenue.....	Repave with asphalt.....	5,120			18,294 00	Uvalde Paving Company.
Hart street, from Irving avenue to Wyckoff avenue; from St. Nicholas avenue to Borough line.....	Regulating, grading, curbing and sidewalk.....				6,976 00	H. P. George.
Himrod street, from Myrtle avenue to Wyckoff avenue.....	Repave with asphalt.....	6,280			17,145 00	Uvalde Paving Company.
Irving avenue, from Flushing avenue to Starr street; from Suydam street to Harman street; from Greene avenue to Myrtle avenue.....	Repave with asphalt.....	11,860			31,515 00	Barber Asphalt Company.
Jewell street, from Norman avenue to Greenpoint avenue....	Regulating, grading, curbing and sidewalk.....				3,315 00	O'Grady Bros.
Knickerbocker avenue, from Bleecker street to Grove street..	Repave with asphalt.....	2,070			5,159 00	Uvalde Paving Company.
Kenilworth place, from Avenue F to Avenue G.....	Pave with asphalt.....	2,785			6,016 00	Cranford Company.
Kossuth place, from Broadway to Bushwick avenue.....	Repave with asphalt.....	1,860			4,604 00	Barber Asphalt Company.
Kenilworth place, from Avenue F to Avenue G.....	Regulating, grading, curbing and sidewalk.....		810	40	2,922 00	Charles Cranford.
Linden avenue, from Nostrand avenue to New York avenue..	Pave with asphalt.....	3,520			6,971 00	Brooklyn Alcatraz Paving Company.
Lynch street, from Bedford avenue to Wallabout street.....	Regulating, grading and pave with asphalt.....	485			1,396 00	Brooklyn Alcatraz Paving Company.
Mecca street, from Howard avenue to Hopkinson avenue....	Repave with asphalt.....	5,310			13,581 00	Brooklyn Alcatraz Paving Company.
Millard street, from Pitkin avenue to New Lots road.....	Pave with asphalt.....	6,620			14,013 00	Barber Asphalt Paving Company.
Mansfield place, from 100 feet south of Farragut road to Avenue G.....	Regulating, grading and pave with asphalt.....	2,230			7,135 00	Barber Asphalt Paving Company.
Monitor street, from Richardson street to Meeker avenue..	Repave with asphalt.....	2,870			8,044 00	Uvalde Asphalt Paving Company.
Martense street, from Rogers avenue to Nostrand avenue...	Pave with asphalt.....	2,820			6,006 00	Cranford Company.
Morgan avenue, from Nassau avenue to Driggs avenue.....	Repave with asphalt.....	2,930			8,451 00	Barber Asphalt Paving Company.
Newkirk avenue, from East Twenty-sixth street to Nostrand avenue .....	Pave with asphalt.....	3,810			7,885 00	Cranford Company.
New York avenue, from Clarkson street to Malbone street..	Regulating, grading, curbing and sidewalk.....		1,020	9,160	10,660 00	Builders' T. M. Construction Company.
Ninety-third street, from Third avenue to Fourth avenue....	Regulating, grading and pave with asphalt.....	2,505	1,780	10	9,997 00	Cranford Company.
One Hundredth street, from Third avenue to Fort Hamilton parkway .....	Regulating, grading, curbing and sidewalk.....		2,280	1,410	4,489 00	N. Schneider & Sons.
Olive place, from Herkimer street to Atlantic avenue.....	Repave with asphalt.....	1,160			3,144 00	Barber Asphalt Paving Company.
Ovington avenue, from Fifth avenue to Stewart avenue....	Regulating, grading and pave with asphalt.....	3,900	530	670	14,044 00	Cranford Company.
President street, from Utica avenue to Buffalo avenue.....	Regulating, grading, curbing and sidewalk.....		17,050	470	9,951 00	P. T. McDermott.
President street, from Schenectady avenue to Utica avenue..	Regulating, grading, curbing and sidewalk.....		5,310	3,720	4,476 00	P. T. McDermott.
Prospect place, from Rochester avenue to Buffalo avenue....	Regulating, grading, curbing and sidewalk.....		700	650	2,755 00	James Reilly.
Prospect place, from Eastern parkway extension to Rockaway avenue.....	Regulating, grading, curbing and sidewalk.....		120	1,880	1,801 00	Bracken-McAveney Company.
Plymouth street, from Main street to Bridge street.....	Repave with granite.....	3,700			15,300 00	Norton & Gorman.
Provost street, from Paidge avenue to Greenpoint avenue..	Regulating, grading, curbing and sidewalk.....		1,800	3,290	8,386 00	Moran & Crowley.
Park place, from Bedford avenue to Nostrand avenue.....	Repave with asphalt.....	8,780			10,221 00	Uvalde Asphalt Paving Company.
Prospect avenue, from Seventh avenue to 205 feet east of eastern building line of Seventh avenue.....	Repave with asphalt.....	1,260			3,078 00	Brooklyn Alcatraz Paving Company.
Ross street, from Wythe avenue to Kent avenue.....	Repave with asphalt block.....	1,910			6,345 00	Hastings Pavement Company.
Roebling street, from South Fourth street to Union avenue..	Pave and repave with asphalt.....	18,620	1,470		63,817 00	Cranford Company.
Sterling place, from Troy avenue to Schenectady avenue....	Pave with asphalt.....	2,410			5,118 00	Uvalde Asphalt Paving Company.
Sixty-third street, from Fourth avenue to Fifth avenue.....	Pave with asphalt block.....	2,320			5,637 00	Hastings Pavement Company.
Schenck avenue, from New Lots road to Stanley avenue....	Regulating, grading and curbing....		12,030	4,500	11,152 00	Charles Cranford.
Seventeenth avenue, from Eighty-fourth street to Eighty-sixth street .....	Regulating, grading, curbing and sidewalk.....		170	920	2,326 00	Bracken-McAveney Company.
Seventy-first street, from Sixth avenue to Seventh avenue...	Regulating, grading, curbing and sidewalk.....		50	6,990	4,612 00	Owen O'Keefe.
Tenth avenue, from Seventy-ninth street to Eighty-sixth street .....	Regulating, curbing and sidewalk.....				4,009 00	F. C. Humeston.
Sixteenth avenue and Forty-second street.....	Crosswalks .....				2,039 00	J. E. Quinn.
Sutter avenue, from Elton street to Berriman street.....	Regulating, grading, curbing and sidewalk.....		1,000	380	3,549 00	D. Douglass.
St. Andrews place, from Herkimer street to Atlantic avenue.	Repave with asphalt.....	1,160			3,137 00	Barber Asphalt Company.
Sackman street, from 100 feet south of Eastern parkway to Fulton street.....	Repave with asphalt.....	950			2,847 00	Barber Asphalt Company.
Schaeffer street, from Broadway to Knickerbocker avenue...	Repave with asphalt.....	10,250			28,071 00	Barber Asphalt Company.
Seventy-third street, from Fourteenth avenue to Fifteenth avenue .....	Pave with asphalt.....	2,580			5,991 00	Barber Asphalt Company.
South Fifth street, from Marcy avenue to Union avenue....	Pave with asphalt.....	2,400			5,882 00	Hastings Pavement Company.
Starr street, from Wyckoff avenue to St. Nicholas avenue..	Repave with asphalt.....	3,220			12,023 00	Uvalde Asphalt Paving Company.
Starr street, from St. Nicholas avenue to City line.....	Regulating, grading, curbing and sidewalk.....		1,320	10	2,449 00	H. P. George.
Skillman street, from Flushing avenue to DeKalb avenue..	Regulating, grading, curbing, guttering and sidewalk.....		2,630	80	4,047 00	H. P. George.
Throop avenue, from Vernon avenue to Willoughby avenue.	Repave with asphalt.....	7,370			21,616 00	Brooklyn Alcatraz Company.
Thirty-fourth street, from Fort Hamilton avenue to Thirteenth avenue .....	Repave with asphalt.....	1,320			2,855 00	Uvalde Asphalt Paving Company.
Throop avenue, from Halsey street to Putnam avenue.....	Regulating, grading, curbing and sidewalk.....		570	130	4,529 00	James Reilly.
Throop avenue, from Willoughby avenue to Hart street....	Repave with asphalt.....	3,050			7,774 00	Uvalde Asphalt Paving Company.
Ten Eyck street, from Union avenue to 130 feet west of Bushwick avenue.....	Repave with asphalt.....	1,060			2,323 00	Barber Asphalt Paving Company.
Vanderbilt street, from Eighteenth street to Gravesend avenue	Repave with asphalt.....	8,400			23,715 00	Uvalde Asphalt Paving Company.
West street and Forty-fifth street.....	Regulating, grading, curbing and sidewalk.....		3,500	900	5,459 00	E. E. Pierson.
Water street, from Main street to 100 feet plus west of Gold street .....	Crosswalks.....				954 00	J. E. Quinn, Jr.
Washington avenue, from Lafayette avenue to Greene avenue .....	Repave with granite.....	4,240			18,162 00	Norton & Gorman.
Wolcott street, from Dwight street to Otsego street.....	Repave with asphalt.....	2,660			5,107 00	Brooklyn Alcatraz Company.
	Pave with granite.....	400	170	30	1,938 00	M. F. Hickey.

TABLE No. 10.

Showing Improvements Authorized by the Board of Estimate and Apportionment for Which Bids Had Not Been Received on December 31, 1907.

Character of Improvement and Location.	Date Authorized by the Board of Estimate and Apportionment.	Estimated Cost.
Regulating, grading, curbing and sidewalk, Caton avenue, from Parade place to Coney Island avenue.....	June 28, 1907	\$6,266 00
Pave with asphalt, Eighty-first street, from First avenue to Third avenue .....	June 28, 1907	12,600 00
*Regulate, grade, curb and sidewalk, Eighty-sixth street, from Thirteenth avenue to Gravesend avenue.....	Dec. 7, 1906	17,000 00
†Regulate, grade, curb, gutter and sidewalk, Eighty-eighth street, from Third avenue to Shore road.....	Jan. 25, 1907	13,000 00
Regulate, grade, curb and sidewalk, Fifty-sixth street, from Fourteenth avenue to Fifteenth avenue.....	Oct. 25, 1907	3,500 00
Regulate, grade, curb and sidewalk, Fifty-seventh street, from Sixth avenue to Seventh avenue.....	Sept. 27, 1907	8,100 00
Regulate, grade, curb and sidewalk, Flatbush avenue extension, from Nassau avenue to Fulton street.....	April 19, 1907	62,300 00
Regulate, grade, curb and sidewalk, Grant avenue, from Liberty avenue to Pitkin avenue.....	Oct. 11, 1907	3,800 00

Character of Improvement and Location.	Date Authorized by the Board of Estimate and Apportionment.	Estimated Cost.
Pave with asphalt, Kenmore place, from Emmons avenue to Voorhies lane.....	April 19, 1907	11,300 00
†Regulate, grade, curb and sod, New York avenue, from Avenue F to Avenue H.....	July 7, 1905	7,400 00
†Pave with asphalt, New York avenue, from Avenue F to Avenue H.....	July 7, 1905	13,000 00
Regulate, grade and curb, New York avenue, from President street to Malbone street.....	Oct. 25, 1907	8,600 00
†Regulate, grade, curb and sidewalk, Seventy-second street, from Fourteenth avenue to New Utrecht avenue.....	June 14, 1907	7,000 00
Pave with asphalt, Starr street, from Wyckoff street to St. Nicholas avenue.....	June 28, 1907	3,600 00
Pave with asphalt, Vanderbilt street, from Eighteenth avenue to Gravesend avenue.....	June 28, 1907	9,900 00
Total.....		\$187,266 00

\* Portion from Thirteenth avenue to Bay parkway has been contracted for. Portion from Bay parkway to Gravesend avenue held pending proposed change of grade.

† Held on account of petition to amend plan.

TABLE No. 11.

Showing Cost of Maintaining Asphalt Pavements During 1907.

Time Out of Guarantee.	Square Yards.	Total Cost.	Cost Per Square Yard.	Cost Per Square Yard, Car Track Streets Excluded.	Cost Per Square Yard, Car Track Streets.
One year.....	430,992	\$2,577 90	\$0 005	\$0 002	\$0 110
Two years.....	69,335	552 11	007	....	....
Three years.....	57,929	1,333 46	023	023	....
Four years.....	82,937	1,288 95	015	010	110
Five years.....	418,671	28,587 62	068	050	216
Six years.....	189,415	6,660 60	035	032	044
Seven years.....	209,937	16,865 96	080	080	077
Eight years.....	43,833	5,866 00	133	142	110
Nine years.....	41,187	2,377 34	057	....	....
Ten years.....	36,706	2,483 67	067	....	....
Eleven years.....	27,419	3,883 88	141	091	165
Twelve years.....	5,278	405 92	077	064	246
Thirteen years.....	29,069	6,180 60	212	240	173
Fourteen years.....	77,782	14,592 73	187	181	282
Fifteen years.....	17,711	3,604 32	203	....	....
Sixteen years.....	235	25 92	110	....	....
Total.....	1,738,434	\$97,286 98			

Average cost, all streets, 5.59 cents per square yard.  
 Average cost, car tracked streets, 13.90 cents per square yard.  
 Average cost, car tracked streets, exclusive, 4.81 cents per square yard.

REPORT OF THE FINANCIAL OPERATIONS OF THE DEPARTMENT OF PUBLIC WORKS FOR THE YEAR 1907.

Office of the President of the Borough of Brooklyn.  
 Office of the General Bookkeeper, Department of Public Works.  
 February 1, 1908.

Hon. DESMOND DUNNE, Commissioner of Public Works, Borough of Brooklyn:  
 Dear Sir—The following report shows in detail the original appropriations, transfer of funds from and to the several Bureau accounts, the expenditures made, liabilities incurred and net balance available for return to the General Fund; a statement of the number and amounts of the contracts awarded by each Bureau and the fund or appropriation to which they are chargeable.

The number of contracts secured by each contractor or contracting firm is given by the Bureaus in detail, and the recapitulation presents the total number and amount awarded by the Department.

A statement is made of the claims audited and forwarded to the Comptroller for payment, also the amount of cash received by the several Bureaus and deposited with the City Chamberlain.

It includes a list of all supplies furnished each office, bureau and public building, together with the building repairs and the total amount expended in the maintenance of each.

A list of merchants supplying labor or materials to the several bureaus and the totals of each individual account.

A statement is made as to the cost of telephone service, carfares and coal and the same apportioned to the several offices and bureaus.

The number of orders, bills, vouchers and other documents forwarded for audit by each Bureau is shown, together with many other details relating to the same.

General Administration.		Salaries and Supplies, Division of Substructures.	
Salaries .....	\$74,900 00	Salaries and Supplies, Division of Substructures.....	\$16,000 00
To transfers .....	1,370 00	By transfers .....	4,000 00
Total .....	\$76,270 00	Expenditures .....	\$12,000 00
Expenditures .....	76,261 12		11,556 73
Balance available for General Fund .....	\$8 88	Balance available for General Fund .....	\$443 26
Supplies and Contingencies..	\$2,500 00		
Expenditures .....	1,601 85		
Balance available for General Fund .....	\$898 15		

Topographical Bureau.		Expenditures	
Salaries and Supplies.....	\$60,000 00	Expenditures .....	64,756 15
To transfers .....	5,030 00	Balance available for General Fund .....	\$273 85
Total .....	\$65,030 00		

Bureau of Highways.		Labor, Maintenance and Supplies	
Salaries .....	\$78,850 00	Labor, Maintenance and Supplies .....	\$504,004 17
By transfers .....	13,800 00	To transfers .....	25,275 00
Total .....	\$65,050 00	Expenditures .....	\$529,279 17
Expenditures .....	64,807 94	Supplies and Contingencies..	\$1,500 00
Balance available for General Fund .....	\$242 06	Expenditures .....	1,500 00

Bureau of Sewers.		Expenditures	
Salaries .....	\$138,818 75	Expenditures .....	4,652 76
To transfers.....	27,000 00	Balance available for General Fund .....	\$18,847 24
Total .....	\$111,818 75	Thirty-first Ward Sewerage Districts 1 and 3.....	\$49,165 50
Expenditures .....	\$107,008 74	By transfers .....	3,000 00
Balance available for General Fund .....	\$4,810 01	Expenditures .....	\$52,165 50
Sewers, Repairing and Cleaning, Payrolls and Supplies..	\$95,700 00	Expenditures .....	51,510 08
Expenditures .....	95,236 36	Balance available for General Fund .....	\$655 42
Balance available for General Fund .....	\$463 64	Twenty-sixth Ward Disposal Works .....	\$35,466 75
Sewers, Repairing and Cleaning Contracts at Public Letting .....	\$25,000 00	Expenditures .....	35,466 75
By transfers .....	1,500 00	Balance available for General Fund .....	.....
Total .....	\$23,500 00		

Thirtieth Ward Bath Beach District .....	\$6,500 00	Supplies and Contingencies...	\$2,500 00
Expenditures .....	6,413 56	By transfer .....	1,500 00
Balance available for General Fund .....	\$86 44	Expenditures .....	2,586 37
Thirty-second Ward Disposal Works .....	\$8,000 00	Balance available for General Fund .....	\$1,413 63
To transfer.....	5,000 00	Horses, Horsekeeping and Supplies .....	\$2,700 00
Expenditures .....	2,586 30	By transfer .....	2,000 00
Balance available for General Fund .....	\$413 70	Expenditures .....	4,374 57
Dredging Sewer Outlets.....	\$30,000 00	Balance available for General Fund .....	\$325 43
Expenditures .....	24,234 30		
Balance available for General Fund .....	\$5,765 70		

Public Buildings and Offices.		Supplies and Contingencies...	
Salaries and Wages.....	\$288,159 75	Expenditures .....	352 50
To transfer .....	29,000 00	Balance available for General Fund .....	\$647 50
Expenditures .....	\$317,159 75		
Balance available for General Fund .....	\$629 79		
Supplies and Repairs.....	\$160,800 00		
Expenditures .....	160,800 00		
Balance available for General Fund .....	.....		

Bureau of Incumbrances and Permits.		Removal of Incumbrances....	
Salaries .....	\$11,675 00	Expenditures .....	7,917 40
Expenditures .....	11,675 00	Balance available for General Fund .....	\$582 60
Balance available for General Fund .....	.....		

Recapitulation.			
Title.	Appropriation.	Expenditures.	Balances.
General Administration—			
Salaries .....	\$76,270 00	\$76,261 12	\$8 88
Supplies and Contingencies.....	2,500 00	1,601 85	898 15
Salaries and Supplies, Division of Substructures.	12,000 00	11,556 73	443 27
Topographical Bureau—			
Salaries and Supplies.....	65,030 00	64,756 15	273 85
Bureau of Highways—			
Salaries .....	65,050 00	64,807 94	242 06
Labor, Maintenance and Supplies.....	529,279 17	529,279 17	.....
Supplies and Contingencies.....	1,500 00	1,500 00	.....
Bureau of Sewers—			
Salaries .....	111,818 75	107,008 74	4,810 01
Sewers, Repairing and Cleaning, Payrolls and Supplies .....	95,700 00	95,236 36	463 64
Sewers, Repairing and Cleaning, Contracts at Public Letting .....	23,500 00	4,652 76	18,847 24
Thirty-first Ward Sewerage Districts 1 and 3....	52,165 50	51,510 08	655 42
Twenty-sixth Ward Disposal Works.....	35,466 75	35,466 75	.....
Thirtieth Ward Bath Beach District.....	6,500 00	6,413 56	86 44
Thirty-second Ward Disposal Works.....	3,000 00	2,586 30	413 70
Dredging Sewer Outlets.....	30,000 00	24,234 30	5,765 70
Supplies and Contingencies.....	4,000 00	2,586 37	1,413 63
Horses, Horsekeeping and Supplies.....	3,700 00	4,374 57	325 43
Bureau of Public Buildings and Offices—			
Salaries and Wages.....	317,159 75	316,529 96	629 79
Supplies and Repairs.....	160,800 00	160,800 00	.....
Supplies and Contingencies.....	1,000 00	352 50	647 50
Bureau of Incumbrances and Permits—			
Salaries .....	11,675 00	11,675 00	.....
Removal of Incumbrances.....	8,500 00	7,917 40	582 60
Total.....	\$1,617,614 92	\$1,581,107 61	\$36,507 31

Cash Account.	
Statement of moneys received by the Bureaus of the Department and deposited with the City Chamberlain to the credit of the following accounts:	
Assistant Commissioner's Office—	
Sales at auction of City property.....	\$700 00
Bureau of Highways—	
Restoring and repaving, Special Fund.....	\$105,960 15
Vault permits.....	13,243 27
Special security deposits.....	28,050 00
Redemption of street incumbrances.....	29 00
	147,282 42
Bureau of Sewers—	
Knickerbocker Avenue Assessment Fund.....	\$4,182 60
Third Avenue Assessment Fund.....	1,248 80
Sewer permits .....	40,537 43
Private sewers.....	6,109 04
	52,077 87
Bureau of Public Buildings and Offices—	
Fees from Public Baths and Comfort Stations.....	12,463 18
Total .....	\$212,523 56

Contracts.	
During the year contracts were awarded by the several Bureaus as follows:	
Bureau of Highways.....	275
Bureau of Sewers.....	118
Bureau of Public Buildings and Offices.....	23
Total .....	416

These contracts were chargeable to the following accounts:

Bureau of Highways.		
	No. of Contracts.	Amount.
Appropriations—		
Labor, maintenance and supplies.....	27	\$175,137 74
Bonded accounts, Corporate Stock—		
Repairing streets, sections 48 and 169, chapter 466, Laws of 1901 .....	69	965,410 05
Assessment Fund—		
Street improvement fund.....	179	1,212,388 27
Totals.....	275	\$2,352,936 06

Bureau of Sewers.		
	No. of Contracts.	Amounts.
Appropriations—		
Sewers, repairing and cleaning, payrolls and supplies....	2 3/4	\$5,211 89
Sewers, repairing and cleaning, contracts at public letting	2	2,293 60
Thirty-first Ward sewerage districts 1 and 3.....	2 1/2	11,722 87
Twenty-sixth Ward disposal works.....	1 1/2	9,207 14
Dredging sewer outlets.....	2	2,269 30
Bonded Accounts, Corporate Stock—		
Fund for the construction of outlet sewer at Kent avenue and Division street.....	1	8,554 86
Construction of sewers, Borough of Brooklyn, South Fifth street and Driggs avenue.....	1	5,400 72
Construction of sewers, Borough of Brooklyn.....	1	475,186 98
Assessment Fund—		
Street improvement fund.....	105	673,958 43
Totals.....	118	\$1,163,100 99

Bureau of Public Buildings and Offices.		
	No. of Contracts.	Amounts.
Appropriations—		
Supplies and repairs.....	8	\$59,761 90
Bond Issues—		
Fund for Kings County Court House alterations.....	1	1,740 00
Public Market in Eighth Ward, Borough of Brooklyn....	2	151,252 79
Kings County Court House, construction of coal vault and paving alleyway.....	1	2,659 00
Fund for Borough Hall, Borough of Brooklyn, repairing and renovating .....	4	7,770 00
Kings County Hall of Records, furnishing metallic furniture .....	1	4,239 00
Fund for construction, erection and maintenance of street signs, 1903.....	2	943 50
Street signs, Borough of Brooklyn, purchasing and erecting .....	1	1,501 50
Public bath fund.....	1	165,480 00
Raymond Street Jail, construction of new buildings.....	1	3,250 00
Fund for Coroners, providing office accommodation, Municipal Building .....	1	1,849 00
Totals .....	23	\$400,446 69

Recapitulation of Contracts.

	No. of Contracts.	Amounts.
Bureau of Highways.....	275	\$2,352,935 96
Bureau of Sewers.....	118	1,163,100 99
Bureau of Public Buildings and Offices.....	23	400,446 69
Totals.....	416	\$3,916,483 64

Contracts.

The following lists show the contracts awarded by the several Bureaus to each contractor:  
For more ready reference, the names of the contractors are arranged in alphabetical order.

Bureau of Highways.	
Barber Asphalt Company.	
Repaving Streets—Repaving with Asphalt:	
Stockton street, from Lewis avenue to Broadway.....	\$3,530 40
Stockton street, from Nostrand avenue to Lewis avenue.....	37,647 71
Cumberland street, from DeKalb avenue to Lafayette avenue.....	11,267 70
Division avenue, from Bedford avenue to Lee avenue.....	9,976 00
Noll street, from Evergreen avenue to Flushing avenue.....	12,231 43
Broome street, from Humboldt street to Graham avenue.....	4,542 44
Dodworth street, from Broadway to Bushwick avenue.....	3,886 16
Eagle street, from Franklin street to Manhattan avenue.....	7,894 95
Fort Green place, from Lafayette avenue to Hanson place.....	4,696 54
Guernsey street, from Meserole street to Nassau avenue.....	10,817 38
Driggs avenue, from Monitor street to Meeker avenue.....	6,882 60
Granite street, from Broadway to Bushwick avenue.....	5,832 50
Forty-fourth street, from Fourth avenue to Fifth avenue.....	7,463 20
Delmonico place, from Park avenue to Flushing avenue.....	6,657 54
Street Improvement Fund—Paving with Asphalt:	
Bath avenue, from Bay Eighteenth street to Bay Nineteenth street..	1,481 73
Warehouse avenue, from Neptune avenue to Surf avenue.....	12,041 23
Forty-first street, from Thirteenth avenue to New Utrecht avenue....	16,232 45
Calyer street, from Newell street to Diamond street.....	3,201 04
Sutter avenue, from Sheffield avenue to Pennsylvania avenue.....	2,352 82
Decatur street, from Hamburg avenue to Knickerbocker avenue.....	4,291 47
Fourteenth avenue, from Sixty-ninth street to Seventy-fifth street..	16,343 54
East Sixteenth street, from Beverley road to Dorchester road.....	11,477 19
Seigel street, from White street to Bogart street.....	4,990 59
Milford street, from Pitkin avenue to New Lots road.....	14,013 80
Labor, Maintenance and Supplies—	
Repairing and maintaining asphalt pavements in the Borough.....	52,155 02
Steam asphalt rollers, four.....	6,156 00
Asphalt tools .....	920 00
A. L. Barber Asphalt Company.	
Labor, Maintenance and Supplies—	
Refined asphalt, 900 tons.....	\$23,436 00
Barret Manufacturing Company.	
Revenue Bond Fund for President of the Borough of Brooklyn, Bureau of Highways.	
Maintenance and Repairs of Streets—	
150,000 pounds of paving pitch.....	\$980 44

Bonacci & Vincelli Construction Company.	
Street Improvement Fund—	
Regulating, grading, curbing, guttering and laying sidewalks, Eighty-seventh street, from Third avenue to Narrows avenue.....	\$13,783 50
Constructing cement sidewalks, Beaver street, between Flushing and Bushwick avenues, northeast side.....	3,510 00

Bracken McAvency Company.	
Street Improvement Fund—	
Regulating, Grading, Paving and Laying Sidewalks:	
Gravesend avenue, from Fort Hamilton avenue to Twenty-second avenue .....	\$33,247 18
Park place, from Rochester avenue to Buffalo avenue.....	7,044 31
Sutter avenue, from Howard avenue to East Ninety-eighth street.	3,740 55
Howard avenue, from Eastern Parkway Extension to Pitkin avenue .....	1,412 48
Fourth street, from Eighth avenue to Prospect Park West.....	3,118 34
Bay Fourteenth street, from Cropsey avenue to Eighty-sixth street .....	7,840 39
Bay Thirty-fifth street, from Cropsey avenue to Eighty-sixth street .....	9,767 60
Seventy-first street, from Thirteenth avenue to Fifteenth avenue.	6,213 50
East Nineteenth street, from Newkirk avenue to Foster avenue..	2,262 55
Seventeenth avenue, from Eighty-fourth street to Eighty-sixth street .....	2,326 40
Eightieth street, from Twenty-second avenue to Twenty-third avenue .....	3,276 50
Hawthorne street, from Rogers avenue to Nostrand avenue.....	2,625 30
Construct Cement Sidewalks:	
Washington avenue, between Classon avenue and Carroll street..	3,028 27
Glenwood road, between Nostrand avenue and East Thirty-first street .....	2,112 48
Bay Twenty-ninth street, between Bath avenue and Benson avenue .....	3,042 50
Regulating, Grading, Curbing, Guttering, etc.:	
East Third street, from Ditmas avenue to 120 feet north of Avenue F.....	2,501 92
Fifteenth avenue, from Forty-second street to Sixtieth street....	14,886 35
Butler street, from Flatbush avenue to Nostrand avenue.....	8,574 45
Christopher avenue, from Livonia avenue to Riverdale avenue..	2,173 50
Regulating, grading and curbing, timber bulkhead, West Twenty-third street, from Neptune avenue to Atlantic Ocean.....	5,851 60

Brooklyn Alcatraz Asphalt Company.	
Repaving Streets—Repaving with Asphalt:	
Stuyvesant avenue, from Fulton street to Gates avenue.....	\$18,010 86
Sixtieth street, from Fourth avenue to Sixth avenue.....	23,986 85
Ninth street, from Fifth avenue to Prospect Park West.....	17,259 80
First street, from Third avenue to Fourth avenue.....	6,117 44
Eighteenth street, from Prospect Park West to Eleventh avenue....	12,765 76
Howard avenue, from Fulton street to St. Johns place.....	27,767 20
Fifth street, from Fourth avenue to Fifth avenue.....	6,271 92
Troy avenue, from Pacific street to Eastern parkway.....	22,500 60
Sixth street, from Third avenue to Fourth avenue.....	5,642 30
Macon street, from Howard avenue to Hopkinson avenue.....	13,581 40
Fifty-eighth street, from Fifth avenue to Sixth avenue.....	6,184 50
Repaving Streets—Paving with Asphalt:	
Sixty-fifth street, from Third avenue to Fourth avenue.....	5,700 00
Sixty-first street, from Third avenue to Fourth avenue.....	4,389 50
Sherman street, from Tenth avenue to Eleventh avenue.....	4,962 65
Forty-sixth street, from Sixth avenue to Seventh avenue.....	5,052 00
Fortieth street, from Fort Hamilton avenue to Fourteenth avenue....	15,213 15
East Twenty-ninth street, from Farragut road to Glenwood road....	4,982 20
East Twelfth street, from Dorchester road to Ditmas avenue.....	4,459 46
Eleventh avenue, from Fifteenth street to Eighteenth street.....	13,567 60
Linden avenue, from Nostrand avenue to New York avenue.....	6,971 10
Argyle road, from Cortelyou road to Dorchester road.....	4,561 85

Walter L. Castle.	
Street Improvement Fund—	
Regulating, Grading, Curbing and Laying Sidewalks:	
East Twenty-ninth street, from Newkirk avenue to Forster avenue	\$1,197 58
Newkirk avenue, from East Twenty-sixth street to Nostrand avenue .....	1,996 78
East Twenty-eighth street, from Newkirk avenue to Forster avenue .....	1,247 39
East Thirty-fourth street, from Church avenue to Clarkson avenue .....	4,082 80
Regulating, grading and curbing East Thirty-second street, from Tilden avenue to Clarendon road.....	2,097 50

City Excavating and Construction Company.	
Repaving Streets—	
Regulating and repaving with second-hand granite, Bush street, from Court street to Dwight street.....	\$16,478 20
Regulating and Repaving with Granite Pavement:	
Fifteenth street, from Seventh avenue to Prospect Park West....	9,626 10
Eckford street, from Driggs avenue to Engert avenue.....	4,521 80
Regulating, grading and repaving with Medina sandstone, Locust street, from Broadway to Beaver street.....	7,010 15

G. A. Colgan Company.	
Labor, Maintenance and Supplies—250 cubic yards paving gravel.....	\$657 80

Joseph H. Colyer.	
Labor, Maintenance and Supplies—Portland cement, 1,500 barrels.....	\$2,667 75

Jacob E. Conklin.	
Labor, Maintenance and Supplies—	
Broken trap rock and screenings.....	\$7,445 81
Broken trap rock and screenings.....	4,311 00
Broken trap rock and screenings.....	10,286 58

Charles Cranford.	
Street Improvement Fund—	
Grading lots, Union street, between Bedford avenue and Rogers avenue .....	\$8,352 00
Regulating, Curbing and Laying Sidewalks:	
Van Sicklen street, from Kings highway to Eighty-sixth street..	14,650 61
Kenilworth place, from Avenue F to Avenue G.....	2,922 90
Regulating, grading and curbing Schenck avenue, from New Lots road to Stanley avenue.....	11,150 50
Regulating, Grading, Curbing and Sodding Parks:	
Beverley road, from Bedford avenue to Rogers avenue.....	3,898 00
Ocean avenue, from 180 feet north of Avenue G to Avenue H..	22,039 40

Cranford Company.	
Repaving Streets—Regulating and Repaving with Asphalt:	
Heyward street, from Wythe avenue to Bedford avenue.....	\$5,791 35
Marion street, from Howard avenue to Broadway.....	27,470 22
Park place, from Utica avenue to Schenectady avenue.....	6,769 24
Taaffe place, from Park place to Myrtle avenue.....	5,672 82
Boerum street, from Broadway to Leonard street, etc.....	30,908 40

<b>Street Improvement Fund—</b>	
Regulating and Paving with Asphalt:	
Greenwood avenue, from Coney Island avenue to Gravesend avenue.....	23,524 54
Fourth street, from Eighth avenue to Prospect Park West.....	4,685 28
Bay Ridge Parkway, from Shore road to First avenue.....	47,660 13
East Third street, from Ditmas avenue to 120 feet north.....	4,519 90
East Fourth street, from Vanderbilt street to Fort Hamilton avenue.....	8,648 70
Fifty-third street, from Sixth avenue to Seventh avenue.....	4,711 59
Foster avenue, from Flatbush avenue to East Seventeenth street..	33,690 85
Regulating, Grading and Paving with Asphalt:	
Sillman place, from Second avenue to Third avenue.....	8,361 64
Denton place, from Carroll street to First street.....	4,312 90
T. T. Dalton.	
Labor, Maintenance and Supplies—	
300 cubic yards paving gravel and 250 cubic yards of cement sidewalk grit .....	\$1,610 00
Paving pitch, 300,000 pounds.....	1,931 83
Vito De Fino.	
Street Improvement Fund—	
Grading lots, Forty-first street, between Sixth avenue and Seventh avenue, north side.....	\$298 65
Daniel Douglass.	
Street Improvement Fund—	
Regulating, Grading, Curbing and Laying Sidewalks:	
Etna street, from Dresden street to Hale avenue.....	\$10,198 59
Sutter avenue, from Elton street to Berriman street.....	3,549 20
Regulating, Grading and Curbing:	
Hinsdale street, from Sutter avenue to Riverdale avenue.....	5,744 25
Williams avenue, from New Lots road to Louisiana avenue.....	1,854 00
Regulating, grading, curbing, guttering and laying sidewalks, Gravesend avenue, from Twenty-second avenue to Shell road.....	44,882 52
Edison Portland Cement Company.	
Labor, Maintenance and Supplies—500 barrels Portland cement.....	\$866 25
J. August Feist.	
Labor, Maintenance and Supplies—	
Bluestone curbstone, 12,000 linear feet.....	\$5,853 20
Bluestone flagstone, 50,000 square feet.....	10,086 63
Thomas J. Gerehart.	
Labor, Maintenance and Supplies—1,500 cubic yards broken trap rock.....	\$6,894 12
John J. Guinan.	
Street Improvement Fund—	
Regulating, curbing and laying sidewalks, West Seventeenth street, from Surf avenue to Coney Island Creek.....	\$4,325 29
Hastings Pavement Company.	
Repaving Streets—	
Regulating and Repaving With Asphalt Block:	
Forty-sixth street, from Fourth avenue to Fifth avenue.....	\$6,710 73
Forty-third street, from Third avenue to Fifth avenue.....	13,775 25
Fifty-first street, from Second avenue to Third avenue.....	18,860 88
Forty-second street, from Third avenue to Fifth avenue.....	13,379 09
Forty-eighth street, from Second avenue to Fifth avenue.....	20,546 56
Eleventh street, from Fourth avenue to Seventh avenue.....	21,831 80
Ross street, from Wythe avenue to Kent avenue.....	6,345 30
Regulating and Repaving With Asphalt Block on Concrete:	
First street, from Fourth avenue to Fifth avenue.....	7,257 10
Fifty-third street, from Second avenue to Sixth avenue.....	26,099 79
Sixth avenue, from Fifty-seventh street to Sixtieth street.....	9,383 12
Nineteenth street, from Third avenue to Prospect Park West....	42,400 84
Fourth place, from Court street to Columbia street.....	3,603 00
Luquer street, from Court street to Columbia street.....	15,732 05
Steuben street, from Flushing avenue to Myrtle avenue.....	13,995 81
Sixth avenue, from Forty-fourth street to Fifty-seventh street....	44,434 40
Street Improvement Fund—	
Regulating and Paving With Asphalt Block:	
Rogers avenue, from Park place to Montgomery street.....	\$13,941 75
Eleventh avenue, from Seventy-ninth street to Eightieth street....	12,374 79
Seventy-sixth street, from Third avenue to Fourth avenue.....	5,832 00
Sixty-third street, from Fourth avenue to Fifth avenue.....	5,637 60
Maurice F. Hickey.	
Repaving Streets—	
Regulating and repave with granite pavement on concrete, King street, from Dwight street to Conover street.....	\$18,454 30
Street Improvement Fund—	
Regulating, Grading and Curbing and Laying Sidewalks:	
Fifty-first street, from Eighth avenue to Fort Hamilton avenue....	\$11,540 85
Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue	5,463 25
Regulating, grading and curbing, Fiftieth street, from Eighth avenue to Fort Hamilton avenue.....	5,700 30
F. C. Humestone.	
Street Improvement Fund—	
Construct Cement Sidewalks:	
Sixth avenue, between Fifty-ninth street and Sixtieth street, etc., east side .....	\$1,171 80
Sixth avenue, between Forty-fourth and Forty-fifth streets, etc., east side .....	1,438 20
Regulating, curbing and laying sidewalks, Tenth avenue, from Seventy-ninth street to Eighty-sixth street.....	4,009 60
Arthur C. Jacobson & Sons.	
Labor, Maintenance and Supplies—55,300 feet (B. M.) yellow pine lumber	\$1,588 00
Revenue Bond Fund for President of Borough of Brooklyn, Bureau of Highways, Maintenance and Repairs of Streets—400 cords of hardwood	3,360 00
Patrick F. McDermott.	
Street Improvement Fund—	
Regulating, Grading, Curbing and Laying Sidewalks:	
President street, from Schenectady avenue to Utica avenue.....	\$4,476 08
President street, from Utica avenue to Buffalo avenue.....	9,951 90
Matthew T. Maher.	
Street Improvement Fund—	
Regulating grading, curbing and laying sidewalks, Grand street, from Hooper street to Bridge plaza (as extended).....	\$18,008 00
John F. Maillie.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, Blake avenue, from Howard avenue to East Ninety-eighth street.....	\$2,371 90

The Mangieri Company.	
Street Improvement Fund—Regulating, grading, curbing and laying sidewalks:	
Seventy-fourth street, from Fourteenth avenue to Sixteenth avenue..	\$6,293 70
Forty-fourth street, from Sixth avenue to Fort Hamilton avenue....	11,168 05
Manhattan Supply Company.	
Labor, Maintenance and Supplies—Hardware supplies.....	\$914 18
Manhattan Trap Rock Company.	
Labor, Maintenance and Supplies—4,200 cubic yards broken trap rock and 1,400 cubic yards trap rock screenings.....	\$10,407 60
Otto Metz.	
Street Improvement Fund—Fencing lots:	
Seventeenth street, between Third avenue and Fourth avenue.....	\$378 35
McDougal street, between Hopkinson avenue and Rockaway avenue, north side .....	899 99
Seventeenth street, between Prospect Park West and Tenth avenue, north side .....	1,317 68
Moran & Crowley.	
Street Improvement Fund—	
Constructing sidewalks, Fifteenth street, between Prospect Park West and Tenth avenue.....	\$1,803 26
Regulating, grading, curbing and laying sidewalks:	
East Sixteenth street, from Beverley road to Dorchester road....	3,071 48
East Twenty-ninth street, from Clarendon road to Avenue D....	3,251 82
East Twenty-ninth street, from Farragut road to Glenwood road	2,581 20
Fortieth street, from Fort Hamilton avenue to Fourteenth avenue	6,983 68
Crosswalks:	
West street, at intersection of Fortieth, Forty-first, Forty-third and Forty-fourth streets and Avenues F and E.....	1,630 98
Regulating, grading and curbing Seventieth street, from New Utrecht avenue to 130 feet east of Sixteenth avenue.....	4,777 15
Construct cement sidewalks:	
Pacific street, from Rochester to Utica avenue, north side.....	4,833 02
Manhattan avenue, between Leonard and Eckford streets, southwest side .....	5,803 39
Guernsey street, between Nassau and Norman avenues, southwest side .....	3,634 14
James T. Newman.	
Street Improvement Fund—Fencing lots:	
Schenck avenue, between Dumont and Lavonia avenues, east side....	\$562 59
Newman Construction Company.	
Repaving Streets—Regulating and repaving with granite pavement:	
Broadway, from Monroe street to Fulton street.....	\$79,234 00
Kent avenue, from North Sixth street to North Fourteenth street....	18,906 10
Norton & Gorman Contracting Company.	
Repaving Streets—	
Regulating and repaving with medina sandstone Van Dyke street, from Richards street to Dwight street.....	\$6,760 90
Regulating and repaving with granite pavement Plymouth street, from Main street to Bridge street.....	15,300 00
Street Improvement Fund—	
Crosswalks, Seventy-fifth street, across Second avenue, north side....	129 00
Grading lots:	
Little street, between Evans street and United States street.....	271 60
Fifty-sixth street and Twelfth avenue, northeast corner.....	33 30
Labor, Maintenance and Supplies—Broken trap rock and limestone.....	1,827 00
William Nungasser.	
Labor, Maintenance and Supplies—730 tons of pea coal.....	\$3,134 25
O'Grady Brothers.	
Repaving Streets—	
Regulating and repaving with medina sandstone South Fifth street, from Kent avenue to Wythe avenue.....	\$5,788 20
Regulating and repaving with granite pavement:	
Gothic alley, from Adams street to Pearl street.....	1,175 75
Dupont street, from Manhattan avenue to Oakland street.....	9,008 60
Regulating and repaving with granite medina sandstone Box street, from Commercial street to Oakland street.....	13,584 00
Street Improvement Fund—Regulating, grading, curbing and laying sidewalks:	
Hart street, from Wyckoff avenue to St. Nicholas avenue.....	1,477 05
Huron street, from 160 feet east of Oakland street to Provost street..	2,142 50
Labor, Maintenance and Supplies—2,500 cubic yards sand for North Eighth street and Hopkinson avenue yards.....	2,625 00
James O'Hara.	
Street Improvement Fund—	
Grading lots:	
Thirty-third street and Fifth avenue, northwest corner.....	\$14 08
Eightieth street, between Third avenue and Fourth avenue.....	424 50
Regulating, grading, curbing and laying sidewalks:	
Ninety-fifth street, from Fourth avenue to Marine avenue.....	5,439 98
Gelston place, from Eighty-sixth street to Ninety-fourth street..	8,939 00
Seventh avenue, from Forty-third street to Forty-ninth street....	5,361 33
Ninety-third street, from Shore road to Third avenue.....	10,713 71
Eighty-seventh street, from Third avenue to Fourth avenue.....	3,024 34
Michael J. O'Hara.	
Street Improvement Fund—Regulating, grading, curbing and laying sidewalks:	
Forty-first street, from Thirteenth avenue to New Utrecht avenue....	\$5,776 39
East Second street, from Greenwood avenue to Vanderbilt street....	2,736 45
East Fifth street, from Albemarle road to Church avenue.....	1,006 15
East Fourth street, from Avenue C to Church avenue.....	3,790 04
Forty-fourth street, from Fort Hamilton avenue to Twelfth avenue..	2,563 40
Owen O'Keefe.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, Seventy-first street, from Sixth avenue to Seventh avenue.....	\$4,612 60
Michael O'Sullivan.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, Sixty-fifth street, from Third avenue to Fourth avenue.....	\$2,791 90
Phoenix T. & T. Company.	
Labor, Maintenance and Supplies—	
Sand, 3,000 cubic yards.....	\$2,362 50
Sand, 6,000 cubic yards.....	4,725 00

Edward E. Pierson.	
Street Improvement Fund—Regulating, grading, curbing and laying sidewalks:	
Twentieth street, from Tenth avenue to Vanderbilt street.....	\$9,660 36
Vanderbilt street, from Eighteenth street to Gravesend avenue.....	5,459 60
James Purcell.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, Ninetieth street, from Third avenue to Fifth avenue.....	\$5,333 21
Regulating, grading, curbing, guttering and laying sidewalks, Main street, from Eighteenth avenue to Fifteenth avenue.....	15,208 70
W. K. Putnam Company.	
Street Improvement Fund—	
Constructing cement sidewalks:	
Bay Ridge avenue, between Third and Fourth avenues.....	\$2,425 22
Fourth avenue, between Eighty-sixth street and Shore road....	4,119 88
Regulating, grading, curbing and laying sidewalks:	
East Third street, from Vanderbilt street to Fort Hamilton avenue .....	3,373 10
East Fourth street, from Vanderbilt street to Fort Hamilton avenue .....	3,539 00
Fifty-third street, from Sixth avenue to Seventh avenue.....	2,276 70
Bay Ridge avenue, from Third to Fifth avenue.....	2,471 57
James Quinn, Jr.	
Street Improvement Fund—	
Regulating, curbing and laying sidewalks, Ditmas avenue, from Flatbush avenue to Ocean avenue.....	\$2,177 20
John E. Quinn.	
Repaving Streets—	
Regulating and repaving with granite pavement, Bush street, from Court street to Hamilton street.....	\$2,139 90
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, Coney Island avenue, from Kings Highway to Neptune avenue.....	40,848 40
J. J. Quinn.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, Eighty-fourth street, from Eighteenth avenue to Stillwell avenue.....	\$15,855 00
I. S. Remson Manufacturing Company.	
Labor, Maintenance and Supplies—	
Twelve asphalt trucks .....	\$4,920 00
James Riley.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks:	
Prospect place, from Rochester avenue to Buffalo avenue.....	\$2,755 43
Thirty-ninth street, from Fort Hamilton avenue to Thirteenth avenue .....	4,829 60
Rockefeller Brothers.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, East Thirty-first street, from Clarendon road to Newkirk avenue.....	\$2,494 01
William Rosenkranz.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, Eighty-third street, from Second avenue to Shore road.....	\$5,773 10
Josiah T. Rutan.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, Sterling place, from Utica avenue to Schenectady avenue.....	\$10,398 24
Seaboard Construction Company.	
Street Improvement Fund—	
Regulating, grading, curbing and laying sidewalks, Hawthorne street, from Nostrand avenue to New York avenue.....	\$2,901 16
Regulating and grading, Eighty-sixth street from Thirteenth avenue to Bay Ridge Parkway.....	59,563 70
N. Schneiders Sons Company.	
Street Improvement Fund—	
Regulating, grading and curbing, Seventieth street, from Fourteenth avenue to Fifteenth avenue.....	\$2,445 65
Construct cement sidewalks:	
Dean street, between Rochester and Buffalo avenues.....	1,103 04
Seventy-ninth street, between Third avenue and Fourth avenue, north side.....	4,421 54
Eleventh avenue, between Fifteenth and Sixteenth streets, east side .....	2,275 20
Construct cement concrete sidewalks, Little street, between Evans and United States streets.....	666 90
Regulating, grading, curbing and laying sidewalks:	
Seventy-sixth street, from Third avenue to Fourth avenue.....	2,400 70
East Seventh street, from Church avenue to Johnson street.....	1,767 60
One Hundredth street, from Third avenue to Fort Hamilton Parkway .....	4,489 70
Fifty-fifth street, from Sixth avenue to Seventh avenue.....	3,077 60
Eleventh avenue, from Sixtieth street to Sixty-fifth street.....	5,573 50
Uvalde Asphalt Paving Company.	
Repaving streets—Regulating and repaving with asphalt:	
Eldert street, from Broadway to Knickerbocker avenue.....	\$26,727 12
Furman avenue, from Broadway to Bushwick avenue.....	4,984 10
Pacific street, from Buffalo avenue to Eastern Parkway.....	39,541 81
Dean street, from Howard avenue to Saratoga avenue.....	6,623 05
Dean street, from Albany avenue to Troy avenue.....	7,018 64
Flatbush avenue, from 454 feet north of Malbone street to Lincoln road .....	5,755 60
Halsey street, from Broadway to Knickerbocker avenue.....	18,294 80
Repaving streets—	
Regulating and repaving with asphalt on present pavement, Throop avenue, from Vernon avenue to Willoughby avenue.....	2,855 60
Regulating and repaving with asphalt on concrete foundation, Hampton place, from Park place to Sterling place.....	2,444 00
Regulating and repaving with iron slag block, Eagle street, from Manhattan avenue to Oakland street.....	10,738 50
Street Improvement Fund—	
Regulating and paving with asphalt:	
Douglass street, from Underhill avenue to Washington avenue..	10,866 25
Webster avenue, from Coney Island avenue to Gravesend avenue..	10,892 70
Lincoln avenue, from Atlantic avenue to Glenmore avenue.....	9,083 50
Ninety-sixth street, from Shore road to Marine avenue.....	8,169 93
Ashford street, from Glenmore avenue to Pitkin avenue.....	2,330 00
Kenmore place, from Woodruff avenue to Caton avenue.....	5,417 60

Street Improvement Fund—	
Regulating and paving with asphalt:	
Kingston avenue, from St. Johns place to Eastern Parkway....	3,322 05
West Fifth street, from Neptune avenue to Sheepshead Bay road	3,612 30
Eighty-fourth street, from Third avenue to a point 400 feet west of Third avenue to Second avenue.....	6,850 05
Dean street, from Saratoga avenue to Rockaway avenue.....	11,331 25
Hopkinson avenue, from Eastern Parkway to Atlantic avenue.....	12,149 73
East Twelfth street, from Cortelyou road to Dorchester road....	4,998 30
East Twenty-eighth street, from Newkirk avenue to Forster avenue .....	3,271 70
Hawthorne street, from Nostrand avenue to New York avenue..	5,338 00
Eleventh avenue, from Eightieth street to Eighty-second street..	4,608 05
Hart street, from Wyckoff avenue to St. Nicholas avenue.....	2,928 90
Howard avenue, from Eastern Parkway to Pitkin avenue.....	2,559 03
De Sales place, from Bushwick avenue to Evergreen Cemetery..	4,021 30
Regulating and paving with asphalt on concrete:	
East Twenty-ninth street, from Newkirk avenue to Forster avenue .....	3,264 40
Bay Twenty-sixth street, from Cropsey avenue to Eighty-sixth street .....	13,570 50
East Eighteenth street, from Cortelyou road to Dorchester road	3,991 60
Jefferson avenue, from Knickerbocker avenue to Irving avenue..	5,213 20
Beverly road, from Ocean Parkway to East Second street.....	11,073 40
Regulating and relaying brick gutters and paving with asphalt, Sterling place, from Troy avenue to Schenectady avenue.....	5,118 65
Valentine Contracting Company.	
Street Improvement Fund—	
Regulating, grading and laying sidewalks, Fifty-sixth street, from First avenue to Second avenue.....	\$2,811 00
Vofrie & O'Hearn.	
Street Improvement Fund—	
Curbing, guttering and laying sidewalks, Eighty-fourth street, from Fourth avenue to Seventh avenue.....	\$9,058 75
Regulating, grading, curbing and laying sidewalks:	
Fifty-third street, from Fort Hamilton avenue to Eleventh avenue .....	3,611 60
Forty-sixth street, from Sixth avenue to Seventh avenue.....	1,788 83
Grading lots:	
Fortieth street, between Fourth and Fifth avenues.....	1,399 71
Forty-sixth street, between Seventh and Eighth avenues.....	115 68
Warren Chemical and Manufacturing Company.	
Labor, Maintenance and Supplies—Residuum oil or flux, 37,500 gallons..	\$2,530 11
Yellow Pine Company.	
Labor, Maintenance and Supplies—	
Yellow pine lumber, 46,000 feet.....	\$1,405 86
Yellow pine lumber, 43,000 feet.....	1,335 00
Bureau of Sewers.	
David W. Binns.	
Sewers, Repairing and Cleaning, Payrolls and Supplies—Manhole heads and covers .....	\$1,412 50
Howard S. Bowne.	
Twenty-sixth Ward Disposal Works—Coal.....	\$4,010 63
Thirty-first Ward Sewerage Districts 1 and 3—Coal.....	6,436 00
John W. Buckley.	
Sewers, Repairing and Cleaning, Payrolls and Supplies—Rubber boots, coats, hose, etc.....	\$1,253 16
Twenty-sixth Ward Disposal Works—Rubber boots, coats, hose, etc.....	135 14
James L. Carey.	
Street Improvement Fund—	
Java street, from Provost street to Oakland street.....	\$2,593 75
Kingston avenue and Degraw street basin.....	275 00
Eighteenth avenue and Bath avenue basin, northerly corner.....	275 00
Buffalo avenue and Park place, at southwest corner, basin.....	249 00
Hausman street, between Norman avenue and Nassau avenue.....	2,582 90
Park place, between Buffalo and Rochester avenue.....	4,510 61
East Sixteenth street, from Beverly road to summit south thereof..	663 20
Greenwood avenue and Gravesend avenue basin, northeast corner....	182 90
Kent avenue and Kosciusko place, basin, northeast corner.....	249 00
Fourth street and Eighth avenue, basin.....	477 48
First avenue, between Fifty-seventh and Fifty-eighth street, etc.....	3,624 75
Shore road, from Ninety-second street to Oliver street.....	2,215 83
Ten Eyck street, Bushwick avenue to Waterbury street.....	2,650 70
Dobbin street, from Meserole to Norman avenue.....	3,127 42
Forty-ninth street, between Tenth and Fort Hamilton avenues.....	1,131 75
Blake avenue, between Williams avenue and Alabama avenue.....	1,275 11
Chester street, from Blake avenue to Hunterfly road.....	1,542 11
Eighty-fifth street, between Third and Fourth avenues.....	2,673 26
Montgomery street, between summit west of Nostrand avenue.....	1,867 51
Flatbush avenue (extension), westerly side, from Nassau street to Fleet street, Section No. 1.....	50,733 72
Flatbush avenue (extension), westerly side, from Nassau street to Fleet street, Section No. 2.....	19,915 23
Collard & Bishop.	
Street Improvement Fund—	
East Twenty-third street, between Beverly road and point 220 feet north .....	\$795 00
Eighth avenue, from Thirty-ninth street to Fortieth street.....	985 01
E. M. Culp.	
Street Improvement Fund—	
Fort Hamilton avenue, south side of East Fourth street and East Fifth street .....	\$1,794 18
Benson avenue and Bay Twentieth street.....	2,579 64
Curley Bros.	
Street Improvement Fund—Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue.....	\$5,212 90
Eugene Dietzgen Company.	
Sewers, Repairing and Cleaning, Contracts at Public Letting—Drawing material .....	\$2,133 60
The Donegan-Redmond Company.	
Street Improvement Fund—Sixtieth street, between Eighth and Ninth avenues .....	\$2,720 34
Fund for the Construction of Outlet to Kent Avenue Sewer at Division Avenue—Reconstructing the outlet for the Kent avenue sewer at Division avenue .....	8,554 86

Donlon Contracting Company.	
Street Improvement Fund—	
East Seventh street, between Church avenue and Johnson street.....	\$4,515 36
New York avenue, from Martense street to Church avenue, etc.....	5,325 60
Fifty-fifth street, from Sixth avenue to Seventh avenue.....	3,233 75
Wythe avenue, from North Fifteenth street to North Thirteenth street	4,845 50
Daniel Douglass.	
Street Improvement Fund—	
Seventy-sixth street, between Nineteenth and Twentieth avenues, man-	
holes, etc. ....	\$34,574 00
Bath avenue and Bay Thirteenth street, basin, southerly corner.....	224 00
Gastieger & Schaefer.	
Thirty-first Ward Sewerage Districts, 1 and 3—Forage.....	\$732 90
Sewers, Repairing and Cleaning, Payrolls and Supplies—Forage.....	1,142 16
James P. Graham.	
Street Improvement Fund—West Second street and Neptune avenue, basins	
northeast and northwest corners.....	\$420 00
Hammond & Sloane (Inc.).	
Street Improvement Fund—	
Sixth street and Eighth avenue basin, southeast corner.....	\$175 00
East Twelfth street (Westminster road) and Slocum place, basin,	
northwest corner.....	175 00
East Twelfth street and Ditmas avenue, basin, northeast and north-	
west corners.....	290 00
Belmont avenue and Miller avenue, basin, northwest and southeast	
corners.....	340 00
Sixteenth avenue and Cropsey avenue, basin, southerly and easterly	
corners.....	349 00
Forty-third street and First avenue, basin, southerly and easterly	
corners.....	350 00
Bushwick avenue and Metropolitan avenue, basin, southerly corner....	175 00
Chester street and Dumont avenue, basin, southeast corner.....	175 00
Sewers, Repairing and Cleaning, Contracts at Public Letting—Clarkson	
street and Nostrand avenue, basin, northwest corner.....	160 00
Philip Hayes.	
Street Improvement Fund—	
Norman avenue and Jewell street, basin, northwest corners.....	\$225 00
Hamburg avenue and Grove street, basin, south and east corners....	450 00
Halsey street and Howard avenue, basin, southwest corner.....	235 00
James H. Holmes.	
Street Improvement Fund—	
Rochling street, at north corner of South Fourth street, and northerly	
and westerly corners of South Third street, basins.....	\$4,256 00
Jenks-Asserson Construction Company.	
Street Improvement Fund—Morgan avenue, between Meeker avenue and	
Benton street.....	\$26,408 70
Leo E. Kelly.	
Street Improvement Fund—	
Grand street (as extended), from South Fourth street to Hooper	
street.....	\$4,670 91
Fifty-third street, between Sixteenth avenue and West street.....	6,855 95
Seventeenth avenue, from Fifty-sixth to Sixtieth street.....	9,565 01
Emmons avenue and East Twenty-sixth street, basin, northeast corner	
.....	274 00
Construction of Sewers, Borough of Brooklyn—South Fifth street, in	
Driggs avenue.....	5,400 72
William W. Medhill.	
Street Improvement Fund—	
Lincoln avenue, between Atlantic avenue and Ridgewood avenue.....	\$3,666 94
Bay Fourteenth street, between Benson avenue and Eighty-sixth street	
.....	3,011 05
Thomas F. Meehan.	
Thirty-first Ward Sewerage Districts 1 and 3—Alterations and repairs to	
Caissons 2, 3 and 4, Coney Island.....	\$2,864 00
Murphy Brothers.	
Street Improvement Fund—	
Fifty-fifth street, between Ninth and Fort Hamilton avenues.....	\$3,257 21
Neptune avenue, at the northeast and northwest corners West Third	
street basin.....	7,839 02
Surf avenue, from West Eighth street to West Fifth street.....	10,464 60
Forty-seventh street, from New Utrecht avenue to Twelfth avenue..	
.....	4,018 31
Imlay street, from summit south of Commerce street to Commerce	
street.....	1,125 10
Fifty-third street, between Eleventh and Fort Hamilton avenues....	2,293 00
East Nineteenth street, between Cortelyou and Dorchester roads.....	3,435 52
East Ninth street, between Ditmas avenue and Eighteenth avenue....	1,993 24
Fifty-sixth street, from First avenue to Second avenue.....	2,314 00
Fifty-fourth street, between First and Second avenues.....	3,216 90
Neptune avenue, at northeast and southeast corners of West Seven-	
teenth street basins.....	428 00
Neptune avenue, at southeast and southwest corners of Sixth street	
basins.....	1,070 00
Fifth street, west, at four corners of Sheepshead Bay road, basins....	856 00
Charles A. Myers.	
Street Improvement Fund—	
Ninth street, northwest and southwest corners of Seventh avenue,	
basins.....	\$2,220 00
East Twenty-second street, between Beverley road and Durycia place.	
.....	940 00
Fiftieth street, between Eighth avenue and Fort Hamilton avenue....	14,835 25
Sixtieth street, from Fifteenth avenue to New Utrecht avenue.....	3,446 34
Newkirk avenue, between East Twenty-sixth street and Rogers ave-	
nue.....	1,154 09
Argyle road and Dorchester road, basin, northeast corner.....	183 00
East Eleventh street and Hinckley place, basin, southwest corner....	197 00
Church avenue and Rogers avenue, basin, northeast corner.....	212 00
Eighty-second street, from Eleventh avenue to Second avenue.....	2,707 22
P. J. McCauley.	
Street Improvement Fund—	
Fourteenth avenue, from Seventy-fifth street to Seventy-ninth street..	\$8,393 35
Fiftieth street, from Fourteenth avenue to Fifteenth avenue, outlet	
sewer in Fiftieth street.....	12,739 95
Seventy-fourth street, from Thirteenth to Fourteenth avenue.....	3,639 44
One Hundredth street, between Third and Fort Hamilton avenues..	
.....	4,690 00
Fort Hamilton avenue, both sides, from Eighty-eighth to Ninetieth	
street.....	7,492 25.
John and Joseph McSpirit.	
Dredging Sewer Outlets—	
Newtown Creek Canal, etc., 14,500 cubic yards, scow measurement..	\$5,800 00
Henry Newman.	
Street Improvement Fund—Scott avenue, from Newtown Creek and St.	
Nicholas avenue.....	\$295,659 00

O'Grady Brothers.	
Street Improvement Fund—	
Fifty-first street, from Eighth avenue to Fort Hamilton avenue.....	\$8,799 60
Eckford street, between Engert avenue and Manhattan avenue.....	1,716 10
Commerce street, between Columbia street and Richards street.....	2,202 25
Second avenue, from Sixtieth street to Sixty-fourth street.....	6,256 75
R. G. Packard Company.	
Dredging Sewer Outlets—Dredging Gowanus Canal.....	\$16,869 30
Joseph Paladiro.	
Street Improvement Fund—	
Second avenue, from Wakeman place to Sixty-seventh street.....	\$982 24
Eighty-third street, between Second avenue and Narrows avenue.....	6,171 60
Pasquale Porzio.	
Street Improvement Fund—	
Douglass street, between Plaza street and Underhill avenue.....	\$2,334 70
West street, between Forty-third street and Eighteenth avenue.....	4,638 72
East Twenty-eighth street, between Avenue F and Flatbush avenue..	1,854 25
Rodgers & Hagerty.	
Construction of Sewers, Borough of Brooklyn—Gold street, from Pierhead	
line to Johnson street.....	\$475,186 98
Charles F. Vachris.	
Street Improvement Fund—	
Bay Ridge avenue and Tenth avenue, basins.....	\$338 00
White street and Seigel street, basins, four corners.....	568 50
Stockholm street and St. Nicholas avenue, basin, northwesterly corner	
.....	202 00
Dorchester road and Westminster road, northwest corner.....	304 00
Snediker avenue and Blake avenue, northwest corner.....	182 00
Milford street, northeast and northwest corners of Belmont avenue..	864 00
Forty-fourth street, east and south corners of First avenue.....	342 00
Hinsdale street, northeast and northwest corners Blake avenue.....	1,039 50
Erasmus street and Rogers avenue, basin, northeast corner.....	174 00
Tenth street and Second avenue, basin, east corner.....	186 00
Eighty-sixth street and Eighteenth avenue, basin, northerly corner....	183 00
Nineteenth avenue and Eighty-fifth street, basins, easterly corners..	390 00
Bay Fourteenth street, between Bath avenue and Cropsey avenue,	
basins.....	404 00
Seventh avenue, from Forty-third street to Forty-fourth street.....	987 59
Twentieth avenue and Eightieth street, basins, northerly corner, etc..	507 00
Twentieth avenue and Cropsey avenue, basins, northwest corners.....	200 00
W. M. Young.	
Thirty-first Ward Sewerage Districts 1 and 3—Lime, brick, cement, etc....	\$1,689 97
Twenty-sixth Ward Disposal Works—Lime, brick, cement, etc.....	3,144 18
Sewers, Repairing and Cleaning, Payrolls and Supplies—Lime, brick,	
cement, etc.....	1,164 45
Bureau of Public Buildings and Offices.	
American Ice Company.	
Supplies and Repairs—	
Ice supplies to various public buildings, baths and comfort stations..	\$1,215 13
Art Metal Construction Company.	
Kings County Hall of Records, Furnishing Metallic Furniture—Metallic	
cases and fixtures in Hall of Records.....	\$4,239 00
John Byrne.	
Revenue Bond Fund for Coroners, Providing Office Accommodations in	
Municipal Building, Borough of Brooklyn—Prepare certain room, first	
floor, Municipal Building.....	\$1,849 00
Cavanagh Brothers & Co.	
Supplies and Repairs—Furnishing and delivering Janitors' supplies.....	\$7,160 51
Barth S. Cronin.	
Public Market in Eighth Ward, Borough of Brooklyn, Preparation of	
Land, etc.—Building temporary bulkhead on Eighth Ward Market....	\$6,088 60
Albert F. D'Oench & J. W. Yost.	
Raymond Street Jail, Construction of New Buildings (subtitle No. 1)—	
Preliminary drawings and specifications on new woman's prison, Ray-	
mond street.....	\$3,250 00
Complete plans and specifications, 5 per cent. new woman's prison,	
Raymond street.....	
Christopher L. Dooley.	
Borough Hall, Repairing and Renovating—Painting, graining, varnishing	
and whitewashing interior and exterior of Borough Hall.....	\$2,988 00
Joseph N. Early.	
Street Signs, Borough of Brooklyn, Purchasing and Erecting—Furnishing	
and delivering enameled street signs.....	\$1,501 50
Empire Ornamental Glass Company.	
Revenue Bond Fund for construction, Erection and Maintenance of Street	
Signs, 1903—	
Furnishing and delivering stencil street signs.....	\$345 00
Furnishing and delivering glass street signs.....	598 50
John Fury.	
Kings County Court House, Construction of Coal Vault and Paving Alley-	
way—Coal vault adjacent to boiler room, Kings County Court House.	
.....	\$2,659 00
General Fireproofing Company.	
Revenue Bond Fund for Borough Hall, Borough of Brooklyn, Repairing	
and Renovating—Furnishing and constructing metal filing cases, Bu-	
reau of Buildings.....	\$2,367 00
George Hildebrand.	
Public Bath Fund—Erection, etc., of public bath building on the north-	
easterly side of Hamburg avenue, 18 feet 9 inches northwest of Wil-	
loughby avenue.....	\$165,480 00
Abram L. Hirsch.	
Supplies and Repairs—Soap powder to public baths and comfort stations	
storehouse.....	\$581 49
The Maintenance Company.	
Revenue Bond Fund for Borough Hall, Borough of Brooklyn, Repairing	
and Renovating—Installing and connecting a new magnet controller in	
elevator, Borough Hall.....	\$1,350 00

William D. Moore.

Supplies and Repairs—Making repairs, etc., to first story, Borough Hall... \$1,075 00

Revenue Bond Fund for Borough Hall, Borough of Brooklyn, Repairing and Renovating—Marble base on second and fourth floor corridors, Borough Hall ..... 1,065 00

Moquin-Offerman & Wells Coal Company.

Supplies and Repairs—Coal, 7,000 gross tons..... \$40,425 00

A. Pearsons' Sons.

Revenue Bond Fund for Kings County Court House Alterations—Furnishing desks, rugs, etc., Supreme Court, Kings County House..... \$1,740 00

Phoenix Construction Company.

Public Market in Eighth Ward, Borough of Brooklyn, Preparation of Land—Furnishing labor and material for building a crib bulkhead in the Eighth Ward Market property..... \$145,164 19

Estate of John A. Scollay.

Supplies and Repairs—Furnishing and setting new boiler and connecting same in Disciplinary Training School..... \$3,539 00

George F. Stewart.

Supplies and Repairs—Repairing and fitting out five free floating baths.. \$3,899 00

J. P. Taaffe.

Supplies and Repairs—Towels, re laundering, used at the interior baths and comfort stations ..... \$1,866 77

Recapitulation of List of Contractors and Contracts.

Contractor.	Highways.		Sewers.		Public Buildings and Offices.		Total.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
American Ice Company.....	1	\$1,215 13			1	\$1,215 13	1	\$1,215 13
Art Metal Construction Company.....					1	4,239 00	1	4,239 00
Barber Asphalt Company.....	27	\$278,983 43					27	278,983 43
A. L. Barber Asphalt.....	1	23,436 00					1	23,436 00
Barrett Manufacturing Company.....	1	980 00					1	980 00
David W. Binns.....	1	\$1,412 50					1	1,412 50
Bonacci & Vincelli Construction Company.....	2	17,293 50					2	17,293 50
Howard S. Bowns.....	1	10,446 63					1	10,446 63
Bracken-McAveney Company.....	20	125,046 17					20	125,046 17
Brooklyn Alcatraz Asphalt Company.....	21	229,948 14					21	229,948 14
John W. Buckley.....	1	1,388 30					1	1,388 30
John Byrne.....					1	1,849 00	1	1,849 00
James L. Carey.....	21	102,816 23					21	102,816 23
Walter L. Castle.....	5	10,622 05					5	10,622 05
Cavanagh Bros. & Co.....	1	7,160 51					1	7,160 51
City Excavating and Construction Company.....	4	37,636 25					4	37,636 25
G. A. Colgan Company.....	1	657 80					1	657 80
Collard & Bishop.....	2	1,780 01					2	1,780 01
Joseph H. Colyer.....	1	2,667 75					1	2,667 75
Jacob E. Conklin.....	3	22,043 39					3	22,043 39
Charles Cranford.....	6	63,015 41					6	63,015 41
Cranford Company.....	14	216,727 56					14	216,727 56
Barth S. Cronin.....	1	6,088 60					1	6,088 60
E. M. Culp.....	2	4,373 82					2	4,373 82
Curley Bros.....	1	5,212 90					1	5,212 90
T. T. Dalton.....	2	3,541 83					2	3,541 83
Vito De Fino.....	1	298 65					1	298 65
Eugene Dietzgen Company.....	1	2,133 60					1	2,133 60
Albert F. D'Oeneh & J. Yost.....	2	3,250 00					2	3,250 00
Donegan, Redmond Company.....	2	11,275 20					2	11,275 20
Donlon Contracting Company.....	4	17,920 21					4	17,920 21
Christopher L. Dooley.....	1	2,988 00					1	2,988 00
Daniel Douglass.....	5	66,228 56					5	66,228 56
Joseph N. Early.....	1	1,501 50					1	1,501 50
Edison Portland Cement Company.....	1	866 25					1	866 25
Empire Ornamental Glass Company.....	2	943 50					2	943 50
J. August Feist.....	2	15,939 83					2	15,939 83
John Fury.....	1	2,659 00					1	2,659 00
Gasteiger & Schaefer, General Fireproofing Company.....	1	1,875 06					1	1,875 06
Thomas J. Gerehart.....	1	6,894 12					1	6,894 12
James P. Graham.....	1	420 00					1	420 00
John J. Guinan.....	1	4,325 29					1	4,325 29
Hammond & Sloane.....	9	2,189 00					9	2,189 00
Hastings Paving Company.....	19	302,141 86					19	302,141 86
Philip Hayes.....	3	910 00					3	910 00
Maurice F. Hickey.....	4	41,158 70					4	41,158 70
George Hildebrand.....	1	165,480 00					1	165,480 00
Abram L. Hirsch.....	1	581 49					1	581 49
James H. Holmes.....	1	4,256 00					1	4,256 00
F. C. Humeston.....	3	6,619 60					3	6,619 60
Arthur C. Jacobson & Sons.....	2	4,948 00					2	4,948 00
Jenks-Asserson Construction Company.....	1	26,408 70					1	26,408 70
Leo E. Kelly.....	5	26,766 59					5	26,766 59
P. J. McCauley.....	5	36,954 99					5	36,954 99
Patrick F. McDermott.....	2	14,427 98					2	14,427 98
John & Joseph McSpirit.....	1	5,800 00					1	5,800 00
Matthew F. Maher.....	1	18,008 00					1	18,008 00
John F. Maillie.....	1	2,371 90					1	2,371 90
Maintenance Company.....	1	1,350 00					1	1,350 00
The Mangieri Company, Manhattan Supply Company.....	2	17,461 75					2	17,461 75
Manhattan Trap Rock Company.....	1	914 18					1	914 18
Wm. W. Medhill.....	2	6,677 99					2	6,677 99
Thomas F. Meehan.....	1	2,864 00					1	2,864 00
Otto Metz.....	3	2,596 02					3	2,596 02
Wm. D. Moore.....	1	2,140 00					1	2,140 00
Moquin-Offerman-Wells.....	1	40,425 00					1	40,425 00
Moran & Crowley.....	10	38,460 12					10	38,460 12
Murphy Bros.....	13	42,310 90					13	42,310 90
Chas. A. Meyers.....	9	25,894 90					9	25,894 90
Henry Newman.....	1	295,659 00					1	295,659 00
James T. Newman.....	1	562 59					1	562 59
Newman Construction Company.....	2	98,140 10					2	98,140 10

Contractor.	Highways.		Sewers.		Public Buildings and Offices.		Total.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Norton & Gorman Contracting Company.....	6	24,321 80					6	24,321 80
Wm. Nungasser.....	1	3,134 25					1	3,134 25
O'Grady Bros.....	7	35,801 10	4	18,974 70			11	54,775 80
James O'Hara.....	7	33,916 94					7	33,916 94
Michael J. O'Hara.....	5	15,872 43					5	15,872 43
Owen O'Keefe.....	1	4,612 60					1	4,612 60
Michael O'Sullivan.....	1	2,791 90					1	2,791 90
R. G. Packard Company.....			1	16,869 30			1	16,869 30
Joseph Paladino.....			2	7,153 84			2	7,153 84
A. Pearson's Sons.....					1	1,740 00	1	1,740 00
Phoenix Construction Company.....					1	145,164 19	1	145,164 19
Phoenix Towing and Transportation Company.....	2	7,087 50					2	7,087 50
Edward E. Pierson.....	2	15,119 96					2	15,119 96
Pasquale Porzio.....			3	8,827 67			3	8,827 67
James Purcell.....	2	20,541 91					2	20,541 91
W. K. Putnam Company.....	6	18,205 47					6	18,205 47
James Quinn, Jr.....	1	2,177 20					1	2,177 20
John E. Quinn.....	2	42,988 30					2	42,988 30
J. J. Quinn.....	1	15,855 00					1	15,855 00
I. S. Remson Manufacturing Company.....	1	4,920 00					1	4,920 00
James Riley.....	2	7,585 03					2	7,585 03
Rockefeller Bros.....	1	2,494 01					1	2,494 01
Rodgers & Hagerty.....			1	475,186 98			1	475,186 98
Wm. Rosenkranz.....	1	5,773 10					1	5,773 10
Josiah T. Rutan.....	1	10,398 24					1	10,398 24
Seaboard Construction Company.....	2	62,464 86					2	62,464 86
N. Schneider's Sons Company.....	10	28,221 43					10	28,221 43
Estate of John A. Scollay.....					1	3,539 00	1	3,539 00
Geo. F. Stewart.....					1	3,899 00	1	3,899 00
J. P. Taaffe.....					1	1,866 77	1	1,866 77
Uvalde Asphalt Paving Company.....	34	278,965 61					34	278,965 61
Chas. F. Vachris.....			16	6,871 59			16	6,871 59
Valentine Contracting Company.....	1	2,811 00					1	2,811 00
Vofrie & O'Hearn.....	5	15,974 57					5	15,974 57
Warren Chemical Company.....	1	2,530 11					1	2,530 11
Yellow Pine Company.....	2	2,740 86					2	2,740 86
W. M. Young.....			1	5,998 60			1	5,998 60
Total.....	276	\$2,352,675 56	119	\$1,212,427 21	23	\$400,446 69	418	\$3,965,549 46

Goods Purchased on Department Orders.

There were issued during the year 4,758 orders for merchandise and repairs to buildings, of which 563 were from the Bureau of Highways and 4,195 from the Bureau of Public Buildings and Offices.

Of these 3,363 were for supplies and 1,395 for repairs. The goods ordered on requisition from the several offices and bureaus are shown in alphabetical order under their respective titles.

General Administration—Supplies Ordered During the Year 1907.

Atlas.....	\$30 00	Lap robes.....	25 00
Carfare tickets.....	220 00	Messenger and telegraph services.....	15 41
Car hire.....	100 00	Newspapers.....	77 85
Contingent expenses.....	311 46	Neostyle supplies.....	2 00
Contingent Fund (President B. S. Coler).....	6 55	Postage.....	279 00
Copies of maps.....	6 00	Repairs to dash coil.....	13 60
Copy of Charter.....	6 50	Stationery.....	21 25
Draughting supplies.....	128 76	Services as Chauffeur.....	30 00
Drinking water.....	90	Subscription for "Engineering Record and Municipal Journal".....	6 00
Expert services.....	500 00	Typewriter services.....	4 32
Legislative services.....	100 00		

Topographical Bureau—Supplies Ordered During the Year 1907.

Atlas and volumes of insurance maps.....	\$190 00	Lap robe.....	27 00
Auto supplies, repairs and storage.....	207 86	Map corrections.....	55 00
Carfare tickets.....	810 00	Oak stakes.....	150 00
Copying bath.....	12 50	Office furniture.....	89 25
Draughting materials.....	947 79	Postage.....	12 00
Hardware.....	2 80	Prints.....	166 89
Insurance maps.....	140 00	Rebinding maps.....	10 00
Instrument repairs.....	29 25	Typewriter repairs.....	13 50

Incumbrances and Permits—Supplies Ordered During the Year 1907.

Auto car repairs.....	\$34 10	Harness, and repairs to same.....	12 55
Carfare tickets.....	645 00	Telephone books.....	50 00
Hardware.....	35 20	Tools, and repairs to same.....	98 30
Horse keep.....	350 00	Wagon, and repairs to same.....	282 30
Horseshoeing.....	111 50		

Bureau of Highways—Supplies Ordered During the Year 1907.

Asphalt.....	\$990 80	Copy press, supplies, etc.....	36 45
Alcohol.....	5 00	City Directory.....	15 00
Automobile.....	1,888 00	Canvass.....	35 45
Auto storage, repairs and supplies.....	6,555 22	Charter, City of New York.....	7 25
Auto hire.....	1,200 00	Crushed quartz.....	76 54
Asphalt plant, repairs and supplies.....	436 85	Drinking water.....	100 31
Asphalt tools.....	525 00	Draughting supplies.....	568 20
Asphalt wearing surface.....	1,007 50	Dump tickets.....	185 70
Brick.....	650 50	Expert services as Mixer, asphalt plant.....	942 00
Bicycle.....	28 98	Electric work.....	16 30
Boiler test.....	18 00	Expressage.....	1 00
Badges.....	97 00	Excavation work.....	160 00
Brooms.....	250 00	Firehose and cart.....	120 75
Book rack.....	125 00	Filling in with earth.....	990 00
Broken stone.....	900 00	Filing cabinet, etc.....	110 12
Bluestone.....	773 00	Grease.....	142 73
Building paper.....	4 50	Glass.....	3 50
Brushes and paints.....	30 28	Hardware, supplies, etc.....	801 52
Brooklyn Atlas.....	60 00	Horseshoeing.....	1,117 25
Carfare.....	600 00	Horse keep.....	4,074 00
Coach hire.....	452 00	Harness, supplies, repairs, etc.....	181 30
Corrections to Atlas.....	145 00	Hauling broken stone.....	375 00
Cylindrical tank.....	365 00	Horse covers, rubber.....	19 50
Carriage and repairs to same.....	47 70	Horse blankets.....	27 00
Commercial supplies.....	125 00	Horse clipping.....	9 00
Cement.....	1,002 55	Iron.....	21 38
Cement machine, supplies and repairs.....	18 00	Iron pails.....	20 00
Coal.....	805 75	Iron work repairs.....	118 10
		Insurance maps.....	40 00

Table listing various supplies and their costs, including Janitor's supplies, Lockers, asphalt plant, Lamp black, Lamps, Linoleum, Lumber, Laying sidewalks, Maps, and repairs to same, Map rollers, Map covers, Laboratory supplies, Office furniture, Oils, Paving gravel, Paving pitch, Paving blocks, Plumbing work, Pipe, Photos, Rental of yards, Restoring openings, Repairs to road, machine, etc., Repairs to steam roller, Road scraper, Rubber, Rubber hose, Repairs to dirt car, etc., Robes, Refunds, Rubber stamps, Rope, Removing material, Resetting curb, Repairs to engine, Rubber boots.

Table listing various supplies and their costs, including Roofing paper, Surveyors' fees, Stationery, Stone dust, Stoves, Supplies for Sweeper, Stable supplies, Satchels, Salt, Thermometers, Telephone disbursements, Team hire, Telephone books, Testing asphalt blocks, Type services, Type repairs, etc., Tar melting kettles, Tool repairs, supplies, etc., Tape repair outfit, Tapping water main, Toweling, Test tubes, Veterinary services, Wagon repairs, supplies, etc., Wheelbarrows, Wood, Window shades, White pine staves, Wicks, Water main, making connection, Waterproof belting, White lead, Waste.

Table listing various supplies and their costs, including Cot frames, Ceiling repairs, Curtain repairs, Cross-section plank, Chalk line, Cheese cloth, Carriage, Carriage supplies, Cash bag, Candles, Cement, Care of thermostat, Drinking water, Draughtsmen's supplies, Directories, Dust pans, Diaries, Electric work and supplies, Elevator repairs, Engineman's supplies, Examination of title, Extensions and connections to telephone, Furniture (partly on contract), Furniture repairs, Flags, American, Floating bath repairs, Flexible mats, Feed bags, Flooring, Flooding, parquet, Flagpoles and repairs to same, Filing cases, Gang plank, Glazing, Grease, Glass plates, Gutter repairs, Gas fixtures and repairs to same, Hardware, Harness, Heat for court, Hire of horse and wagon, Horseshoeing, Horse hire, Hose, Horse keep, Horse, Hassock, Horse clip, Ice, Iron work, Information card, Janitor's supplies, Laundering towels, Lumber, Locksmithing, Laprobes, Limousine body for auto, Linoleum, Ladders, Letter press, Labor in caring for pile butts, Ladder, Law books, Marble base, Masonry, Maps, Moving furniture, Muslin, Newspapers, Neostyle supplies, National flags, Office furniture, Office supplies, Oil, Paints, Plumbing work and supplies, Photographs, Plastering, Painting, Plans for bath.

Table listing various supplies and their costs, including Postage, Printed books, Paint remover, Plaster supplies, Picture moulding, Pump, Repairs to file, Repairs to ceiling, Repairs to marble slab, Repairs to window fasteners, Repairs to coffee tank, Repairs to safe combination, Repairs to draught pipes, Repairs to street sweeper, Rug cleaning, Regulating clocks, Room cleaning, Rental of watchman's register, Roofing, Rubber boots, Rubber steps, Rowboat, Repairs to map roller, Relaying carpet, Rope, Rubber mats, Roofer's cement, Refill spindle of sweeper, Repairs to boiler, Repairs to stile, Repairs to tools, Rubber treads, Repairs to ventilators, Steam fitting, Safe repairs, Sand and cement, Sawdust, Stable supplies, Soap dishes, Soap and soap powder, Shades, Street signs, Surveying, Spools, Stove repairs, Services of telephone operator, Services as Stenographer, Supplies for neostyle machine, Supplies, copy press, Subscription to law reports, Subscriptions to journals, etc., Stationery, Schapirograph supplies, Sign painting, Supplies and repairs to typewriter, Screens, Sash, chain and cord, Storeroom supplies, Typewriters, Take up carpet, Take down awnings, Telephone service, Tinsmithing, Tiling, Towing baths, Towels, Transfer of sofa, Transfer of safe, Thompson meters, Tarpaulin, Truck packing, Veterinary services, Wagon repairs, etc., Wood, Wharfage, Window poles, White sand, White pine, Wood panels.

\$245,385 83

Bureau of Sewers.

Table listing various supplies and their costs for the Bureau of Sewers, including Automobile, Auto, supplies, repairs, storage, etc., Atlases, Auto hire, Automatic engine repairs, Bags, Blue printing machine, Basins, repairs, etc., Binding, Boiler repairs, Boiler tests, Brooms, Brushes, Buckets, Brick, Carfare, Coal, Candles, Compound, Coach hire, Copying bath, supplies, etc., Cement, Clocks, Cash box, Cotton waste, Corrections to Atlas, Chalk, Camera, Dump tickets, Drinking water, Draughting material, etc., Disinfectants, Excavation, Employees disbursements, Examine titles, Feed, Fuses, Filing cabinet, etc., Furniture, Gas pipe, Gasolene, Grease, Grate bars, Generators, Harness, supplies, repairs, etc., Horses, Horse keep, Horseshoeing, Hardware, Horse clipping, Horse blankets, Instruments and repairs to same, Implements, garden, Ink pads, Iron boxes, Iron, Lime, Lumber, Lamps, Labor, etc.

Table listing various supplies and their costs for the Bureau of Sewers, including Lanterns, Metal, Manhole covers, Maps, Mud sills, Numbers, Oil, Oilers, Oxide, Pipe, Paving around sewer basin, Postage, Paints, etc., Pipe covering, Pipe tests, Polish paste, Prints, Padlocks, Paper, Picks, Powder, Pump parts, etc., Pumping engine repairs, Patterns for castings, Paint brushes, Rubber boots, Rubber gloves, Repairing clocks, Rubber hose, Remove stone, Repairs to numbering machine, Rental of yards, Robes, Roller hoods for maps, Sill, mud, Soap, Salt, Stationery, Supplies for pipe testing plant, Steam engine supplies, etc., Sewer material, constructing, re-pairing, etc., Sewer manholes, Sewer pails, Stove repairs, Shower bath, Shovels, Stakes, oak, Typewriter supplies, Tools and repairs to same, Telephone coupons, Tracing cloth, Transfer cases, Traveling hoists, Tin boxes, Veterinary services, Wagon, supplies, repairs, etc., Wheelbarrows, Yellow ochre.

Statement Showing Coal Delivered to Public Buildings During the Year.

Table showing coal delivered to public buildings during the year, with columns for Building, Tons, Amount, and a list of buildings including Borough Hall, Municipal Building, Court House, Hall of Records, County Jail, etc.

Bureau of Public Buildings and Offices—Supplies and Repairs Ordered During the Year 1907.

Table listing various supplies and their costs for the Bureau of Public Buildings and Offices, including Autos, Auto storage, supplies and repairs, Atlas, Awnings and repairs to same, Alterations to court house, Architect services (on contract) new Municipal Building, Architect's fees on new jail, Architect's fees on Hall of Records, Auto rent, Ash cans, Architect's fees, Bath and comfort stations supplies, Bath repairs, Boiler tests, Bath storage, Blue print paper, Blue prints, Bulkhead, Brooms and brushes, Brick, Boiler repairs.

Table listing various supplies and their costs for the Bureau of Public Buildings and Offices, including Books, technical, Ballot boxes, Blankets, Blackboard, Contract for building baths and architect's fees, Care of cemetery plot, Carfare tickets, Carpentry, Carpenter supplies, Coal (on contract), Coal (on open order), Carpets, etc., Clocks, winding and repairing, Clocks, rental of, Canvas, Compound, Chemicals, Corks, Cotton waste, Calendar pads, Copying bath, Cornice repairs.

Bureau of Public Buildings and Offices.

Table listing various supplies and their costs for the Bureau of Public Buildings and Offices, including Supplies and Repairs, Supplies and Contingencies, Eighth Ward Market, Hall of Records, extension, alteration and improvement, Public Bath Fund, Street Signs, construction, erection and maintenance, Street Signs, purchasing and erecting, Raymond Street Jail, repairing, Hall of Records, furnishing metallic furniture, Raymond Street Jail, erection of new buildings, Borough Hall, repairing and renovating, Court House, alterations and improvements, Equipping Ninth and Tenth Magistrates' Courts, County Jail, alterations and improvements, Central Library Building, erection of.

\$245,385 83

The charge against the appropriation Supplies and Repairs was divided among the different offices and buildings, as follows:

Table with 3 columns: Office/Building, Supplies, Repairs, Total. Lists various city departments and their respective expenditures.

List of contractors and merchants who have furnished supplies to the several offices and bureaus, or made repairs to the public buildings, during the year, showing the class of service and the amount of their individual accounts:

Table with 3 columns: Contractor/Merchant, Amount, Description. Lists individual suppliers and their charges across various categories like General Administration, Topographical Bureau, etc.

Table with 3 columns: Contractor/Merchant, Amount, Description. Continuation of the list of suppliers and their charges.

Table with 3 columns: Contractor/Merchant, Amount, Description. Continuation of the list of suppliers and their charges.

Bureau of Sewers, 1907.

Table with 3 columns: Contractor/Merchant, Amount, Description. Lists suppliers for the Bureau of Sewers in 1907.

Table listing various contractors and their work, including Borough Construction Company, Howard S. Brown, Bracken-McAveney Company, etc.

Table listing various contractors and their work, including Mrs. B. Kane & Son, C. W. Keenan, Leo E. Kelly, etc.

Table listing various contractors and their work, including Gas Consumers Association, Gatenon, D. T., Keuffel & Esser, etc.

Table listing various contractors and their work, including O'Neill, H. O., Ostrander & Co., Otis Elevator Company, etc.

Bureau of Public Buildings and Offices.

Table listing various contractors and their work for the Bureau of Public Buildings and Offices, including Abraham & Straus, Adams & McNamara, etc.

Table listing various contractors and their work for the Bureau of Public Buildings and Offices, including Cavanagh Brothers, Clark Publishing Company, etc.

Table listing various contractors and their work for the Bureau of Public Buildings and Offices, including New York Dock Company, New York and New Jersey Telephone Company, etc.

Table listing various contractors and their work for the Bureau of Public Buildings and Offices, including Strachan, William A., Taaffe, J. P., etc.

Telephones.

The cost of telephone service during 1907 shows a slight increase over 1906. The increase is in the switchboard system and is caused by the greater amount of work in the different bureaus.

Comparative statement of cost of service:

Table comparing the cost of telephone service for 1904, 1905, 1906, and 1907, showing costs for switchboard system, outside telephones, and telephone coupons.

The charge for outside telephones during 1907 was distributed as follows:

Table showing the distribution of charges for outside telephones during 1907 across various bureaus, including Borough President, Commissioner of Public Works, etc.

Carfare Tickets.

Comparative statement of 1906 and 1907, by bureaus:

	1906.		1907.	
	Number.	Amount.	Number.	Amount.
General Administration .....	4,200	\$210 00	4,400	\$220 00
Topographical Bureau .....	27,600	1,380 00	16,200	810 60
Bureau of Highways.....	28,000	1,400 00	12,000	600 00
Bureau of Sewers.....	24,000	1,200 00	36,000	1,800 00
Bureau of Public Buildings and Offices.....	31,300	1,565 00	15,000	750 00
Bureau of Incumbrances and Permits.....	11,000	550 00	12,900	645 00
Total.....	126,100	\$6,305 00	96,500	\$4,825 00

In Account with the Department of Finance.

The number of vouchers examined in the office of the General Bookkeeper and forwarded to the Comptroller for payment was submitted by the several Bureaus as follows:

	No.	Amount.
General Administration.....	87	\$92,921 92
Topographical Bureau.....	95	80,193 66
Bureau of Highways.....	1,824	2,955,086 27
Bureau of Sewers.....	1,141	1,390,690 67
Bureau of Public Buildings and Offices.....	1,226	600,828 60
Bureau of Incumbrances and Permits.....	100	19,592 40
	4,473	\$5,139,312 92

This amount is sub-divided among the several appropriations and bond accounts as follows:

General Administration—		
Salaries .....	\$76,261 12	
Supplies and Contingencies.....	1,601 85	
Salaries and Supplies, Division of Substructures.....	11,556 73	
		\$89,419 70

Fund for Surveys, Maps, etc., Substructures.....	\$3,502 22	\$3,502 22
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Topographical Bureau—		
Salaries and Supplies.....	\$64,756 15	
Fund for Topographical Bureau.....	7,201 46	
Street Improvement Fund.....	8,236 05	
		\$80,193 66

Bureau of Highways—		
Salaries .....	\$64,807 94	
Labor, Maintenance and Supplies.....	529,279 17	
Supplies and Contingencies.....	1,500 00	
Street Improvement Fund.....	1,101,220 27	
Repaving streets, Sections 48 and 169.....	1,053,787 58	
Restoring and Repaving, special fund.....	64,058 41	
Revenue Bond Fund for repairing streets.....	11,438 63	
Fund for Municipal Asphalt Plant.....	21,429 99	
Restoring Asphalt Pavements Fund.....	46,153 75	
Maintenance and Repairs to streets.....	60,761 64	
Repairing streets and avenues, 1900.....	648 89	
		\$2,955,086 27

Bureau of Sewers—		
Salaries .....	\$107,008 74	
Sewers, Repairing and Cleaning, Payrolls and Supplies.....	95,236 36	
Sewers, Repairing and Cleaning, Contracts at Public Letting .....	4,652 76	
Thirty-first Ward Sewerage Districts 1 and 3.....	51,510 08	
Thirtieth Ward, Bath Beach District.....	6,413 56	
Twenty-sixth Ward Disposal Works.....	35,466 75	
Dredging Sewer Outlets.....	24,234 30	
Thirty-second Ward Disposal Works.....	2,586 30	
Supplies and Contingencies.....	2,586 37	
Horses, Horsekeeping and Supplies.....	4,374 57	
Street Improvement Fund.....	718,249 51	
Construction of Private Sewers.....	4,704 32	
Construction of Sewers.....	118,850 92	
Improvement of the Sanitary Condition of Gowanus Canal .....	195,812 66	
Construction of Outlet to Division Sewer at Kent avenue .....	10,230 05	
Construction of Sewer, South Fifth street.....	5,666 82	
Fund for Increase of Stokers Wages.....	2,004 00	
Main Relief Sewers.....	1,102 00	
		\$1,390,690 07

Bureau of Public Buildings and Offices—		
Salaries and Wages .....	\$316,529 96	
Supplies and Repairs.....	160,800 00	
Supplies and Contingencies.....	352 50	
Revenue Bond Fund Repairing and Renovating Borough Hall .....	7,643 04	
Fund for Installation of Electric Light and Gas Fixtures .....	1,425 00	
Fund for Expenses, Sixth District Municipal Court.....	142 15	
Fund for Construction, Erection and Maintenance of Street Signs, 1903.....	963 00	
Fund for Expenses, Seventh District Municipal Court.....	31 00	
Street Signs, Borough of Brooklyn, Purchasing and Erecting .....	2,538 16	
Public Bath Fund.....	35,777 16	
Revenue Bond Fund, Furnishing and Equipping Ninth and Tenth Magistrates' Court.....	6,223 97	
Extension, Alteration and Improvement, Kings County Hall of Records.....	2,736 40	
Fund for President of Borough of Brooklyn, Salaries, Stokers, Increase .....	4,008 00	
Fund for Acquisition of Title and Preparation of Land, Public Market, Borough of Brooklyn.....	27,709 55	
Fund for Burial of Deceased Veterans and Erection of Headstones.....	70 00	
Fund for Alterations, Kings County Court House.....	12,889 16	
Fund for Coal Vaults and Paving Alleyway, Kings County Court House.....	2,751 97	
Fund for Preparing Plans for Central Library Building .....	10,800 00	
Fund for Metallic Furniture, Hall of Records.....	1,361 31	
Fund for Alterations and Improvement of Kings County Jail .....	2,605 61	
Fund for Construction New Building, Raymond Street Jail .....	4,016 66	
		\$600,828 60

Bureau of Incumbrances and Permits—

Salaries .....	\$11,675 00
Removal of Incumbrances.....	7,917 40
	\$19,592 40

Respectfully submitted,  
THOMAS F. MORAN, General Bookkeeper.

The City of New York, Borough of Brooklyn,  
Office of the Assistant Commissioner of Public Works,  
Borough Hall, February 15, 1908.

Hon. DESMOND DUNNE, Commissioner of Public Works:

Sir—You have herewith the annual statement of the work done in this office for the year 1907, including a list of contracts entered into with the different bureaus of the Borough President's office, together with the estimated cost of each.

During the past year bids or estimates were opened in this office for 532 contracts for different improvements and supplies, involving a total estimated expenditure of \$5,101,189.61; 356 of these contracts have been duly executed and registered in the Department of Finance; 176 contracts or bids are still pending in this office, involving an estimated cost of \$1,755,069.71. The reason for the large number pending is owing to the fact that funds are not available in the Department of Finance.

Respectfully yours,

EDWARD D. CANDEE, Deputy Commissioner.

The following is a list of sealed bids or estimates received by the President of the Borough of Brooklyn for the year ending December 31, 1907:

On January 9, 1907.

1. For furnishing all the labor and material necessary for the erection and completion of a coal vault adjacent to the boiler room of the Kings County Court House. Nine bids were received. Deposited as security on bids, \$675.
2. For regulating, grading and paving with asphalt pavement on a concrete foundation Bath avenue, from Bay Eighteenth street to Bay Nineteenth street. Two bids were received. Deposited as security on bids, \$50.
3. For curbing, guttering and laying sidewalks on Eighty-fourth street, from Fourth avenue to Seventh avenue. Twelve bids were received. Deposited as security on bids, \$2,400.
4. For regulating, grading, curbing and laying sidewalks on Forty-first street, from Thirteenth avenue to New Utrecht avenue. Thirteen bids were received. Deposited as security on bids, \$1,625.
5. For regulating, grading and repaving with asphalt pavements on concrete foundation Stockton street, from Lewis avenue to Broadway. Three bids were received. Deposited as security on bids, \$150.

On January 16, 1907.

1. For furnishing all the labor and materials necessary for painting, graining, varnishing, etc., the interior and exterior of the Borough Hall. Nineteen bids were received. Deposited as security on bids, \$3,325.
2. For furnishing and delivering 46,000 feet, board measure, yellow pine lumber. Four bids were received. Deposited as security on bids, \$120.

On January 23, 1907.

1. For furnishing all the labor and material necessary for building a temporary bulkhead on Eighth Ward Market property, between Thirty-sixth and Thirty-eighth streets, Second avenue and New York Bay. Six bids were received. Deposited as security on bids, \$1,050.

On January 30, 1907.

1. For furnishing and placing marble base, etc., on second and fourth floor corridors, Borough Hall. Five bids were received. Deposited as security on bids, \$250.

On February 6, 1907.

1. Regulating and paving with asphalt pavement on concrete foundation the roadway of Ashford street, from Glenmore avenue to Pitkin avenue. Three bids were received. Deposited as security on bids, \$120.
2. Paving with asphalt pavement on concrete foundation the roadway of Douglass street, from Underhill avenue to Washington avenue. Four bids were received. Deposited as security on bids, \$700.
3. Regulating, grading, curbing and laying sidewalks on East Second street, from Greenwood avenue to Vanderbilt street. Ten bids were received. Deposited as security on bids, \$610.
4. Regulating, grading, curbing and laying sidewalks on East Third street, from Vanderbilt street to Fort Hamilton avenue. Eight bids were received. Deposited as security on bids, \$720.
5. Regulating, grading, curbing and laying sidewalks on East Fourth street, from Avenue C to Church avenue. Ten bids were received. Deposited as security on bids, \$900.
6. Regulating, grading, curbing and laying sidewalks on East Fourth street, from Vanderbilt street to Fort Hamilton avenue. Eight bids were received. Deposited as security on bids, \$720.
7. Regulating, grading, curbing and laying sidewalks on East Fifth street, from Albemarle road to Church avenue. Nine bids were received. Deposited as security on bids, \$225.
8. Regulating, grading, curbing and laying sidewalks on Forty-sixth street, from Sixth avenue to Seventh avenue. Ten bids were received. Deposited as security on bids, \$500.
9. Regulating, grading, curbing and laying sidewalks on Fifty-third street, from Sixth avenue to Seventh avenue. Eleven bids were received. Deposited as security on bids, \$550.
10. Regulating, grading, curbing and laying sidewalks on Fifty-third street, from Fort Hamilton avenue to Eleventh avenue. Ten bids were received. Deposited as security on bids, \$650.
11. Regulating, grading, curbing, guttering and laying sidewalks on Gelston place, from Eighty-sixth street to Ninety-fourth street. Nine bids were received. Deposited as security on bids, \$1,800.
12. Regulating, grading, curbing and laying sidewalks on Gravesend avenue, from Fort Hamilton avenue to Twenty-second avenue. Twelve bids were received. Deposited as security on bids, \$9,000.
13. Regulating, grading and paving with asphalt pavement on concrete foundation the roadway of Kenmore place, from Woodruff avenue to Caton avenue. Three bids were received. Deposited as security on bids, \$360.
14. Regulating, grading and paving with asphalt pavement on concrete foundation the roadway of Kingston avenue, from St. Johns place to Eastern parkway. Four bids were received. Deposited as security on bids, \$200.
15. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Lincoln avenue, from Atlantic avenue to Glenmore avenue. Three bids were received. Deposited as security on bids, \$450.
16. Regulating, grading, curbing and laying sidewalks on Ninety-fifth street, from Fourth avenue to Marine avenue. Nine bids were received. Deposited as security on bids, \$1,035.
17. Regulating, grading and paving with asphalt pavement on a concrete foundation the roadway of Ninety-sixth street, from Shore road to Marine avenue. Three bids were received. Deposited as security on bids, \$450.
18. Regulating and paving with asphalt block pavement on a concrete foundation the roadway of Rogers avenue, from Park place to Montgomery street. Two bids were received. Deposited as security on bids, \$450.
19. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Webster avenue, from Coney Island avenue to Gravesend avenue. Four bids were received. Deposited as security on bids, \$800.
20. For constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Four bids were received. Deposited as security on bids, \$120.

21. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$150.

22. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Five bids were received. Deposited as security on bids, \$500.

23. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Two bids were received. Deposited as security on bids, \$40.

24. Grading a lot on the south side of Eightieth street, between Third avenue and Fourth avenue, known as No. 26, Block 5988. Six bids were received. Deposited as security on bids, \$60.

25. Grading a lot on the south side of Fortieth street, between Fourth avenue and Fifth avenue, known as Nos. 17 and 22, Block 714. Three bids were received. Deposited as security on bids, \$90.

26. Grading a portion of a lot on the north side of Forty-sixth street, between Seventh and Eighth avenues, known as No. 64, Block 750. Three bids were received. Deposited as security on bids, \$15.

27. Grading lots on the southeast side of Little street, between Evans street and United States street, known as Nos. 15, 16 and 17, Block 24. Two bids were received. Deposited as security on bids, \$10.

28. Furnishing and installing metallic cases and fixtures in the Hall of Records, Borough of Brooklyn. Four bids were received. Deposited as security on bids, \$700.

29. Furnishing and delivering 504,517 pounds of ice to the various public buildings, bath and comfort stations. One bid received. Deposited as security on bid, \$25.

30. Relaundering towels used at the five public interior baths and the six public comfort stations, Borough of Brooklyn. One bid received. Deposited as security on bid, \$75.

31. Furnishing and delivering 2,250 tons best grade white ash anthracite pea coal, 2,240 pounds to ton, for Bureau of Sewers. Two bids were received. Deposited as security on bids, \$450.

On February 13, 1907.

1. Furnishing and delivering 900 tons of refined asphalt. Four bids were received. Deposited as security on bids, \$1,200.

2. Furnishing and delivering 37,500 gallons of flux or residuum oil. Two bids were received. Deposited as security on bids, \$60.

3. Furnishing and delivering 1,200 cubic yards of broken trap rock or limestone. Three bids were received. Deposited as security on bids, \$120.

4. Furnishing and delivering 1,200 tons of stone dust. One bid received. Deposited as security on bid, \$60.

5. Furnishing and delivering 6,000 cubic yards of sand at the yard of the Bureau of Highways, on the north side of the Seventh street basin of the Gowanus Canal. Two bids were received. Deposited as security on bids, \$150.

6. Furnishing and delivering 2,500 cubic yards of sand, 1,500 of which is to be delivered at the yard of the Bureau of Highways on North Eighth street, near Union avenue, and 1,000 at the yard on Hopkinson avenue, near Marion street. Two bids were received. Deposited as security on bids, \$80.

7. Furnishing and delivering 3,000 cubic yards of sand at the yard at Wallabout Market. Three bids were received. Deposited as security on bids, \$150.

8. Furnishing and delivering 1,500 barrels of Portland cement to the material yard of the Bureau of Highways, Wallabout Market. One bid received. Deposited as security on bid, \$37.50.

9. Furnishing and delivering 12,000 linear feet of bluestone curbstone. Three bids were received. Deposited as security on bids, \$375.

10. Furnishing and delivering 50,000 square feet of bluestone flagstone. One bid received. Deposited as security on bid, \$150.

11. Furnishing and delivering 300,000 pounds of paving pitch, such as is ordinarily numbered four at the factory. Two bids were received. Deposited as security on bids, \$100.

12. Furnishing and delivering 300 cubic yards of paving gravel and 250 cubic yards of cement sidewalk grit. Two bids were received. Deposited as security on bids, \$100.

13. Furnishing and delivering 100 gross tons best white ash anthracite coal, egg size. One bid received. Deposited as security on bid, \$30.

14. For fencing vacant lots in various places and on various streets in the Borough of Brooklyn. One bid received. Deposited as security on bid, \$10.

15. Furnishing and delivering four steam asphalt rollers. Two bids were received. Deposited as security on bids, \$200.

16. Furnishing and delivering twelve asphalt trucks. One bid received. Deposited as security on bid, \$75.

17. Furnishing and delivering asphalt tools. Three bids were received. Deposited as security on bids, \$75.

18. Regulating, grading, curbing and laying sidewalks on Etna street, from Dresden street to Hale avenue and from Norwood avenue to the City line. Four bids were received. Deposited as security on bids, \$800.

19. Constructing cement sidewalks on both sides of Fourth avenue, between Eighty-sixth street and Shore road. Three bids were received. Received as security deposits on same, \$225.

20. Regulating, grading, curbing, guttering and laying sidewalks on Gravesend avenue, from Twenty-second avenue to Shell road. Eight bids were received. Deposited as security on bids, \$10,000.

21. Regulating, grading, curbing, guttering and laying crosswalks and sidewalks on Main street (Eighty-fourth street), from Eighteenth avenue to Fifteenth avenue. Six bids were received. Deposited as security on bids, \$1,500.

22. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Sixty-first street, from Third avenue to Fourth avenue. Four bids were received. Deposited as security on bids, \$340.

23. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Sixty-fifth street, from Third avenue to Fourth avenue. Four bids were received. Deposited as security on bids, \$525.

24. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Warehouse avenue, from Neptune avenue to Surf avenue. Three bids were received. Deposited as security on bids, \$525.

On February 27, 1907.

1. Furnishing and delivering lime, cement, brick and other building material to the various disposal works. Five bids were received. Deposited as security on bids, \$2,100.

2. Furnishing and delivering hardware supplies to the Bureau of Highways. Three bids were received. Deposited as security on bids, \$300.

3. Furnishing and delivering rubber boots, coats, hose, etc., to the Bureau of Sewers. Four bids were received. Deposited as security on bids, \$150.50.

4. Furnishing and delivering forage for use by the Bureau of Sewers. Two bids were received. Deposited as security on bids, \$67.50.

5. Furnishing and delivering manhole heads and covers for use by the Bureau of Sewers. Two bids were received. Deposited as security on bids, \$60.

6. Constructing sewer in Grand street, as extended, from South Fourth street to Hooper street. Six bids were received. Deposited as security on bids, \$1,020.

7. Reconstructing the outlet for the Kent avenue sewer at Division avenue. Four bids were received. Deposited as security on bids, \$600.

On March 6, 1907.

1. Regulating, grading and paving with asphalt pavement on a concrete foundation the roadway of Calyer street, from Newell street to Diamond street. Two bids were received. Deposited as security on bids, \$100.

2. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Decatur street, from Hamburg avenue to Knickerbocker avenue. Three bids were received. Deposited as security on bids, \$225.

3. Regulating and repaving with asphalt pavement on a concrete foundation the roadway of Eagle street, from Franklin street to Manhattan avenue. Two bids were received. Deposited as security on bids, \$250.

4. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Eighty-fourth street, from Third avenue to a point 400 feet west of the westerly line of Third avenue, etc. Two bids were received. Deposited as security on bids, \$250.

5. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Fourteenth avenue, from Sixty-ninth street to Seventy-fifth street. Four bids were received. Deposited as security on bids, \$1,000.

6. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Forty-first street, from Thirteenth avenue to New Utrecht avenue. Four bids were received. Deposited as security on bids, \$1,000.

7. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Greenwood avenue, from Coney Island avenue to Gravesend avenue. Four bids were received. Deposited as security on bids, \$1,400.

8. Regulating and repaving with asphalt pavement on a concrete foundation the roadway of Heyward street, from Wythe avenue to Bedford avenue. Three bids were received. Deposited as security on bids, \$210.

9. Regulating and grading and curbing Hinsdale street, from Sutter avenue to Riverdale avenue. Three bids were received. Deposited as security on bids, \$300.

10. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Hopkinson avenue, from Eastern parkway to Atlantic avenue. Three bids were received. Deposited as security on bids, \$525.

11. Regulating and repaving with asphalt pavement on a concrete foundation the roadway of Luqueer street, from Court street to Columbia street. Four bids were received. Deposited as security on bids, \$900.

12. Regulating and paving with asphalt pavement on a concrete foundation the roadway of Sherman street, from Tenth avenue to Eleventh avenue. Four bids were received. Deposited as security on bids, \$320.

13. Regulating and repaving with asphalt pavement on a concrete foundation the roadway of Sixth avenue, from Forty-fourth street to Fifty-seventh street. Four bids were received. Deposited as security on bids, \$2,200.

14. Regulating and repaving with asphalt pavement on a concrete foundation the roadway of Sixth avenue, from Fifty-seventh street to Sixtieth street. Two bids were received. Deposited as security on bids, \$300.

15. Regulating and repaving with medina and asphalt pavement on a concrete foundation the roadway of Sixtieth street, from Fourth avenue to Sixth avenue. Two bids were received. Deposited as security on bids, \$800.

16. For laying crosswalks on the north side of Seventy-fifth street across Second avenue. One bid received. Deposited as security on bid, \$2.50.

17. Regulating, grading and paving with asphalt pavement on a concrete foundation the roadway of Sutter avenue, from Sheffield avenue to Pennsylvania avenue. Two bids were received. Deposited as security on bids, \$100.

18. Regulating and repaving with asphalt pavement on a concrete foundation the roadway of Taaffe place, from Park avenue to Myrtle avenue. Three bids were received. Deposited as security on bids, \$255.

19. Regulating and repaving with medina sandstone pavement on a concrete foundation the roadway of Van Dyke street, from Richards street to Dwight street. Three bids were received. Deposited as security on bids, \$375.

20. Regulating and paving with asphalt pavement on a concrete foundation the roadway of West Fifth street, from Neptune avenue to Sheepshead Bay road. Two bids were received. Deposited as security on bids, \$100.

21. For grading a lot on the northeast corner of Fifty-sixth street and Twelfth avenue, known as No. 1, Block 5683. Two bids were received. Deposited as security on bids, \$6.

22. Furnishing and delivering 50,000 square feet of bluestone flagstone. One bid received. Deposited as security on bid, \$150.

23. Furnishing and delivering 100 gross tons of the best anthracite coal, white ash, egg size. One bid received. Deposited as security on bid, \$30.

24. Furnishing and delivering 12 asphalt wagons. Three bids were received. Deposited as security on bids, \$225.

On March 13, 1907.

1. Repairing and maintaining asphalt pavements in various streets in the Borough of Brooklyn. Two bids were received. Deposited as security on bids, \$2,000.

2. Furnishing and delivering 3,950 cubic yards of broken trap rock and 1,320 cubic yards of trap rock screenings on various streets in the Borough of Brooklyn. Four bids were received. Deposited as security on bids, \$500.

3. Furnishing and delivering 4,200 cubic yards of broken trap rock and 1,400 cubic yards of trap rock screenings. Three bids were received. Deposited as security on bids, \$450.

4. Furnishing and delivering 4,560 cubic yards of broken trap rock and 1,520 cubic yards of trap rock screenings. Four bids were received. Deposited as security on bids, \$700.

5. Furnishing and delivering 1,650 cubic yards of broken trap rock and 550 cubic yards of trap rock screenings. Three bids were received. Deposited as security on bids, \$180.

On March 20, 1907.

1. Furnishing all the labor and material for removing old and inserting new mechanism in 432 cells, gate locks, Men's Prison, Kings County Jail. Two bids were received. Deposited as security on bids, \$100.

2. Regulating and repaving with asphalt pavement on a concrete foundation the roadway of Broome street, from Humboldt street to Graham avenue. Three bids were received. Deposited as security on bids, \$210.

3. Regulating and repaving with asphalt pavement on concrete foundation the roadway of Dean street, from Albany avenue to Troy avenue. Three bids were received. Deposited as security on bids, \$315.

4. Regulating and repaving with asphalt pavement on concrete foundation the roadway of Dean street, from Howard avenue to Saratoga avenue. Three bids were received. Deposited as security on bids, \$300.

5. Regulating and paving with asphalt pavement on concrete foundation the roadway of Dean street, between Saratoga avenue and Rockaway avenue. Three bids were received. Deposited as security on bids, \$525.

6. Regulating and paving with granite pavement on a concrete foundation Eckford street, from Driggs avenue to Engert avenue. Three bids were received. Deposited as security on bids, \$255.

7. Regulating and repaving with asphalt pavement on a concrete foundation the roadway of Eldert street, from Broadway to Knickerbocker avenue. Three bids were received. Deposited as security on bids, \$1,200.

8. Regulating and repaving with asphalt block pavement on concrete foundation the roadway of Eleventh street, from Fourth avenue to Seventh avenue. Two bids were received. Deposited as security on bids, \$750.

9. Regulating and repaving with asphalt pavement on concrete foundation the roadway of Fourth place, from Court street to Smith street. Four bids were received. Deposited as security on bids, \$200.

10. Regulating and paving with asphalt pavement on concrete foundation the roadway of Forty-sixth street, from Sixth avenue to Seventh avenue. Four bids were received. Deposited as security on bids, \$320.

11. Regulating and repaving with asphalt pavement on concrete foundation Howard avenue, from Fulton street to St. Johns place. Four bids were received. Deposited as security on bids, \$1,600.

12. Regulating and repaving with medina sandstone pavement on concrete foundation the roadway of Locust street, from Broadway to Beaver street. Two bids were received. Deposited as security on bids, \$250.

13. Regulating and repaving with asphalt pavement on a concrete foundation Marion street, between Howard avenue and Broadway. Three bids were received. Deposited as security on bids, \$1,200.

14. Regulating and repaving with asphalt pavement on concrete foundation Steuben street, from Flushing avenue to Myrtle avenue. Three bids were received. Deposited as security on bids, \$540.

15. Grading a lot on the south side of Union street, between Bedford avenue and Rogers avenue, and also on the north side of President street, between Bedford avenue and Rogers avenue, known as Lot No. 24, Block 1274. Four bids were received. Deposited as security on bids, \$600.

16. For constructing cement sidewalks in various places and on various streets in the Borough of Brooklyn. Two bids were received. Deposited as security on bids, \$60.

17. Furnishing and delivering 37,500 gallons of flux or residuum oil. Two bids were received. Deposited as security on bids, \$630.

On March 27, 1907.

1. Repaving with asphalt on present pavement roadway of Classon avenue, from Willoughby avenue to Monroe street and from Madison street to Fulton street. Three bids were received. Deposited as security on bids, \$1,500.

2. Repaving with asphalt pavement on concrete foundation the roadway of Dodworth street, from Broadway to Bushwick avenue. Three bids were received. Deposited as security on bids, \$225.

3. Repaving with asphalt pavement on present pavement roadway of Driggs avenue, from Monitor street to Meeker avenue. Two bids were received. Deposited as security on bids, \$230.

4. Repaving with asphalt pavement on present pavement roadway of Eleventh street, from Seventh avenue to Prospect Park West. Four bids were received. Deposited as security on bids, \$800.

5. Repaving with asphalt pavement on concrete foundation the roadway of First street, from Third avenue to Fourth avenue. Four bids were received. Deposited as security on bids, \$460.

6. Repaving with asphalt block pavement on concrete roadway of First street, from Fourth avenue to Fifth avenue. Two bids were received. Deposited as security on bids, \$260.

7. Repaving with asphalt pavement on concrete Fifth street, from Fourth avenue to Fifth avenue. Four bids were received. Deposited as security on bids, \$480.

8. Repaving with medina sandstone on concrete, the roadway of Fifteenth street, from Seventh avenue to Prospect Park West. One bid was received. Deposited as security on same, \$175.

9. Repaving with asphalt block pavement on concrete the roadway of Forty-second street, from Third avenue to Fifth avenue. Two bids were received. Deposited as security on bids, \$500.

10. Repaving with asphalt block pavement on concrete Fifty-third street, from Second avenue to Sixth avenue. Two bids were received. Deposited as security on bids, \$1,000.

11. Repaving with asphalt pavement on present pavement Fort Greene place, from Lafayette avenue to Hanson place. Four bids were received. Deposited as security on bids, \$340.

12. Repaving with asphalt on concrete and on present pavement the roadway of Morgan avenue, from Norman avenue to a point 100 feet north of Driggs avenue. Two bids were received. Deposited as security on bids, \$400.

13. Repaving with asphalt pavement on concrete Noll street, from Evergreen avenue to Flushing avenue. Three bids were received. Deposited as security on bids, \$675.

14. Repaving with asphalt pavement on concrete Park place, from Utica avenue to Schenectady avenue. Three bids were received. Deposited as security on bids, \$375.

15. For fencing vacant lots in various places and on various streets in the Borough of Brooklyn. Two bids were received. Deposited as security on bids, \$10.

16. Furnishing and delivering 750 gross tons anthracite coal for Bureau of Highways. One bid received. Deposited as security on bid, \$50.

17. Paving with asphalt pavement on concrete the roadway of Calyer street, from Newell street to Diamond street. Two bids were received. Deposited as security on bids, \$100.

18. Paving with asphalt on concrete the roadway of Decatur street, from Hamburg avenue to Knickerbocker avenue. Three bids were received. Deposited as security on bids, \$225.

19. Repaving with asphalt pavement on concrete the roadway of Eagle street, from Franklin street to Manhattan avenue. Two bids were received. Deposited as security on bids, \$250.

20. Paving with asphalt pavement on concrete Eighty-fourth street, from Third avenue to a point 400 feet west of the westerly line of Third avenue, etc. Two bids were received. Deposited as security on bids, \$250.

21. Paving with asphalt pavement on concrete foundation the roadway of Fourteenth avenue, from Sixty-ninth street to Seventy-fifth street. Four bids were received. Deposited as security on bids, \$1,000.

22. Paving with asphalt pavement on concrete foundation the roadway of Forty-first street, from Thirteenth avenue to New Utrecht avenue. Four bids were received. Deposited as security on bids, \$1,000.

23. Paving with asphalt pavement on concrete foundation the roadway of Greenwood avenue, from Coney Island avenue to Gravesend avenue. Four bids were received. Deposited as security on bids, \$1,400.

24. Repaving with asphalt pavement on concrete foundation the roadway of Heyward street, from Wythe avenue to Bedford avenue. Three bids were received. Deposited as security on bids, \$210.

25. Paving with asphalt pavement on concrete foundation the roadway of Hopkinson avenue, from Eastern parkway to Atlantic avenue. Three bids were received. Deposited as security on bids, \$525.

26. Repaving with asphalt pavement on concrete Luquer street, from Court street to Columbia street. Four bids were received. Deposited as security on bids, \$900.

27. Paving with asphalt pavement on concrete foundation roadway of Sherman street, from Tenth avenue to Eleventh avenue. Four bids were received. Deposited as security on bids, \$320.

28. Repaving with asphalt pavement on concrete foundation the roadway of Sixth avenue, from Forty-fourth street to Fifty-seventh street. Four bids were received. Deposited as security on bids, \$2,200.

29. Repaving with medina sandstone and asphalt pavement on concrete foundation the roadway of Sixtieth street, from Fourth avenue to Sixth avenue. Two bids were received. Deposited as security on bids, \$800.

30. Paving with asphalt pavement on concrete foundation Sutter avenue, between Sheffield avenue and Pennsylvania avenue. Two bids were received. Deposited as security on bids, \$100.

31. Repaving with asphalt on concrete foundation the roadway of Taaffe place, from Park avenue to Myrtle avenue. Three bids were received. Deposited as security on bids, \$255.

32. Paving with asphalt pavement on concrete foundation the roadway of West Fifth street, from Neptune avenue to Sheepshead Bay road. Two bids were received. Deposited as security on bids, \$100.

33. Furnishing and constructing metal filing cases, Bureau of Buildings, Borough Hall. Eight bids were received. Deposited as security on bids, \$1,079.42.

34. Furnishing and delivering 7,000 tons white ash anthracite coal, 2,340 pounds to ton. Three bids were received. Deposited as security on bids, \$3,000.

35. Furnishing and delivering drawing materials, Bureau of Sewers, Borough of Brooklyn. Two bids were received. Deposited as security on bids, \$120.

On April 3, 1907.

1. Regulating and repaving with granite on concrete foundation the roadway of Broadway, from Monroe street to Fulton street. Four bids were received. Deposited as security on bids, \$6,000.

2. Paving with asphalt pavement on concrete foundation roadway of East Twelfth street, from Cortelyou road to Dorchester road. Three bids were received. Deposited as security on bids, \$270.

3. Regulating, grading, curbing and laying sidewalks on East Sixteenth street, from Beverley road to Dorchester road. Seven bids were received. Deposited as security on bids, \$455.

4. Paving with asphalt pavement on concrete foundation the roadway of Sixteenth street, from Beverley road to Dorchester road. Three bids were received. Deposited as security on bids, \$600.

5. Regulating, grading, curbing and laying sidewalks on East Twenty-eighth street, from Newkirk avenue to Foster avenue. Eight bids were received. Deposited as security on bids, \$240.

6. Paving with asphalt on concrete East Twenty-eighth street, from Newkirk avenue to Foster avenue. Three bids were received. Deposited as security on bids, \$180.

7. Regulating, grading, curbing and laying sidewalks on East Twenty-ninth street, from Newkirk avenue to Foster avenue. Eight bids were received. Deposited as security on bids, \$240.

8. Paving with asphalt pavement on concrete East Twenty-ninth street, from Newkirk avenue to Foster avenue. Three bids were received. Deposited as security on bids, \$180.

9. Repaving with medina sandstone pavement on concrete foundation the roadway of Gothic alley, from Adams street to Pearl street. Two bids were received. Deposited as security on bids, \$40.

10. Regulating, grading, curbing and laying sidewalks on Hawthorne street, from Nostrand avenue to New York avenue. Eight bids were received. Deposited as security on bids, \$400.

11. Paving with asphalt pavement on concrete foundation, the roadway of Hawthorne street, from Nostrand avenue to New York avenue. Three bids were received. Deposited as security on bids, \$270.

12. Regulating and repaving with medina sandstone on concrete foundation the roadway of King street, from Dwight street to Conover street. Three bids were received. Deposited as security on bids, \$1,125.

13. Regulating, grading, curbing and laying sidewalks on Newkirk avenue, from East Twenty-sixth street to Nostrand avenue. Seven bids were received. Deposited as security on bids, \$350.

14. Regulating, grading and curbing Seventieth street, from New Utrecht avenue to a point about 130 feet, more or less, east of Sixteenth avenue, and from a point 160 feet, more or less, east of Seventeenth avenue to Eighteenth avenue, and laying sidewalks from New Utrecht avenue to Eighteenth avenue. Three bids were received. Deposited as security on bids, \$300.

15. Regulating, grading, curbing and laying sidewalks on Seventy-fourth street, from Fourteenth avenue to Sixteenth avenue. Five bids were received. Deposited as security on bids, \$460.

On April 10, 1907.

1. Repaving with second-hand granite pavement on concrete foundation the roadway of Bush street, from Court street to Dwight street. Five bids were received. Deposited as security on bids, \$1,500.

2. Regulating, grading, curbing and laying sidewalks on East Twenty-ninth street, from Clarendon road to Avenue D. Six bids were received. Deposited as security on bids, \$420.

3. Regulating and repaving with asphalt block pavement on a concrete foundation the roadway of Forty-third street, from Third avenue to Fifth avenue. Two bids were received. Deposited as security on bids, \$500.

4. Regulating and repaving with asphalt block pavement on concrete foundation the roadway of Forty-sixth street, from Fourth avenue to Fifth avenue. Two bids were received. Deposited as security on bids, \$240.

5. Regulating and repaving with asphalt block pavement on a concrete foundation the roadway of Forty-eighth street, from Second avenue to Fifth avenue. Two bids were received. Deposited as security on bids, \$750.

6. Regulating and repaving with asphalt block pavement on concrete foundation the roadway of Forty-first street, from Second avenue to Third avenue and from Fourth avenue to Sixth avenue. Two bids were received. Deposited as security on bids, \$750.

7. Regulating and repaving with granite pavement on a concrete foundation the roadway of Kent avenue, from North Sixth street to North Fourteenth street. Four bids were received. Deposited as security on bids, \$1,300.

8. Regulating and repaving with medina sandstone pavement on a concrete foundation the roadway of South Fifth street, from Kent avenue to Wythe avenue. Four bids were received. Deposited as security on bids, \$460.

9. Regulating, curbing and laying sidewalks on Van Sicklen street, from Kings highway to Eighty-sixth street. Six bids were received. Deposited as security on bids, \$1,800.

10. Laying crosswalks on West street, at the intersection of Fortieth street, Forty-first street, Forty-third street and Forty-fourth street and Avenues E and F. Six bids were received. Deposited as security on bids, \$150.

11. For fitting out five free floating baths in the Borough of Brooklyn. Nine bids were received. Deposited as security on bids, \$900.

12. Furnishing soap powder to public baths and comfort stations. Five bids were received. Deposited as security on bids, \$125.

13. For alterations and repairs to Caissons Nos. 2, 3 and 4, Coney Island. Two bids were received. Deposited as security on bids, \$110.

14. Dredging Gowanus Canal. Three bids were received. Deposited as security on bids, \$1,350.

On April 17, 1907.

1. Paving with asphalt block pavement on concrete foundation the roadway of Eleventh avenue, from Seventy-ninth street to Eightieth street and from Eighty-second street to Eighty-sixth street. Two bids were received. Deposited as security on bids, \$400.

2. Regulating, grading, curbing and laying sidewalks on Forty-fourth street, from First avenue to Second avenue. Six bids were received. Deposited as security on bids, \$240.

3. Regulating, grading, curbing and laying sidewalks on Forty-fourth street, from Sixth avenue to Fort Hamilton avenue. Five bids were received. Deposited as security on bids, \$1,250.

4. Regulating, grading, curbing and laying sidewalks on Howard avenue, from Eastern Parkway Extension to Pitkin avenue. Three bids were received. Deposited as security on bids, \$90.

5. Repaving with asphalt block pavement on concrete Nineteenth street, from Third avenue to Prospect Park West. Two bids were received. Deposited as security on bids, \$1,450.

6. Regulating, grading, curbing and laying sidewalks on Park place, from Rochester avenue to Buffalo avenue. Four bids were received. Deposited as security on bids, \$440.

7. Regulating, grading, curbing and laying sidewalks on Seventy-sixth street, from Third avenue to Fourth avenue. Five bids were received. Deposited as security on bids, \$250.

8. Regulating and paving with asphalt block pavement on concrete foundation the roadway of Seventy-sixth street, from Third avenue to Fourth avenue. Two bids were received. Deposited as security on bids, \$200.

9. Regulating, grading, curbing and laying sidewalks on Sterling place, from Utica avenue to Schenectady avenue. Four bids were received. Deposited as security on bids, \$460.

10. Regulating, grading, curbing and laying sidewalks on Sutter avenue, from Howard avenue to East Ninety-eighth street. Four bids were received. Deposited as security on bids, \$460.

11. Regulating, grading, curbing and laying sidewalks on Twentieth street, from Tenth avenue to Vanderbilt avenue. Four bids were received. Deposited as security on bids, \$1,000.

12. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$120.

13. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$180.

On April 24, 1907.

1. Constructing manholes in Seventy-sixth street, between Nineteenth avenue and Twentieth avenue, etc. Seven bids were received. Deposited as security on bids, \$5,250.

2. Constructing sewer in Fiftieth street, from Eighth avenue to Fort Hamilton avenue, etc. Six bids were received. Deposited as security on bids, \$2,700.

3. Constructing sewer in Fiftieth street, from Fourteenth avenue to Fifteenth avenue, etc. Eight bids were received. Deposited as security on bids, \$3,480.

4. Constructing sewer in Fourteenth avenue, from Seventy-fifth street to Seventy-ninth street. Eight bids were received. Deposited as security on bids, \$3,000.

5. Reconstructing sewer in Surf avenue, from West Eighth street to West Fifth street. Four bids were received. Deposited as security on bids, \$1,000.

6. Furnishing all the labor and material required for constructing sewer in West street, from Forty-third street to Eighteenth avenue. Ten bids were received. Deposited as security on bids, \$1,450.

7. For furnishing all the labor and material required for constructing sewers in South Fifth street and in Driggs avenue necessitated by the approach to the Williamsburg Bridge. Four bids were received. Deposited as security on bids, \$500.

8. For furnishing all the labor and material required for constructing sewer in Fifty-fifth street, from Ninth avenue to Fort Hamilton avenue. Four bids were received. Deposited as security on bids, \$320.

9. For furnishing all the labor and material required for constructing sewer in Sixtieth street, from Fifteenth avenue to New Utrecht avenue. Three bids were received. Deposited as security on bids, \$255.

10. For furnishing all the labor and material required for constructing sewer in Java street, from Provost street to Oakland street. Three bids were received. Deposited as security on bids, \$202.50.

11. Furnishing all the labor and material required for constructing sewer in Douglass street, from Plaza street to Underhill avenue. Three bids were received. Deposited as security on bids, \$195.

12. Furnishing all the labor and material required for constructing sewer basins in Ninth street, at the northwest and southwest corners of Sixth avenue, etc. Three bids were received. Deposited as security on bids, \$180.

13. Furnishing all the labor and material required for constructing sewer in East Twenty-eighth street, from Avenue F to Flatbush avenue. Three bids were received. Deposited as security on bids, \$180.

14. Furnishing all the labor and material required for constructing sewer in East Twenty-second street, from Beverley road to Duryea place. Three bids were received. Deposited as security on bids, \$105.

15. Furnishing all the labor and material required for constructing sewer basins at the south and east corners of Hamburg avenue and Grove street. Four bids were received. Deposited as security on bids, \$40.

16. Furnishing all the labor and material required for constructing sewer basin at northeast corner of Erasmus street and Rogers avenue. Two bids were received. Deposited as security on bids, \$10.

17. Furnishing all the labor and material required for constructing sewer basin at the east corner of Tenth street and Second avenue. Two bids were received. Deposited as security on bids, \$10.

18. Furnishing all the labor and material required for constructing sewer basin at the southwest corner of Kingston avenue and Degraw street. One bid received. Deposited as security on bid, \$5.

19. Furnishing all the labor and material required for constructing sewer basin at the northerly corner of Eighty-sixth street and Eighteenth avenue. Two bids were received. Deposited as security on bids, \$10.

20. Furnishing all the labor and material required for constructing sewer basin southwest corner of Halsey street and Howard avenue. Three bids were received. Deposited as security on bids, \$15.

21. Furnishing all the labor and material required for constructing sewer basin at the northwest corner of Norman avenue and Jewell street. Three bids were received. Deposited as security on bids, \$15.

22. Furnishing all the labor and material required for constructing sewer basin at the northerly corner of Eighteenth avenue and Bath avenue. One bid received. Deposited as security on bid, \$5.

23. Repaving with asphalt block pavement on concrete foundation the roadway of Broome street, from Humboldt street to Graham avenue. Three bids were received. Deposited as security on bids, \$270.

24. Repaving with asphalt block pavement on concrete foundation the roadway of Dean street, from Albany avenue to Troy avenue. Three bids were received. Deposited as security on bids, \$710.

25. Repaving with asphalt block pavement on concrete foundation the roadway of Dean street, from Howard avenue to Saratoga avenue. Three bids were received. Deposited as security on bids, \$390.

26. Repaving with asphalt block pavement on concrete foundation the roadway of Dodworth street, from Broadway to Bushwick avenue. Three bids were received. Deposited as security on bids, \$225.

27. Repaving with asphalt block pavement on concrete foundation the roadway of Eagle street, from Franklin street to Manhattan avenue. Three bids were received. Deposited as security on bids, \$450.

28. Repaving with asphalt block pavement on concrete foundation the roadway of Eldert street, from Broadway to Knickerbocker avenue. Three bids were received. Deposited as security on bids, \$1,575.

29. Repaving with asphalt block pavement on concrete foundation the roadway of First street, from Third avenue to Fourth avenue. Three bids were received. Deposited as security on bids, \$360.

30. Repaving with asphalt block pavement on concrete foundation the roadway of Fourth place, from Court street to Smith street. Three bids were received. Deposited as security on bids, \$180.

31. Repaving with asphalt block pavement on concrete foundation the roadway of Fifth street, from Fourth avenue to Fifth avenue. Three bids were received. Deposited as security on bids, \$375.

32. Repaving with asphalt block pavement on concrete foundation the roadway of Heyward street, from Wythe avenue to Bedford avenue. Three bids were received. Deposited as security on bids, \$330.

33. Repaving with asphalt block pavement on concrete foundation the roadway of Howard avenue, from Fulton street to St. Johns place. Three bids were received. Deposited as security on bids, \$1,650.

34. Repaving with asphalt block pavement on concrete foundation the roadway of Luquer street, from Court street to Columbia street. Three bids were received. Deposited as security on bids, \$825.

35. Repaving with asphalt block pavement on concrete foundation the roadway of Marion street, from Howard avenue to Broadway. Three bids were received. Deposited as security on bids, \$1,575.

36. Repaving with asphalt block pavement on concrete foundation the roadway of Noll street, from Evergreen avenue to Flushing avenue. Three bids were received. Deposited as security on bids, \$675.

37. Repaving with asphalt block pavement on concrete foundation the roadway of Park place, from Utica avenue to Schenectady avenue. Three bids were received. Deposited as security on bids, \$390.

38. Repaving with asphalt block pavement on concrete foundation the roadway of Sixth avenue, from Forty-fourth street to Fifty-seventh street. Three bids were received. Deposited as security on bids, \$2,325.

39. Repaving with asphalt block pavement on concrete foundation the roadway of Steuben street, from Flushing avenue to Myrtle avenue. Three bids were received. Deposited as security on bids, \$720.

40. Repaving with asphalt block pavement on concrete foundation the roadway of Taaffe place, from Park avenue to Myrtle avenue. Three bids were received. Deposited as security on bids, \$330.

41. Constructing cement sidewalks in various places and on various streets in the Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$300.

42. Regulating and grading on Eighty-sixth street, from Thirteenth avenue to Bay parkway, etc. Four bids were received. Deposited as security on bids, \$6,000.

On May 1, 1907.

1. For furnishing and installing new magnet controller in passenger elevator, Borough Hall, Borough of Brooklyn. Two bids were received. Deposited as security on bids, \$80.

On May 8, 1907.

1. For furnishing all the labor and material required for constructing sewer basins on Neptune avenue, at the northeast and northwest corners of West Third street, etc. Four bids were received. Deposited as security on bids, \$1,200.

2. For furnishing all the labor and material required for constructing sewer in Forty-seventh street, from New Utrecht avenue to Twelfth avenue, etc. Seven bids were received. Deposited as security on bids, \$980.

3. For furnishing all the labor and material required for constructing sewer in Fifty-third street, from Fort Hamilton avenue to Eleventh avenue. Seven bids were received. Deposited as security on bids, \$455.

4. For furnishing all the labor and material required for constructing sewer in Eckford street, from Engert avenue to Manhattan avenue. Four bids were received. Deposited as security on bids, \$180.

5. For furnishing all the labor and material required for constructing sewer in Jmlay street, from summit south of Commerce street to Commerce street. Four bids were received. Deposited as security on bids, \$120.

6. For furnishing all the labor and material required for constructing sewer basins in Hinsdale street, northeast and southeast corners of Blake avenue, etc. Eight bids were received. Deposited as security on bids, \$280.

7. For furnishing all the labor and material required for constructing sewer basins on Milford street, at the northeast and northwest corners of Belmont avenue, and at

all four corners of Sutter avenue. Eight bids were received. Deposited as security on bids, \$240.

8. For furnishing all the labor and material required for constructing sewer in Newkirk avenue, from East Twenty-sixth street to Rogers avenue. Three bids were received. Deposited as security on bids, \$75.

9. For furnishing all labor and material required for constructing sewer basin at all four corners of White and Seigel streets. Six bids were received. Deposited as security on bids, \$90.

10. For furnishing all the labor and material required for constructing sewer basins on Forty-fourth street, at the east and south corners of First avenue. Three bids were received. Deposited as security on bids, \$30.

11. For furnishing all the labor and material required for constructing sewer basins at the northeast and northwest corners of Dorchester road and Westminster road. Four bids were received. Deposited as security on bids, \$40.

12. For furnishing all the labor and material required for constructing sewer basins at the north and east corners of Bay Ridge avenue and Tenth avenue. Three bids were received. Deposited as security on bids, \$30.

13. For furnishing all the labor and material required for constructing sewer basin at the southwest corner of Buffalo avenue and Park place. Three bids were received. Deposited as security on bids, \$15.

14. For furnishing all the labor and material required for constructing sewer basin at the northerly corner of Stockholm street and St. Nicholas avenue. Four bids were received. Deposited as security on bids, \$20.

15. For furnishing all the labor and material required for constructing sewer basin at the northwest corner of Snedeker avenue and Blake avenue. Six bids were received. Deposited as security on bids, \$30.

16. For repaving with asphalt pavement on concrete foundation the roadway of Cumberland street, from DeKalb avenue to Lafayette avenue. Two bids were received. Deposited as security on bids, \$330.

17. For repaving with asphalt pavement on concrete foundation the roadway of Division avenue, from Bedford avenue to Lee avenue. Two bids were received. Deposited as security on bids, \$300.

18. Grading, curbing and laying sidewalks on East Third street, from Ditmas avenue to a point 120 feet, more or less, north of Avenue F. Three bids were received. Deposited as security on bids, \$150.

19. Paving with asphalt pavement on concrete foundation the roadway of East Third street, from Ditmas avenue to a point 120 feet, more or less, north of Avenue F. Three bids were received. Deposited as security on bids, \$270.

20. Paving with asphalt pavement on concrete foundation the roadway of East Fourth street, from Vanderbilt street to Fort Hamilton avenue. Three bids were received. Deposited as security on bids, \$525.

21. Paving with asphalt pavement on concrete foundation the roadway of Eleventh avenue, from Eightieth street to Eighty-second street. Three bids were received. Deposited as security on bids, \$270.

22. Repaving with asphalt pavement on concrete foundation the roadway of Flatbush avenue, from a point 454 feet north of Malbone street to Lincoln road. Two bids were received. Deposited as security on bids, \$350.

23. Grading, curbing and laying sidewalks on Fourth street, from Eighth avenue to Prospect Park West. Three bids were received. Deposited as security on bids, \$150.

24. Paving with asphalt pavement on concrete foundation the roadway of Fourth street, from Eighth avenue to Prospect Park West. Three bids were received. Deposited as security on bids, \$255.

25. Paving with asphalt pavement on concrete foundation the roadway of Fifty-third street, from Sixth avenue to Seventh avenue. Three bids were received. Deposited as security on bids, \$270.

26. Grading, curbing and laying sidewalks on Hart street, from Wyckoff avenue to St. Nicholas avenue. Five bids were received. Deposited as security on bids, \$150.

27. Paving with asphalt pavement on concrete foundation the roadway of Hart street, from Wyckoff avenue to St. Nicholas avenue. Three bids were received. Deposited as security on bids, \$180.

28. Paving with asphalt pavement on concrete foundation the roadway of Howard avenue, from Eastern Parkway Extension to Pitkin avenue. Three bids were received. Deposited as security on bids, \$150.

29. Regulating, grading, curbing and guttering and laying sidewalks on Ninety-third street, from Shore road to Third avenue. Five bids were received. Deposited as security on bids, \$875.

30. Regulating, grading, curbing and laying sidewalks on Seventh avenue, from Forty-third street to Forty-ninth street. Eight bids were received.

31. Paving with asphalt pavement on concrete foundation the roadway of Silliman place, from Second avenue to Third avenue. Three bids were received. Deposited as security on bids, \$450.

32. Relaying brick gutters and paving with asphalt pavement on concrete foundation the roadway of Sterling place, from Troy avenue to Schenectady avenue. Three bids were received. Deposited as security on bids, \$450.

On May 15, 1908.

1. Furnishing and delivering enameled signs to the Bureau of Public Buildings and Offices, Borough of Brooklyn. Two bids were received. Deposited as security on bids, \$100.

2. Furnishing and delivering glass street signs to the Bureau of Public Buildings and Offices, Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$128.

3. Furnishing and delivering stencil street signs to the Bureau of Public Buildings and Offices, Borough of Brooklyn. Four bids were received. Deposited as security on bids, \$40.

4. For erection and completion of a public bath building on the northeast side of Hamburg avenue, 18 feet 9 inches northwest of Willoughby avenue, etc. Four bids were received. Deposited as security on bids, \$8,000.

5. Grading, curbing and laying sidewalks on Bay Ridge avenue, from Third avenue to Fifth avenue. Four bids were received. Deposited as security on bids, \$280.

6. Paving with asphalt pavement on concrete foundation the roadway of Bay Ridge parkway, from Shore road to First avenue, and from Second avenue to Seventh avenue. Three bids were received. Deposited as security on bids, \$2,550.

7. Repaving with asphalt pavement on concrete foundation the roadway of Eighteenth street, from Prospect Park West to Eleventh avenue. Four bids were received. Deposited as security on bids, \$1,000.

8. Regulating, grading, curbing and laying sidewalks on Fifty-first street, from Eighth avenue to Fort Hamilton avenue. Seven bids were received. Deposited as security on bids, \$1,750.

9. Repaving with asphalt pavement on concrete foundation the roadway of Furman avenue, from Broadway to Bushwick avenue. Three bids were received. Deposited as security on bids, \$270.

10. Regulating and repaving with granite pavement the roadway of Gothic alley, from Adams street to Pearl street. Three bids were received. Deposited as security on bids, \$45.

11. Repaving with granite pavement on concrete foundation the roadway of King street, from Dwight street to Conover street. Four bids were received. Deposited as security on bids, \$1,300.

12. Repaving with asphalt pavement on present pavement as a foundation the roadway of Ninth street, from Fifth avenue to Prospect Park West. Four bids were received. Deposited as security on bids, \$1,200.

13. Repaving with asphalt pavement on concrete foundation the roadway of Pacific street, from Buffalo avenue to Eastern parkway. Three bids were received. Deposited as security on bids, \$2,175.

14. Repaving with asphalt pavement on concrete foundation the roadway of Sixth street, from Third avenue to Fourth avenue. Four bids were received. Deposited as security on bids, \$440.

15. Paving with asphalt pavement on concrete foundation the roadway of Seigel street, from White street to Bogart street. Two bids were received. Deposited as security on bids, \$150.

16. Repaving with asphalt and granite block pavements on concrete foundation the roadway of Sixtieth street, from Fourth avenue to Sixth avenue. Four bids were received. Deposited as security on bids, \$1,100.

17. Repaving with asphalt pavement on concrete foundation the roadway of Stockton street, from Nostrand avenue to Lewis avenue. Three bids were received. Deposited as security on bids, \$2,100.

18. Repaving with asphalt pavement on concrete foundation the roadway of Troy avenue, from Pacific street to Eastern parkway. Four bids were received. Deposited as security on bids, \$1,700.

19. Regulating, curbing and laying sidewalks on West Seventeenth street, from Surf avenue to Coney Island Creek. Two bids were received. Deposited as security on bids, \$200.

On May 22, 1907.

1. Repaving with asphalt pavement on concrete foundation the roadway of Broome street, from Humboldt street to Graham avenue. Three bids were received. Deposited as security on bids, \$210.

2. Repaving with asphalt pavement on concrete foundation the roadway of Dean street, from Albany avenue to Troy avenue. Three bids were received. Deposited as security on bids, \$315.

3. Repaving with asphalt pavement on concrete foundation the roadway of Dean street, from Howard avenue to Saratoga avenue. Three bids were received. Deposited as security on bids, \$300.

4. Repaving with asphalt on concrete foundation the roadway of Dodworth street, from Broadway to Bushwick avenue. Three bids were received. Deposited as security on bids, \$225.

5. Repaving with asphalt pavement on concrete foundation the roadway of Eagle street, from Franklin street to Manhattan avenue. Three bids were received. Deposited as security on bids, \$375.

6. Repaving with asphalt pavement on concrete foundation the roadway of Eldert street, from Broadway to Knickerbocker avenue. Three bids were received. Deposited as security on bids, \$1,200.

7. Repaving with asphalt pavement on concrete foundation the roadway of First street, from Third avenue to Fourth avenue. Four bids were received. Deposited as security on bids, \$460.

8. Repaving with asphalt pavement on concrete foundation the roadway of Fifth street, from Fourth avenue to Fifth avenue. Four bids were received. Deposited as security on bids, \$480.

9. Repaving with asphalt pavement on concrete foundation the roadway of Heyward street, from Wythe avenue to Bedford avenue. Three bids were received. Deposited as security on bids, \$210.

10. Repaving with asphalt pavement on concrete foundation the roadway of Howard avenue, from Fulton street to St. Johns place. Four bids were received. Deposited as security on bids, \$1,600.

11. Repaving with asphalt pavement on concrete foundation the roadway of Marion street, from Howard avenue to Broadway. Three bids were received. Deposited as security on bids, \$1,200.

12. Repaving with asphalt pavement on concrete foundation the roadway of Noll street, from Evergreen avenue to Flushing avenue. Three bids were received. Deposited as security on bids, \$675.

13. Repaving with asphalt pavement on concrete foundation the roadway of Park place, from Utica avenue to Schenectady avenue. Three bids were received. Deposited as security on bids, \$375.

14. Repaving with asphalt pavement on concrete foundation the roadway of Taaffe place, from Park avenue to Myrtle avenue. Three bids were received. Deposited as security on bids, \$255.

15. Grading, curbing and laying sidewalks on Bay Fourteenth street, from Cropsy avenue to Eighty-sixth street. Eight bids were received. Deposited as security on bids, \$1,400.

16. Regulating, grading, curbing and laying sidewalks on Bay Thirty-fifth street, from Cropsy avenue to Eighty-sixth street. Seven bids were received. Deposited as security on bids, \$1,050.

17. Regulating, grading, curbing and laying sidewalks on Eighty-third street, from Second avenue to Shore road. Five bids were received. Deposited as security on bids, \$750.

18. Regulating, grading, curbing and laying sidewalks on Ninetieth street, from Third avenue to Fifth avenue. Five bids were received. Deposited as security on bids, \$575.

19. For furnishing and delivering 43,000 feet, (B. M.), yellow pine lumber. Two bids were received. Deposited as security on bids, \$63.

On May 29, 1907.

1. For furnishing and delivering Janitors' supplies. Two bids were received. Deposited as security on bids, \$400.

2. For constructing sewer in Seventh avenue, from Forty-third street to Forty-fourth street. Six bids were received. Deposited as security on bids, \$150.

3. For furnishing all the labor and material required for constructing sewer in Morgan avenue, between Meeker avenue and Benton street, etc. Seven bids were received. Deposited as security on bids, \$4,550.

4. For furnishing all the labor and material required for constructing sewer in Fifty-first street, from Eighth avenue to Fort Hamilton avenue. Six bids were received. Deposited as security on bids, \$1,290.

5. For furnishing all the labor and material required for constructing sewer in Lincoln avenue, from Atlantic avenue to Ridgewood avenue. Eight bids were received. Deposited as security on bids, \$1,400.

6. For furnishing all the labor and material required for reconstructing sewer in East Nineteenth street, from Cortelyou road to Dorchester road. Eight bids were received. Deposited as security on bids, \$1,080.

7. Furnishing all the labor and material required for constructing sewer in Bay Fourteenth street, from Benson avenue to Eighty-sixth street. Seven bids were received. Deposited as security on bids, \$735.

8. For furnishing all the labor and material required for constructing sewer in Hausman street, from Norman avenue to Nassau avenue. Four bids were received. Deposited as security on bids, \$380.

9. For furnishing all the labor and material required for constructing sewer in East Ninth street, from Ditmas avenue to Eighteenth avenue. Seven bids were received. Deposited as security on bids, \$595.

10. For furnishing all the labor and material required for constructing sewer in First avenue, from Fifty-seventh street to Fifty-eighth street, etc. Six bids were received. Deposited as security on bids, \$480.

11. For furnishing all the labor and material required for constructing sewer in Park place, from Buffalo avenue to Rochester avenue. Three bids were received. Deposited as security on bids, \$202.50.

12. For furnishing all the labor and material required for constructing sewer in Fort Hamilton avenue, south side, from East Fourth street to East Fifth street. Five bids were received. Deposited as security on bids, \$300.

13. For furnishing all the labor and material required for constructing sewer in East Sixteenth street, from Beverley road to summit south thereof. Five bids were received. Deposited as security on bids, \$250.

14. For furnishing all the labor and material required for constructing sewer in Second avenue, from Wakeman place to Sixty-seventh street. Four bids were received. Deposited as security on bids, \$100.

15. For furnishing all the labor and material required for constructing sewer basins in northerly and easterly corners of Nineteenth avenue and Eighty-fifth street. Three bids were received. Deposited as security on bids, \$30.

16. For furnishing all the labor and material required for constructing sewer basins at the east and south corners of Fourth street and Eighth avenue. One bid received. Deposited as security on bid, \$10.

17. For furnishing all the labor and material required for constructing sewer basins on Bay Fourteenth street, at the east corner of Bath avenue. Three bids were received. Deposited as security on bids, \$30.

18. For furnishing all the labor and material required for constructing sewer basin on the southerly corner of Bath avenue and Bay Thirteenth street. Three bids were received. Deposited as security on bids, \$15.

19. For furnishing all the labor and material required for constructing sewer basin at the northeast corner of Greenwood avenue and Gravesend avenue. Two bids were received. Deposited as security on bids, \$10.

20. For furnishing all the labor and material required for constructing sewer basin at the southeast corner of Kent avenue and Kosciusko place. One bid received. Deposited as security on bid, \$5.

On June 5, 1907.

1. Regulating, grading, curbing and laying sidewalks on East Seventh street, from Church avenue to Johnson street. Eight bids were received. Deposited as security on bids, \$400.

2. Regulating, grading, curbing and laying sidewalks on East Twenty-ninth street, from Farragut road to Glenwood road. Eight bids were received. Deposited as security on bids, \$400.

3. Regulating and paving with asphalt pavement on concrete foundation the roadway of East Twenty-ninth street, from Farragut road to Glenwood road. Four bids were received. Deposited as security on bids, \$340.

4. Regulating, grading, curbing and laying sidewalks on East Thirty-first street, from Clarendon road to Newkirk avenue. Seven bids were received. Deposited as security on bids, \$350.

5. Regulating, grading, curbing, guttering and laying sidewalks on Fifteenth avenue, from Forty-second street to Sixtieth street. Six bids were received. Deposited as security on bids, \$1,800.

6. Regulating, grading, curbing and laying sidewalks on Fortieth street, from Fort Hamilton avenue to Fourteenth avenue. Seven bids were received. Deposited as security on bids, \$875.

7. Regulating and paving with asphalt pavement on concrete foundation the roadway of Fortieth street, from Fort Hamilton avenue to Fourteenth avenue. Four bids were received. Deposited as security on bids, \$1,000.

On June 12, 1907.

1. For furnishing all the labor and material required for constructing relief sewer in Gold street, from pierhead line to Johnson street, and in Johnson street, from Gold street to Hudson avenue, Section No. 1, Division No. 2, Gold Street System. Three bids were received. Deposited as security on bids, \$26,250.

On June 19, 1907.

1. For furnishing all the labor and material required for constructing sewer in Eighty-third street, from Second avenue to Narrows avenue, etc. Eight bids were received. Deposited as security on bids, \$1,320.

On June 26, 1907.

1. Furnishing and delivering eight driving horses. Two bids were received. Deposited as security on bids, \$75.

2. Furnishing and delivering carriages, wagons, harness and driving accessories. Five bids were received. Deposited as security on bids, \$200.

3. Regulating, grading, curbing and laying sidewalks on Blake avenue, from Howard avenue to East Ninety-eighth street. Five bids were received. Deposited as security on bids, \$1,250.

4. Regulating, curbing and laying sidewalks on Ditmas avenue, from Flatbush avenue to Ocean avenue. Four bids were received. Deposited as security on bids, \$160.

5. Regulating, grading, curbing and laying sidewalks on One Hundredth street, from Third avenue to Fort Hamilton parkway. Three bids were received. Deposited as security on bids, \$270.

6. Regulating, grading, curbing and constructing timber bulkhead on West Twenty-third street, from Neptune avenue to the Atlantic Ocean. Two bids were received. Deposited as security on bids, \$200.

7. Laying crosswalks at the north and west crossings of West and Forty-fifth streets and at the intersections of Seventeenth avenue, Forty-fifth and Forty-sixth streets. Three bids were received. Deposited as security on bids, \$52.50.

8. Paving with asphalt pavement on concrete foundation the roadway of East Eighteenth street, from Cortelyou road to Dorchester road. Three bids were received. Deposited as security on bids, \$225.

On June 28, 1907.

1. Paving with asphalt pavement on concrete foundation the roadway of Argyle road, from Cortelyou road to Dorchester road. Four bids were received. Deposited as security on bids, \$300.

2. Paving with asphalt pavement on concrete foundation the roadway of East Twenty-sixth street, from Cropsy avenue to Eighty-sixth street. Three bids were received. Deposited as security on bids, \$600.

3. Regulating, grading, curbing, sodding parks and laying sidewalks on Beverley road, from Bedford avenue to Rogers avenue. Four bids were received. Deposited as security on bids, \$360.

4. Paving with asphalt pavement on concrete foundation the roadway of Beverley road, from Ocean parkway to East Second street. Three bids were received. Deposited as security on bids, \$525.

5. Regulating, relaying brick gutters and paving with asphalt pavement on concrete the roadway of East Twelfth street, from Dorchester road to Ditmas avenue. Four bids were received. Deposited as security on bids, \$300.

6. Paving with asphalt pavement on concrete foundation the roadway of Eleventh avenue, from Fifteenth street to Eighteenth street. Four bids were received. Deposited as security on bids, \$1,040.

7. Paving with asphalt pavement on concrete foundation the roadway of Foster avenue, from Flatbush avenue to East Seventeenth street and from East Fourteenth street to Coney Island avenue. Three bids were received. Deposited as security on bids, \$1,500.

8. Regulating, grading, curbing and laying sidewalks on Grand street, as extended, from Hooper street to bridge plaza. Six bids were received. Deposited as security on bids, \$1,680.

9. Paving with asphalt pavement on concrete foundation the roadway of Jefferson avenue, from Knickerbocker avenue to Irving avenue. Three bids were received. Deposited as security on bids, \$240.

10. Paving with asphalt pavement on concrete foundation the roadway of Linden avenue, from Nostrand avenue to New York avenue. Four bids were received. Deposited as security on bids, \$460.

11. Paving with asphalt block pavement on concrete foundation the roadway of Sixty-third street, from Fourth avenue to Fifth avenue. Three bids were received. Deposited as security on bids, \$225.

On July 10, 1907.

1. Regulating, grading, curbing and laying sidewalks on Eighty-fourth street, from Eighteenth avenue to Stillwell avenue. Five bids were received. Deposited as security on bids, \$1,650.

2. Regulating, grading, curbing and laying sidewalks on Eleventh avenue, from Sixtieth street to Sixty-fifth street. Two bids were received. Deposited as security on bids, \$280.

3. Regulating, grading, curbing and laying sidewalks on Fifty-fifth street, from Sixth avenue to Seventh avenue. Four bids were received. Deposited as security on bids, \$220.

4. Regulating, grading, curbing and laying sidewalks on Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue. Four bids were received. Deposited as security on bids, \$460.

5. Regulating, grading, curbing and laying sidewalks on Hawthorne street, from Rogers avenue to Nostrand avenue. Four bids were received. Deposited as security on bids, \$200.

6. Regulating, grading, curbing and laying sidewalks on Prospect place, from Rochester avenue to Buffalo avenue. One bid received. Deposited as security on bid, \$175.

On July 17, 1907.

1. Regulating, grading, curbing and laying sidewalks on Coney Island avenue, from Kings Highway to Neptune avenue. Seven bids were received. Deposited as security on bids, \$5,600.

2. Regulating, grading and curbing on Schenck avenue, from New Lots road to Stanley avenue. Four bids were received. Deposited as security on bids, \$600.
3. Regulating, grading, curbing and laying sidewalks on Seventeenth avenue, from Eighty-fourth street to Eighty-sixth street. Three bids were received. Deposited as security on bids, \$120.
4. Regulating, grading and curbing and laying sidewalks on Seventy-first street, from Sixth avenue to Seventh avenue. Three bids were received. Deposited as security on bids, \$375.
5. Regulating, grading and curbing on Williams avenue, from New Lots road to Louisiana avenue. Two bids were received. Deposited as security on bids, \$70.
6. Regulating, grading and repaving with asphalt pavement on concrete foundation the roadway of Fifty-eighth street, from Fifth avenue to Sixth avenue. Four bids were received. Deposited as security on bids, \$400.
7. Regulating and repaving with asphalt pavement on concrete foundation the roadway of Halsey street, from Broadway to Knickerbocker avenue. One bid received. Deposited as security on bid, \$285.
8. Regulating and grading and repaving with asphalt pavement on concrete foundation the roadway of Hampton place, from Park place to Sterling place. Two bids were received. Deposited as security on bids, \$70.
9. Regulating and repaving with asphalt pavement on concrete foundation the roadway of Macon street, from Howard avenue to Hopkinson avenue. Four bids were received. Deposited as security on bids, \$880.
10. Repaving with asphalt pavement on present pavement the roadway of Throop avenue, from Vernon avenue to Willoughby avenue. Two bids were received. Deposited as security on bids, \$80.
11. Repaving with asphalt block pavement on concrete foundation the roadway of Ross street, from Wythe avenue to Kent avenue. Two bids were received. Deposited as security on bids, \$190.

On July 24, 1907.

1. Furnishing all the labor and material required for constructing sewer in One Hundredth street, from Third avenue to Fort Hamilton avenue. Six bids were received. Deposited as security on bids, \$750.
2. For furnishing all the labor and material required for constructing sewer basins at the northerly and westerly corners of Benson avenue and Bay Twentieth street and a sewer in Bay Twentieth street, etc. Five bids were received. Deposited as security on bids, \$375.
3. For furnishing all the labor and material required for reconstructing sewer in Ten Eyck street, from Bushwick avenue to Waterbury street. Five bids were received. Deposited as security on bids, \$325.
4. For furnishing all the labor and material required for constructing sewer in Chester road, from Blake avenue to Hunterly road. Four bids were received. Deposited as security on bids, \$160.
5. For furnishing all the labor and material required for constructing sewer in East Twenty-third street, from Beverley road to a point 220 feet north. Four bids were received. Deposited as security on bids, \$140.
6. For furnishing all the labor and material required for constructing sewer basins on the southeast and southwest corners of Neptune avenue and West Sixth street, etc. One bid received. Deposited as security on bid, \$30.
7. For furnishing all the labor and material required for constructing sewer in Forty-ninth street, from Tenth avenue to Fort Hamilton avenue. Four bids were received. Deposited as security on bids, \$120.
8. For furnishing all the labor and material required for constructing sewer in Blake avenue, from Williams avenue to Alabama avenue. Four bids were received. Deposited as security on bids, \$100.
9. For furnishing all the labor and material required for constructing sewer basins on West Fifth street at all four corners of Sheepshead Bay road. One bid received. Deposited as security on bid, \$20.
10. For furnishing all the labor and material required for constructing sewer basins on Twentieth avenue, at the northerly corner of Eightieth street, etc., etc. Two bids were received. Deposited as security on bids, \$30.
11. For furnishing all the labor and material required for constructing sewer basins at the northeast and southeast corners of Neptune avenue and West Seventeenth street. One bid received. Deposited as security on bid, \$10.
12. For furnishing all the labor and material required for constructing sewer basin at the northwest corner of Twentieth avenue and Cropsey avenue. Two bids were received. Deposited as security on bids, \$10.
13. For furnishing all the labor and material required for constructing sewer basin at the southwest corner of East Eleventh street and Hinckley place. Two bids were received. Deposited as security on bids, \$10.
14. For furnishing all the labor and material required for constructing sewer basin at the northeast corner of Argyle road and Dorchester road. Two bids were received. Deposited as security on bids, \$10.
15. For furnishing all the labor and material required for constructing sewer basin at the northeast corner of Church and Rogers avenues. Two bids were received. Deposited as security on bids, \$10.
16. For furnishing all the labor and material required for constructing sewer in Shore road, from Ninety-second street to Oliver street. Two bids were received. Deposited as security on bids, \$140.

On July 31, 1907.

1. For furnishing all the labor and material required for constructing relief sewer in Gold street, from pierhead line to Johnson street, etc. Five bids were received. Deposited as security on bids, \$43,750.
2. For repairs and alterations to offices on main or first story of the Borough Hall. Seven bids were received. Deposited as security on bids, \$350.
3. For repairs and alterations to first floor, Municipal Building, now used by Bureau of Assessment and Arrears, etc. Seven bids were received. Deposited as security on bids, \$350.
4. For repaving with asphalt pavement on concrete foundation the roadway of Delmonico place, from Park avenue to Flushing avenue. Three bids were received. Deposited as security on bids, \$300.
5. Paving with asphalt pavement on concrete foundation the roadway of East Thirty-second street, from Glenwood road to Avenue H. Three bids were received. Deposited as security on bids, \$420.
6. Regulating, grading, curbing and laying sidewalks on Fifty-sixth street, from First avenue to Second avenue. Three bids were received. Deposited as security on bids, \$180.
7. Repaving with asphalt pavement on present pavement the roadway of Fort Greene place, from Lafayette avenue to Hanson place. Three bids were received. Deposited as security on bids, \$255.
8. Paving with asphalt pavement on concrete foundation the roadway of Mansfield place, from a point 100 feet, more or less, south of Farragut road to Avenue G. Three bids were received. Deposited as security on bids, \$300.
9. Paving with asphalt pavement on concrete foundation the roadway of Milford street, from Pitkin avenue to New Lots road. Two bids were received. Deposited as security on bids, \$500.
10. Paving with asphalt pavement on concrete foundation the roadway of Ninety-third street, from Third avenue to Fourth avenue. Three bids were received. Deposited as security on bids, \$450.
11. Regulating, grading, curbing, etc., Ocean avenue, from a point 180 feet north of Avenue G to Avenue H, and from Avenue I to Kings highway. Six bids were received. Deposited as security on bids, \$3,000.
12. Paving with asphalt pavement on concrete foundation the roadway of Seventy-third street, from Fourteenth avenue to Fifteenth avenue. Two bids were received. Deposited as security on bids, \$200.
13. Repaving with granite pavement the roadway of Bush street, from Court street to Hamilton avenue. Two bids were received. Deposited as security on bids, \$70.
14. Regulating, grading, curbing and laying cement sidewalks on Eightieth street, from Twenty-second avenue to Twenty-third avenue. Four bids were received. Deposited as security on bids, \$245.

On August 7, 1907.

1. For furnishing all the labor and material required for constructing crib bulkhead on Eighth Ward Market property. Five bids were received. Deposited as security on bids, \$20,000.

On August 14, 1907.

1. Grading, curbing and laying sidewalks in Butler street, from Flatbush avenue to Nostrand avenue. Six bids were received. Deposited as security on bids, \$900.
2. Grading, curbing and laying sidewalks on Christopher avenue, from Livonia avenue to Riverdale avenue. Three bids were received. Deposited as security on bids, \$120.
3. Paving with asphalt pavement on concrete foundation the roadway of DeSales place, from Bushwick avenue to Evergreen Cemetery. Two bids were received. Deposited as security on bids, \$135.
4. For grading, curbing and laying sidewalks on East Nineteenth street, from Newkirk avenue to Foster avenue. Six bids were received. Deposited as security on bids, \$300.
5. Grading and curbing on East Thirty-second street, from Tilden avenue to Clarendon road. Seven bids were received. Deposited as security on bids, \$350.
6. Grading, curbing and laying sidewalks on East Thirty-fourth street, from Church avenue to Clarkson street. Six bids were received. Deposited as security on bids, \$540.
7. Grading, curbing, guttering and laying walks on Eighty-seventh street, from Third avenue to Narrows avenue. Three bids were received. Deposited as security on bids, \$750.
8. Grading and curbing on Fiftieth street, from Eighth avenue to Fort Hamilton avenue. Four bids were received. Deposited as security on bids, \$500.
9. For repaving with asphalt block pavement on concrete foundation the roadway of Forty-fourth street, from Fourth avenue to Fifth avenue. Three bids were received. Deposited as security on bids, \$390.
10. Grading, curbing and laying sidewalks on Huron street, from 160 feet east of Oakland street to Provost street. Two bids were received. Deposited as security on bids, \$70.
11. Grading, curbing and laying sidewalks on President street, from Utica avenue to Buffalo avenue. Seven bids were received. Deposited as security on bids, \$1,575.
12. Grading, curbing and laying sidewalks on Tenth avenue, from Seventy-ninth street to Eighty-sixth street. Five bids were received. Deposited as security on bids, \$375.
13. For laying crosswalks on north and west crossings of West and Forty-fifth streets, etc. Three bids were received. Deposited as security on bids, \$55.
14. For constructing cement concrete sidewalks in various places and on various streets. Three bids were received. Deposited as security on bids, \$150.
15. For furnishing and delivering 55,300 feet, board measure, yellow pine lumber. Two bids were received. Deposited as security on bids, \$80.
16. For furnishing and delivering 1,500 cubic yards of broken trap rock and 1,500 cubic yards of trap rock screenings. Four bids were received. Deposited as security on bids, \$380.
17. Repaving with asphalt pavement on concrete foundation the roadway of Halsey street, from Broadway to Knickerbocker avenue. Two bids were received. Deposited as security on bids, \$570.
18. For furnishing all the labor and material required for constructing sewer in Seventeenth avenue, from Fifty-sixth street to Sixtieth street. Six bids were received. Deposited as security on bids, \$1,200.
19. For furnishing all the labor and material required for constructing sewer in Forty-third street, from Sixteenth avenue to West street. Five bids were received. Deposited as security on bids, \$875.
20. For furnishing all the labor and material required for constructing sewer in New York avenue, from Martense street to Church avenue, etc. Six bids were received. Deposited as security on bids, \$990.
21. For furnishing all the labor and material required for constructing sewer in Second avenue, from Sixtieth street to Sixty-fourth street. Six bids were received. Deposited as security on bids, \$900.
22. For furnishing all the labor and material required for constructing sewer in East Seventh street, from Church avenue to Johnson street. Nine bids were received. Deposited as security on bids, \$1,215.
23. For furnishing all the labor and material required for constructing sewer in Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue. Ten bids were received. Deposited as security on bids, \$1,250.
24. For furnishing all the labor and material required for constructing sewer in Fifty-sixth street, from First avenue to Second avenue. Nine bids were received. Deposited as security on bids, \$855.
25. For furnishing all the labor and material required for constructing sewer in Seventy-fourth street, from Thirteenth avenue to Fourteenth avenue. Nine bids were received. Deposited as security on bids, \$855.
26. For furnishing all the labor and material required for constructing sewer in Sixtieth street, from Eighth avenue to Ninth avenue. Eight bids were received. Deposited as security on bids, \$640.
27. For furnishing all the labor and material required for constructing sewer in Dobbin street, from Meserole to Norman avenue. Four bids were received. Deposited as security on bids, \$300.
28. For furnishing all the labor and material required for constructing sewer in Fifty-fifth street, from Sixth avenue to Seventh avenue. Six bids were received. Deposited as security on bids, \$450.
29. For furnishing all the labor and material required for constructing sewer in Commerce street, from Columbia street to Richards street. Six bids were received. Deposited as security on bids, \$300.
30. For furnishing all the labor and material required for constructing sewer in Eighth avenue, from Thirty-ninth street to Fortieth street. Five bids were received. Deposited as security on bids, \$112.50.
31. For furnishing all the labor and material required for constructing sewer basins at northeast and northwest corners of East Twelfth street and Ditmas avenue. Five bids were received. Deposited as security on bids, \$50.
32. For furnishing all the labor and material required for constructing sewer basins at the southerly and easterly corners of Forty-third street and First avenue. Four bids were received. Deposited as security on bids, \$40.
33. For furnishing all the labor and material required for constructing sewer basin on the northwest corner of Clarkson street and Nostrand avenue. Three bids were received. Deposited as security on bids, \$15.
34. For furnishing all the labor and material required for constructing sewer basin on the southwest corner of Sixth street and Eighth avenue. Four bids were received. Deposited as security on bids, \$20.
35. For furnishing all the labor and material required for constructing sewer basin northeast corner of East Twelfth street (Westminster road) and Slocum place. Four bids were received. Deposited as security on bids, \$20.
36. For furnishing all the labor and material required for constructing sewer basin at the southeast corner of Bushwick avenue and Metropolitan avenue. Two bids were received. Deposited as security on bids, \$10.
37. For furnishing all the labor and material required for constructing sewer basin at the southwest corner of Chester street and Dumont avenue. Four bids were received. Deposited as security on bids, \$20.
38. For furnishing all the labor and material required for constructing sewer basin at the northeasterly corner of Emmons avenue and East Twenty-sixth street. Three bids were received. Deposited as security on bids, \$15.
39. For furnishing all the labor and material required for constructing sewer in Fifty-fourth street, from First avenue to Second avenue. Seven bids were received. Deposited as security on bids, \$490.
40. For furnishing all the labor and material required for constructing sewer basins at the northwest and southeast corners of Belmont avenue and Miller avenue. Five bids were received. Deposited as security on bids, \$50.

On August 21, 1907.

1. Repaving with asphalt pavement on concrete foundation the roadway of Boerum street, from Broadway to Leonard street, etc. Three bids were received. Deposited as security on bids, \$1,625.

2. Repaving with medina on concrete foundation the roadway of Box street, from Commercial street to Oakland street. One bid received. Deposited as security on bid, \$210.

3. Paving with asphalt pavement on concrete foundation the roadway of Denton place, from Carroll street to First street. Three bids were received. Deposited as security on bids, \$150.

4. Repaving with asphalt pavement on concrete foundation the roadway of Driggs avenue, from Monitor street to Meeker avenue. Two bids were received. Deposited as security on bids, \$230.

5. Repaving with granite on concrete foundation the roadway of Dupont street, from Manhattan avenue to Oakland street. Two bids were received. Deposited as security on bids, \$320.

6. Repaving with iron slag on concrete the roadway of Eagle street, from Manhattan avenue to Oakland street. Three bids were received. Deposited as security on bids, \$480.

7. Grading, curbing and laying sidewalks on Eighty-seventh street, from Third avenue to Fourth avenue. Three bids were received. Deposited as security on bids, \$180.

8. Repaving with asphalt pavement on concrete foundation the roadway of Granite street, from Broadway to Bushwick avenue. Two bids were received. Deposited as security on bids, \$180.

9. Repaving with asphalt pavement on concrete foundation the roadway of Guernsey street, from Meserole avenue to Nassau avenue. Two bids were received. Deposited as security on bids, \$360.

10. Grading, curbing and laying sidewalks on Seventy-first street, from Thirtieth avenue to Fifteenth avenue. Two bids were received. Deposited as security on bids, \$270.

11. Constructing cement concrete sidewalks in various places and on various streets. Three bids were received. Deposited as security on bids, \$75.

12. Constructing cement concrete sidewalks in various places and on various streets. Three bids were received. Deposited as security on bids, \$60.

13. Constructing cement concrete sidewalks in various places and on various streets. Two bids were received. Deposited as security on bids, \$90.

14. Constructing cement concrete sidewalks in various places and on various streets. Three bids were received. Deposited as security on bids, \$90.

15. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$150.

16. Constructing cement concrete sidewalks in various places and on various streets. Three bids were received. Deposited as security on bids, \$270.

On August 28, 1907.

1. For furnishing all the labor and material required for constructing sewer in Scott avenue, from Newtown Creek, north of Metropolitan avenue, to St. Nicholas avenue. Nine bids were received. Deposited as security on bids, \$78,750.

On September 4, 1907.

1. Regulating, grading, curbing and laying sidewalks on President street, from Schenectady avenue to Utica avenue. Eight bids were received. Deposited as security on bids, \$540.

2. Regulating, grading, curbing and laying sidewalks on Prospect place, from Rochester avenue to Buffalo avenue. Seven bids were received. Deposited as security on bids, \$420.

3. Regulating and repaving with granite the roadway of Plymouth street, from Main street to Bridge street. Four bids were received. Deposited as security on bids, \$920.

4. Regulating, grading, curbing and laying sidewalks on Thirty-ninth street, from Fort Hamilton avenue to Thirteenth avenue. Four bids were received. Deposited as security on bids, \$400.

5. Fencing vacant lots with wooden rail fences six feet high in various places and on various streets in the Borough of Brooklyn. Four bids were received. Deposited as security on bids, \$100.

6. Fencing vacant lots in various places and on various streets, etc. Three bids were received. Deposited as security on bids, \$45.

On September 11, 1907.

1. Paving with asphalt pavement on concrete foundation the roadway of Christopher avenue, from Livonia avenue to Riverdale avenue. Three bids were received. Deposited as security on bids, \$180.

2. Paving with asphalt pavement on concrete foundation the roadway of East Nineteenth street, from Newkirk avenue to Foster avenue. Three bids were received. Deposited as security on bids, \$180.

3. Paving with asphalt pavement on concrete foundation the roadway of East Thirty-second street, from Glenwood road to Avenue H. Three bids were received. Deposited as security on bids, \$420.

4. Regulating, grading, curbing and laying sidewalks on Kenilworth place, from Avenue F to Avenue G. Two bids were received. Deposited as security on bids, \$110.

5. Repaving with asphalt pavement on present pavement the roadway of Kossuth place, from Broadway to Bushwick avenue. Three bids were received. Deposited as security on bids, \$240.

6. Paving with asphalt pavement on concrete foundation the roadway of Mansfield place, from 100 feet south of Farragut road to Avenue G. Three bids were received. Deposited as security on bids, \$300.

7. Paving with asphalt pavement on concrete foundation the roadway of Ninety-third street from Third avenue to Fourth avenue. Three bids were received. Deposited as security on bids, \$450.

8. Paving with asphalt pavement on concrete foundation the roadway of Seventy-third street from Fourteenth avenue to Fifteenth avenue. Three bids were received. Deposited as security on bids, \$300.

9. Repaving with asphalt pavement on concrete foundation the roadway of Skillman street from Flushing avenue to DeKalb avenue. Three bids were received. Deposited as security on bids, \$1,125.

10. For furnishing all the labor and material required for constructing sewers in both sides of Fort Hamilton avenue from Eighty-eighth street to Ninetieth street with outlet sewers, etc. Ten bids were received. Deposited as security on bids, \$2,000.

11. For furnishing all the labor and material required for constructing sewer in Forty-ninth street from Fourteenth avenue to Fifteenth avenue. Nine bids were received. Deposited as security on bids, \$922.50.

12. For furnishing all the labor and material required for constructing sewer in Eighty-fifth street from Third avenue to Fourth avenue. Ten bids were received. Deposited as security on bids, \$800.

13. For furnishing all the labor and material required for constructing sewer in Wythe avenue from North Fifteenth street to North Thirteenth street. Two bids were received. Deposited as security on bids, \$160.

14. For furnishing all the labor and material required for constructing sewer in Eighty-second street from First avenue to Second avenue. Nine bids were received. Deposited as security on bids, \$675.

15. For furnishing all the labor and material required for constructing sewer in Montgomery street between summit west of Nostrand avenue and Nostrand avenue, with a temporary connection at Nostrand avenue, etc., etc. Three bids were received. Deposited as security on bids, \$180.

16. For furnishing all the labor and material required for constructing sewer in Forty-ninth street from New Utrecht avenue to Twelfth avenue. Eight bids were received. Deposited as security on bids, \$160.

17. For furnishing all the labor and material required for constructing sewer in Fourth avenue from Seventy-second street to Seventy-third street. Six bids were received. Deposited as security on bids, \$105.

18. For furnishing all the labor and material required for constructing sewer basins on Eighty-eighth street at the southerly corner of Second avenue and the Shore road. Five bids were received. Deposited as security on bids, \$50.

19. For furnishing all the labor and material required for constructing sewer basin at the southerly and easterly corners of Sixteenth avenue and Cropsy avenue. Six bids were received. Deposited as security on bids, \$60.

20. For furnishing all the labor and material required for constructing sewer basin at the northeast corner of Christopher street and Riverdale avenue. Five bids were received. Deposited as security on bids, \$25.

21. For furnishing all the labor and material required for constructing sewer basins at the southeast and southwest corners of Neptune avenue and West Sixth street, etc. Six bids were received. Deposited as security on bids, \$180.

22. Constructing sewer basins at the northeast and southeast corners of Neptune avenue and West Seventeenth street. Six bids were received. Deposited as security on bids, \$60.

23. For furnishing all the labor and material required for constructing sewer basins on West Fifth street at all four corners of Sheepshead Bay road. Six bids were received. Deposited as security on bids, \$120.

24. For furnishing all labor, etc., to prepare certain rooms, first floor, Municipal Building, etc., etc. Eight bids were received. Deposited as security on bids, \$500.

On September 18, 1907.

1. Furnishing all the labor and material required for constructing sewers in Flatbush avenue extension, westerly side, from Nassau street to Fleet street, etc., etc. Section No. 1. Five bids were received. Deposited as security on bids, \$5,000.

2. For furnishing all the labor and material required for constructing sewers in Flatbush avenue extension, westerly side from Nassau street to Fleet street, etc., etc. Section No. 2. Four bids were received. Deposited as security on bids, \$1,600.

3. For furnishing all the labor and material required for reconstructing sewer basins on Roebling street at north corner of South Fourth street, etc. Eight bids were received. Deposited as security on bids, \$1,024.

4. Repaving with asphalt pavement on concrete foundation the roadway of Irving avenue from Flushing avenue to Starr street, etc. Three bids were received. Deposited as security on bids, \$1,620.

5. Repaving with asphalt pavement on concrete foundation the roadway of Morgan avenue from Nassau avenue to Driggs avenue. Three bids were received. Deposited as security on bids, \$420.

6. Paving and repaving with asphalt pavement on concrete foundation the roadway of Roebling street between South Fourth street and Union avenue. Three bids were received. Deposited as security on bids, \$3,270.

7. Repaving with asphalt pavement on concrete foundation the roadway of Ten Eyck street from Union avenue to a point 130 feet west of Bushwick avenue, etc. Three bids were received. Deposited as security on bids, \$1,350.

8. Repaving with granite pavement on a concrete foundation the roadway of Water street from Main street to a point 100 feet, more or less, west of Gold street. Four bids were received. Deposited as security on bids, \$1,260.

9. Laying crosswalks at intersections of Sixteenth avenue, etc. Three bids were received. Deposited as security on bids, \$105.

On September 25, 1907.

1. For furnishing all the labor and material required for constructing relief sewers in Johnson street from Hudson avenue to Raymond street, etc. Six bids were received. Deposited as security on bids, \$22,500.

2. For furnishing all the labor and material required for constructing relief sewers in DeKalb avenue from Raymond street to South Portland avenue, etc. Three bids were received. Deposited as security on bids, \$15,000.

On October 2, 1907.

1. Regulating, grading, curbing and laying sidewalks on Caton avenue from Parade place to Coney Island avenue. Four bids were received. Deposited as security on bids, \$500.

2. Regulating and paving with asphalt pavement on concrete foundation the roadway of East Fifth street from Almarle road to Church avenue. Three bids were received. Deposited as security on bids, \$150.

3. Paving with asphalt pavement on concrete foundation the roadway of East Nineteenth street from Cortelyou road to Dorchester road. Three bids were received. Deposited as security on bids, \$255.

4. Regulating, grading, curbing and laying sidewalks on Eighty-first street from First avenue to Third avenue. Four bids were received. Deposited as security on bids, \$600.

5. Regulating, grading, curbing and laying sidewalks on Forty-fourth street from Fort Hamilton avenue to Twelfth avenue. Six bids were received. Deposited as security on bids, \$300.

6. Regulating, grading, curbing and laying sidewalks on Fifty-fourth street from First avenue to Second avenue. Three bids were received. Deposited as security on bids, \$180.

7. Paving with asphalt pavement on concrete foundation the roadway of Lynch street from Bedford avenue to Wallabout street. Three bids were received. Deposited as security on bids, \$105.

8. Paving with asphalt pavement on concrete foundation the roadway of Newkirk avenue between East Twenty-sixth street and Nostrand avenue. Three bids were received. Deposited as security on bids, \$450.

9. Paving with asphalt pavement on concrete foundation the roadway of Ovington avenue between Fifth avenue and Stewart avenue. Three bids were received. Deposited as security on bids, \$750.

10. Regulating, grading, curbing and laying sidewalks on Prospect place from Eastern parkway extension to Rockaway avenue. Three bids were received. Deposited as security on bids, \$150.

11. Regulating, grading, curbing and laying sidewalks on Sutter avenue from Elton street to Berriman street. Two bids were received. Deposited as security on bids, \$140.

12. Regulating, grading, curbing and laying sidewalks on Vanderbilt street, from Eighteenth street to Gravesend avenue. Four bids were received. Deposited as security on bids, \$400.

13. Fencing vacant lots with wooden rail fences six feet high in various places and on various streets in the Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$45.

14. Fencing vacant lots with wooden rail fences six feet high in various places and on various streets in the Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$75.

15. Constructing cement concrete sidewalks on various streets in various places in the Borough of Brooklyn. Two bids were received. Deposited as security on bids, \$70.

16. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$120.

On October 9, 1907.

1. Regulating, grading and repaving with asphalt pavement on concrete foundation the roadway of Bedford avenue, between Division avenue and Heyward street. Four bids were received. Deposited as security on bids, \$4,000.

2. Regulating, grading, curbing and laying sidewalks on Jewel street, from Norman avenue to Greenpoint avenue. Three bids were received. Deposited as security on bids, \$210.

3. Grading, curbing and laying sidewalks on New York avenue, from Clarkson street to Malbone street. Ten bids were received. Deposited as security on bids, \$2,930.

4. For constructing cement sidewalks in various places and on various streets in the Borough of Brooklyn. Five bids were received. Deposited as security on bids, \$225.

5. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Four bids were received. Deposited as security on bids, \$180.

6. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Five bids were received. Deposited as security on bids, \$225.

7. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. Four bids were received. Deposited as security on bids, \$160.

On October 16, 1907.

1. Repaving with asphalt and granite block pavement the south roadway of Atlantic avenue, between Sixth avenue and Washington avenue. Four bids were received. Deposited as security on bids, \$1,040.
2. Repaving with asphalt pavement on concrete foundation the roadway of Central place, from Greene avenue to Grove street. Three bids were received. Deposited as security on bids, \$300.
3. Repaving with asphalt block pavement on concrete foundation the roadway of Forty-eighth street, from Fifth avenue to Sixth avenue. Three bids were received. Deposited as security on bids, \$360.
4. Repaving with asphalt pavement on concrete foundation the roadway of Olive place, from Herkimer street to Atlantic avenue. Three bids were received. Deposited as security on bids, \$165.
5. Grading and curbing and laying sidewalks on Provost street, from Paidge avenue to Greenpoint avenue. Four bids were received. Deposited as security on bids, \$740.
6. Repaving with asphalt on concrete foundation the roadway of St. Andrews place, from Herkimer street to Atlantic avenue. Three bids were received. Deposited as security on bids, \$165.
7. Repaving with asphalt pavement on present pavement the roadway of Washington avenue, from Lafayette avenue to Greene avenue. Four bids were received. Deposited as security on bids, \$400.
8. Constructing cement sidewalks in various places and on various streets in the Borough of Brooklyn. One bid received. Deposited as security on bid, \$35.
9. Constructing cement concrete sidewalks in various places and on various streets in the Borough of Brooklyn. One bid received. Deposited as security on bid, \$40.

On October 23, 1907.

1. Regulating and repaving with asphalt pavement on concrete foundation the roadway of Bradford street, from Fulton street to Atlantic avenue. Three bids were received. Deposited as security on bids, \$240.
2. Repaving with asphalt pavement on concrete foundation the roadway of George street, from Evergreen avenue to Knickerbocker avenue. Three bids were received. Deposited as security on bids, \$900.
3. Repaving with asphalt pavement on concrete foundation the roadway of Park place, from Bedford avenue to Nostrand avenue. Three bids were received. Deposited as security on bids, \$510.
4. Repaving with asphalt pavement on concrete foundation the roadway of Sackman street, from 100 feet south of Eastern parkway to Fulton street. Three bids were received. Deposited as security on bids, \$135.
5. Regulating and repaving with asphalt pavement on concrete Schaeffer street, from Broadway to Knickerbocker avenue. Three bids were received. Deposited as security on bids, \$1,395.
6. Fencing vacant lots with wooden rail fences six feet high in various places and on various streets in the Borough of Brooklyn. Three bids were received. Deposited as security on bids, \$30.
7. Furnishing and delivering 500 barrels of Portland cement. Three bids were received. Deposited as security on bids, \$37.50.
8. For grading a lot on the north side of Forty-first street, between Sixth and Seventh avenues. Four bids were received. Deposited as security on bids, \$30.

On October 30, 1907.

1. For grading lots on the east side of Third avenue, between Eighty-sixth and Eighty-seventh streets, etc. Two bids were received. Deposited as security on bids, \$40.
2. For grading one-half of a lot on the north side of Forty-sixth street, between Seventh and Eighth avenues. Two bids were received. Deposited as security on bids, \$10.
3. For grading lots on the south side of Forty-seventh street, between Second and Third avenues. One bid received. Deposited as security on bid, \$5.
4. For grading a lot on the north side of Forty-ninth street, between Sixth and Seventh avenues. Two bids were received. Deposited as security on bids, \$10.
5. Paving with asphalt pavement on concrete foundation the roadway of Christopher avenue, from Livonia avenue to Riverdale avenue. Three bids were received. Deposited as security on bids, \$180.
6. Paving with asphalt pavement on concrete foundation the roadway of East Nineteenth street, from Newkirk avenue to Foster avenue. Three bids were received. Deposited as security on bids, \$180.
7. Paving with asphalt pavement on concrete foundation the roadway of East Thirty-second street, from Glenwood road to Avenue H. Three bids were received. Deposited as security on bids, \$420.
8. Paving with asphalt pavement on concrete foundation the roadway of Mansfield place, from Farragut road to Avenue G. Three bids were received. Deposited as security on bids, \$300.
9. Paving with asphalt pavement on concrete foundation the roadway of Ninety-third street, from Third avenue to Fourth avenue. Three bids were received. Deposited as security on bids, \$450.
10. Paving with asphalt on concrete the roadway of Roebing street, from South Fourth street to Union avenue. Three bids were received. Deposited as security on bids, \$3,270.
11. Paving with asphalt pavement on concrete foundation the roadway of Seventy-third street, from Fourteenth avenue to Fifteenth avenue. Three bids were received. Deposited as security on bids, \$300.

On November 6, 1907.

1. For furnishing all the labor and material required for dredging Newtown Creek Canal, etc. Two bids were received. Deposited as security on bids, \$500.
2. For furnishing all the labor and material required for constructing sewer in Forty-ninth street, from Twelfth avenue to Thirteenth avenue. Eight bids were received. Deposited as security on bids, \$880.
3. For furnishing all the labor and material required for constructing sewer in Eighty-third street, from Fifth avenue to Sixth avenue. Nine bids were received. Deposited as security on bids, \$900.
4. For furnishing all the labor and material required for constructing sewer in Fifty-third street, from Eighth avenue to Ninth avenue. Nine bids were received. Deposited as security on bids, \$720.
5. For furnishing all the labor and material required for constructing sewer in Provost street, from Paidge avenue to Eagle street. Three bids were received. Deposited as security on bids, \$210.
6. For furnishing all the labor and material required for constructing sewer in Dean street, from Troy avenue to end of existing sewer. Three bids received. Deposited as security on bids, \$165.
7. For furnishing all the labor and material required for constructing sewer basin at northwest corner of Jewell street and Meserole avenue. Two bids were received. Deposited as security on bids, \$10.
8. Repaving with asphalt pavement on concrete foundation the roadway of Brooklyn avenue, from Atlantic avenue to Prospect place. Three bids were received. Deposited as security on bids, \$720.
9. Repaving with asphalt block pavement on concrete foundation the roadway of Forty-fourth street, from Third avenue to Fourth avenue. Two bids were received. Deposited as security on bids, \$240.
10. Grading, curbing and laying sidewalks on Hart street, from Irving avenue to Wyckoff avenue, etc. Two bids were received. Deposited as security on bids, \$250.
11. Repaving with asphalt pavement on concrete foundation the roadway of Himrod street, from Myrtle avenue to Wyckoff avenue. Three bids were received. Deposited as security on bids, \$900.
12. Repaving with asphalt pavement on concrete foundation the roadway of Knickerbocker avenue, from Bleecker street to Grove street. Three bids were received. Deposited as security on bids, \$270.
13. Repaving with asphalt pavement on concrete foundation the roadway of Monitor street, from Richardson street to Meeker avenue. Three bids were received. Deposited as security on bids, \$270.
14. Repaving with asphalt on concrete foundation the roadway of South Fifth street, from Marcy avenue to Union avenue. Three bids were received. Deposited as security on bids, \$615.

15. For grading, curbing and laying sidewalks on Starr street, from Wyckoff avenue to St. Nicholas avenue. Two bids were received. Deposited as security on bids, \$80.

16. Grading, curbing, guttering and laying sidewalks on Starr street, from St. Nicholas avenue to City line. Two bids were received. Deposited as security on bids, \$140.

17. Grading lot on the northwest corner of Forty-fifth street and Seventh avenue. Three bids were received. Deposited as security on bids, \$90.

18. Repaving with wood block pavement on concrete the roadway of Irving avenue, from Flushing avenue to Starr street, etc. Five bids were received. Deposited as security on bids, \$3,625.

19. Repaving with wood block pavement on concrete foundation the roadway of Kossuth place, from Broadway to Bushwick avenue. Five bids were received. Deposited as security on bids, \$600.

20. Repaving with wood block pavement on concrete the roadway of Morgan avenue, from Nassau avenue to Driggs avenue. Four bids were received. Deposited as security on bids, \$740.

21. Repaving with wood block pavement on concrete Skillman street, from Flushing avenue to DeKalb avenue. Five bids were received. Deposited as security on bids, \$2,425.

22. Repaving with wood block pavement on concrete the roadway of Ten Eyck street, from Union avenue to Bushwick avenue. Five bids were received. Deposited as security on bids, \$2,700.

23. Repaving with asphalt pavement on concrete foundation the roadway of Throop avenue, from Halsey street to Putnam avenue. Three bids were received. Deposited as security on bids, \$405.

On November 13, 1907.

1. Paving with asphalt pavement on concrete foundation the roadway of East Fifth street, from Albemarle road to Church avenue. Four bids were received. Deposited as security on bids, \$280.

2. Paving with asphalt pavement on concrete foundation the roadway of East Nineteenth street, from Cortelyou road to Dorchester road. Four bids were received. Deposited as security on bids, \$340.

3. Repaving with medina sandstone on concrete foundation the roadway of Eleventh street, from Seventh avenue to Eighth avenue. Four bids were received. Deposited as security on bids, \$720.

4. Repaving with asphalt pavement on present pavement the roadway of Eleventh street, from Eighth avenue to Prospect Park West. Four bids were received. Deposited as security on bids, \$400.

5. Paving with asphalt pavement on concrete foundation the roadway of Kenilworth place, from Avenue F to Avenue G. Three bids were received. Deposited as security on bids, \$315.

6. Paving with asphalt pavement on concrete foundation the roadway of Lynch street, from Bedford avenue to Wallabout street. Four bids were received. Deposited as security on bids, \$140.

7. Paving with asphalt pavement on concrete foundation the roadway of Martense street, from Rogers avenue to Nostrand avenue. Three bids were received. Deposited as security on bids, \$315.

8. Paving with asphalt pavement on concrete foundation the roadway of Park avenue, from East Twenty-sixth street to Nostrand avenue. Three bids were received. Deposited as security on bids, \$450.

9. Paving with asphalt pavement on concrete foundation the roadway of Ovington avenue, from Fifth avenue to Stewart avenue. Four bids were received. Deposited as security on bids, \$1,000.

On November 20, 1907.

1. Furnishing and erecting one hundred headstones over the graves of deceased veteran union soldiers, etc. Two bids were received. Deposited as security on bids, \$75.

2. Furnishing all the labor and material required for constructing sewer in Forty-fourth street, from Fort Hamilton avenue to Fourteenth avenue. Ten bids were received. Deposited as security on bids, \$3,750.

3. Furnishing all the labor and material required for constructing sewer in East Fourth street, from Avenue D to Eighteenth avenue. Nine bids were received. Deposited as security on bids, \$2,475.

4. Furnishing all the labor and material required for constructing sewer basin on the northerly and southerly sides of Albemarle road, on the west side of the Brighton Beach improvement. Five bids were received. Deposited as security on bids, \$75.

5. For furnishing all the labor and material required for constructing sewer basin on the southwest corner of Beverley road and Coney Island Avenue. Three bids were received. Deposited as security on bids, \$15.

6. For furnishing all the labor and material required for constructing sewer basin on the southeast corner of Jewell street and Norman avenue. Three bids were received. Deposited as security on bids, \$15.

7. Repaving with asphalt pavement on present pavement the roadway of Classon avenue, from Gates avenue to Monroe street, etc. Three bids were received. Deposited as security on bids, \$405.

8. Repaving with granite on concrete foundation the roadway of Columbia street, from Harrison street to Atlantic avenue. Four bids were received. Deposited as security on bids, \$1,020.

9. Fencing vacant lots in various places and on various streets, in the Borough of Brooklyn. One bid received. Deposited as security on bid, \$2.50.

10. Furnishing and delivering 250 cubic yards of paving gravel. Two bids were received. Deposited as security on bids, \$50.

11. Furnishing and delivering 150,000 pounds of paving pitch. Two bids were received. Deposited as security on bids, \$50.

On December 4, 1907.

1. Repaving with asphalt pavement on concrete foundation the roadway of Engert avenue, from Graham avenue to Humboldt street. Three bids were received. Deposited as security on bids, \$285.

2. Repaving with asphalt pavement on concrete foundation the roadway of Irving avenue, from Flushing avenue to Starr street, between Suydam street and Harman street, and between Greene avenue and Myrtle avenue. Three bids were received. Deposited as security on bids, \$1,620.

3. Repaving with asphalt pavement on present pavement the roadway of Kossuth place, from Broadway to Bushwick avenue. Three bids were received. Deposited as security on bids, \$240.

4. Repaving with asphalt pavement on concrete foundation the roadway of Morgan avenue, from Nassau avenue to Driggs avenue. Three bids were received. Deposited as security on bids, \$420.

5. Repaving with asphalt pavement on concrete foundation the roadway of Skillman street, from Flushing avenue to DeKalb avenue. Four bids were received. Deposited as security on bids, \$1,500.

6. Repaving with asphalt pavement on concrete foundation the roadway of Ten Eyck street, from Union avenue to a point 130 feet west of Bushwick avenue. Three bids were received. Deposited as security on bids, \$1,350.

7. Grading lots on the south side of Forty-seventh street, between Second avenue and Third avenue, known as Lots Nos. 22 and 23, Block 763. One bid received. Deposited as security on bid, \$5.

8. Furnishing and delivering 400 cords oak wood, etc. Four bids were received. Deposited as security on bids, \$160.

9. Repaving with asphalt pavement on concrete foundation the roadway of Prospect avenue, from Seventh avenue to a point 205 feet east of easterly building line of Seventh avenue. Four bids were received. Deposited as security on bids, \$200.

On December 11, 1907.

1. Regulating and paving with asphalt pavement on concrete foundation the roadway of Eightieth street, from Twenty-second avenue to Twenty-third avenue. Three bids were received. Deposited as security on bids, \$300.

2. Paving with asphalt pavement on concrete foundation the roadway of Grafton place, from Pitkin avenue to Sutter avenue. Three bids were received. Deposited as security on bids, \$330.

- 3. Repaving with asphalt pavement on present pavement Throop avenue, from Willoughby avenue to Hart street. Three bids were received. Deposited as security on bids, \$120.
- 4. Regulating, grading and curbing with granite pavement on concrete foundation the roadway of Wolcott street, from Dwight street to Otsego street. Three bids were received. Deposited as security on bids, \$120.
- 5. Grading lot on northeast corner of Tenth avenue and Sherman street, known as Lot No. 1, Block 1115. Three bids were received. Deposited as security on bids, \$15.
- 6. Furnishing all the labor and material required for constructing sewer in Forty-fourth street, from Fort Hamilton avenue to Fourteenth avenue. Three bids were received. Deposited as security on bids, \$1,125.
- 7. Furnishing all the labor and material required for constructing sewer in East Fourth street, from Avenue D to Eighteenth avenue. Three bids were received. Deposited as security on bids, \$825.
- 8. Furnishing all the labor and material required for constructing sewer basins on southerly and northerly sides of Albemarle road on the west side of the Brighton Beach Improvement. Three bids were received. Deposited as security on bids, \$45.
- 9. Furnishing all the labor and material required for constructing sewer basin on the southwest corner of Beverley road and Coney Island avenue. Two bids were received. Deposited as security on bids, \$10.
- 10. Furnishing all the labor and material required for constructing sewer basin on southeast corner of Jewell street and Norman avenue. Two bids were received. Deposited as security on bids, \$10.
- 11. Furnishing and erecting 100 headstones over the graves of deceased Veteran Union Soldiers, Sailors and Marines, etc. Two bids were received. Deposited as security on bids, \$197.50.

On December 18, 1907.

- 1. Furnishing all the labor and material required for constructing sewer basin on the southeast corner of Eighteenth avenue and Eighty-sixth street. Five bids were received. Deposited as security on bids, \$75.
- 2. Furnishing all the labor and material required for constructing sewer in West Ninth street, from Hicks street to Henry street. Five bids were received. Deposited as security on bids, \$200.
- 3. Furnishing all the labor and material required for constructing sewer in Seventh avenue, from Windsor place to a point 100 feet north thereof. Two bids were received. Deposited as security on bids, \$35.
- 4. Furnishing all the labor and material required for reconstructing sewer in Guernsey street, from Norman avenue to Nassau avenue. Four bids were received. Deposited as security on bids, \$200.
- 5. Furnishing all the labor and material required for constructing sewer in Turner place, from Coney Island avenue to East Eleventh street. Six bids were received. Deposited as security on bids, \$285.
- 6. Furnishing all the labor and material required for constructing sewer in Fourth avenue, west side, from Sixty-fourth street to Sixty-fifth street. Four bids were received. Deposited as security on bids, \$70.
- 7. Furnishing all the labor and material required for constructing sewer basin at the southwest corner of New Utrecht avenue and Sixtieth street. Five bids were received. Deposited as security on bids, \$25.

The following is a list of contracts, bids for which were opened prior to January 1, 1908, and pending registration in the Finance Department, together with the amount and name of contractor:

	Estimated Cost.
1. For paving with asphalt on concrete, Argyle road, from Cortelyou road to Dorchester road—Brooklyn Alcatraz Asphalt Company..	\$4,561 85
2. For paving with asphalt on concrete, Linden avenue, from Nostrand avenue to New York avenue—Brooklyn Alcatraz Asphalt Company .....	6,971 10
3. For paving with asphalt on concrete, Eleventh avenue, from Fifteenth street to Eighteenth street—Brooklyn Alcatraz Asphalt Company.	13,567 60
4. For repaving with asphalt on concrete, Fifty-eighth street, from Fifth avenue to Sixth avenue—Brooklyn Alcatraz Asphalt Company....	6,184 50
5. For repaving with asphalt on concrete, Macon street, from Howard avenue to Hopkinson avenue—Brooklyn Alcatraz Asphalt Company .....	13,581 40
6. For paving with asphalt on concrete, Milford street, from Pitkin avenue to New Lots road—The Barber Asphalt Paving Company....	14,013 80
7. For paving with asphalt on concrete, Denton place, from Carroll street to First street—Cranford Company.....	4,312 90
8. For paving with asphalt on concrete, De Sales place, from Bushwick avenue to Evergreen Cemetery—Uvalde Asphalt Paving Company	4,021 30
9. For repaving with asphalt on concrete, Boerum street, from Broadway to Leonard street, etc.—Cranford Company.....	30,908 40
10. For repaving with asphalt on present pavement, Throop avenue, from Vernon avenue to Willoughby avenue—Uvalde Asphalt Paving Company .....	2,855 60
11. For repaving with asphalt on concrete, Hampton place, from Park place to Sterling place—Uvalde Asphalt Paving Company.....	2,444 00
12. For repaving with asphalt on concrete, Halsey street, from Broadway to Knickerbocker avenue—Uvalde Asphalt Paving Company.....	18,294 80
13. For repaving with asphalt on concrete, Flatbush avenue, from north of Malbone street to Lincoln road—Uvalde Asphalt Paving Company .....	5,755 60
14. For repaving with asphalt blocks on concrete, Ross street, from Wythe avenue to Kent avenue—The Hastings Pavement Company.....	6,345 30
15. For paving with asphalt blocks on concrete, Sixty-third street, from Fourth avenue to Fifth avenue—The Hastings Pavement Company	5,637 50
16. For repaving with iron slag pavement on concrete, Eagle street, from Manhattan avenue to Oakland street—Uvalde Asphalt Paving Company .....	10,738 50
17. For repaving with granite on concrete, Bush street, from Court street to Hamilton avenue—John E. Quinn.....	2,139 90
18. For repaving with granite on concrete, Plymouth street, from Main street to Bridge street—Norton & Gorman Contracting Company..	15,300 00
19. For grading, curbing and laying sidewalks on Blake avenue, from Howard avenue to East Ninety-eighth street—John F. Maillie....	2,371 90
20. For grading, curbing and laying sidewalks on Coney Island avenue, from Kings Highway to Neptune avenue—John E. Quinn.....	40,848 40
21. For regulating, curbing and laying sidewalks on Ditmas avenue, from Flatbush avenue to Ocean avenue—James Quinn, Jr.....	2,177 20
22. For grading and curbing on East Thirty-second street, from Tilden avenue to Clarendon road—Walter L. Castle.....	2,097 50
23. For grading, curbing and laying sidewalks on East Thirty-fourth street, from Church avenue to Clarkson avenue—Walter L. Castle	4,082 80
24. For grading, curbing and laying sidewalks on Huron street, from a point about 160 feet east of Oakland street to Provost street—O'Grady Brothers .....	2,142 50
25. For grading, curbing and laying sidewalks on Kenilworth place, from Avenue F to Avenue G—Charles Cranford.....	2,922 90
26. For grading, curbing and laying sidewalks on President street, from Schenectady avenue to Utica avenue—Patrick T. McDermott....	4,476 08
27. For grading, curbing and laying sidewalks on President street, from Utica avenue to Buffalo avenue—Patrick T. McDermott.....	9,951 90
28. For grading, curbing and laying sidewalks on Vanderbilt street, from Eighteenth street to Gravesend avenue—Edward E. Peirson.....	5,459 60
29. For regulating, curbing and laying sidewalks on Sutter avenue, from Elton street to Berriman street—Daniel Douglass.....	3,549 20
30. For grading, curbing and laying sidewalks on Forty-fourth street, from Fort Hamilton avenue to Twelfth avenue—M. J. O'Hara....	2,563 40
31. For grading, curbing and laying sidewalks on Prospect place, from Rochester avenue to Buffalo avenue—James Riley.....	2,755 43
32. For grading, curbing and laying sidewalks on Thirty-ninth street, from Fort Hamilton avenue to Thirteenth avenue—James Riley.....	4,829 60

	Estimated Cost.
33. For grading, curbing and laying sidewalks on Seventy-first street, from Sixth avenue to Seventh avenue—Owen O'Keefe.....	4,612 60
34. For grading, curbing and laying sidewalks on Fifty-sixth street, from First avenue to Second avenue—Valentine Contracting Company..	2,811 00
35. For grading, curbing and guttering and laying sidewalks on Eighty-seventh street, from Third avenue to Narrows avenue—Bonacci & Vincelli Contracting Company.....	13,783 50
36. For grading, curbing and laying sidewalks on Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue—Maurice F. Hickey.....	5,463 25
37. For regulating, grading and curbing on Fiftieth street, from Eighth avenue to Fort Hamilton avenue—Maurice F. Hickey.....	5,700 30
38. For regulating, curbing and laying sidewalks on Tenth avenue, from Seventy-ninth street to Eighty-sixth street—F. C. Humeston.....	4,009 60
39. For grading, curbing and laying sidewalks on Eleventh avenue, from Sixtieth street to Sixty-fifth street—N. Schneider's Sons Company	5,573 50
40. For grading, curbing and laying sidewalks on One Hundredth street, from Third avenue to Fort Hamilton parkway—N. Schneider's Sons Company.....	4,489 70
41. For grading, curbing and laying sidewalks on Fifty-fifth street, from Sixth avenue to Seventh avenue—N. Schneider's Sons Company..	3,077 60
42. For constructing cement sidewalks, east side Eleventh avenue, between Fifteenth street and Sixteenth street, etc.—N. Schneider's Sons Company .....	2,275 20
43. For constructing cement sidewalks, northeast side Beaver street, between Flushing and Bushwick avenues, etc.—Bonacci & Vincelli Contracting Company .....	3,510 00
44. For constructing cement sidewalks, east side Sixth avenue, from Forty-fourth street to Forty-fifth street, etc.—F. C. Humeston....	1,438 20
45. For constructing cement sidewalks, east side Sixth avenue, between Fifty-ninth street and Sixtieth street, etc.—F. C. Humeston.....	1,171 80
46. For constructing cement sidewalks, southwest side Manhattan avenue, between Leonard and Eckford streets, etc.—Moran & Crowley...	5,893 39
47. For constructing cement sidewalks, southwest side Guernsey street, between Nassau avenue and Norman avenue, etc.—Moran & Crowley .....	3,634 14
48. For fencing vacant lots, north side McDougal street, between Hopkinson avenue and Rockaway avenue, etc.—Otto Metz.....	899 99
49. For fencing vacant lots, north side Seventeenth street, between Prospect Park West and Tenth avenue, etc.—Otto Metz.....	1,317 68
50. For preparing certain rooms on the first floor of the Municipal Building for occupancy by the Coroners—John Byrne.....	1,849 00
51. For constructing sewers in Scott avenue, from Newtown Creek Canal, north of Metropolitan avenue, to St. Nicholas avenue, etc.—Henry Newman .....	295,659 00
52. For constructing sewers in Flatbush avenue extension, westerly side, from Nassau street to Fleet street, etc., Section No. 1—James L. Carey & Co.....	50,733 32
53. For constructing sewers in Flatbush avenue extension, westerly side, from Nassau street to Fleet street, etc., Section No. 2—James L. Carey & Co.....	19,915 23
54. For constructing sewer in Eighty-fifth street, from Third avenue to Fourth avenue—James L. Carey & Co.....	2,673 26
55. For constructing sewer in Montgomery street, from summit west of Nostrand avenue to Nostrand avenue, etc.—James L. Carey & Co.	1,867 51
56. For constructing sewers on both sides of Fort Hamilton avenue, between Eighty-eighth street and Ninetieth street, etc.—P. J. McCauley .....	7,492 25
57. For constructing sewer in Wythe avenue, from North Fifteenth street to North Thirteenth street—Donlon Contracting Company.....	4,845 50
58. For constructing sewer on Commerce street, from Columbia street to Richards street—O'Grady Brothers.....	2,202 25
59. Constructing sewer in Eighty-second street, from First avenue to Second avenue .....	2,707 22
60. For constructing sewer in Second avenue, from Sixtieth street to Sixty-fourth street—O'Grady Brothers.....	6,256 75
61. For reconstructing sewer basins on Roebling street, at the north corner of South Fourth street, etc.—James H. Holmes.....	4,256 00
62. For constructing sewer basin at the southeast corner of Bushwick avenue and Metropolitan avenue—Hammond & Sloane, Inc. ....	175 00
63. For constructing sewer basins at the southerly and easterly corners of Forty-third street and First avenue—Hammond & Sloane, Inc..	350 00
64. For constructing sewer basin at the southeast corner of Sixth street and Eighth avenue—Hammond & Sloane, Inc.....	175 00
65. For constructing sewer basin at the southeast corner of Chester street and Dumont avenue—Hammond & Sloane, Inc.....	175 00
66. For constructing sewer basins at the northwest and southeast corners of Belmont avenue and Miller avenue—Hammond & Sloane, Inc..	340 00
67. For constructing sewer basin at the northwest corner of East Twelfth street (Westminster road) and Slocum place—Hammond & Sloane, Inc.....	175 00
68. For constructing sewer basins at southerly and easterly corners of Sixteenth avenue and Cropsey avenue—Hammond & Sloane, Inc....	349 00
69. For dredging Newtown Creek Canal at and in the Canal and Basin, etc.—John and Joseph McSpirit.....	5,800 00
70. For furnishing and delivering 400 cords of hardwood for Bureau of Highways—Arthur C. Jacobson & Son.....	3,360 00
71. For furnishing and delivering 150,000 pounds of paving pitch for Bureau of Highways—Barrett Manufacturing Company.....	980 44
72. For grading a lot on the north side of Forty-first street, between Sixth avenue and Seventh avenue—Vito De Fino.....	298 65
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\$740,159 39	

The following is a list of bids opened prior to January 1, 1908, now in the office of the Comptroller for his approval of the sureties thereon:

	Estimated Cost.
1. For laying crosswalks on the north and west crossings at West and Forty-fifth streets, etc.—James Quinn, Jr.....	\$954 00
2. For constructing sewer in Forty-ninth street, from Fourteenth avenue to Fifteenth avenue—Charles F. Vachris.....	3,095 50
3. For constructing sewer in Forty-ninth street, from New Utrecht avenue to Twelfth avenue—Charles F. Vachris.....	562 60
4. For constructing sewer in Fourth avenue, from Seventy-second street to Seventy-third street—Joseph Paladino.....	606 60
5. For constructing sewer basin on Eighty-eighth street at the southerly corner of Second avenue and Shore road—Charles F. Vachris....	368 00
6. For constructing sewer basin at the northeast corner of Christopher avenue and Riverdale avenue—Charles F. Vachris.....	169 00
7. For repaving with granite on concrete Water street, from Main street to 100 feet west of Gold street—Norton & Gorman Contracting Company .....	18,162 00
8. For laying crosswalks at intersections of Sixteenth avenue and Forty-second street, east side, etc.—John E. Quinn.....	2,039 80
9. For grading, curbing and laying sidewalks on Eighty-first street, from First avenue to Third avenue—N. Schneider's Sons Company...	5,211 83
10. For grading, curbing and laying sidewalks on Fifty-fourth street, from First avenue to Second avenue—W. W. Sherman.....	2,757 15
11. For grading, curbing and laying sidewalks on Prospect place, from Eastern parkway extension to Rockaway avenue—The Bracken-McAveney Company .....	1,801 50
12. For fencing vacant lots, north side Ninth street, between Sixth and Seventh avenues, etc.—Fred A. Newman.....	726 88

	Estimated Cost.
13. For fencing vacant lots, west side of Leonard street, between Manhattan and Driggs avenue, etc.—Fred A. Newman.....	1,181 84
14. For constructing cement sidewalks, east side Lorimer street, between McKibbin street and Broadway, etc.—The Bracken-McAveney Company.....	2,384 81
15. Constructing cement sidewalks, north side Lincoln place, between Kingston and Brooklyn avenues, etc.—Moran & Crowley.....	2,452 48
16. Repaving with asphalt on concrete, Bedford avenue, from Division avenue to Heyward street—Brooklyn Alcatraz Asphalt Company..	59,483 50
17. Grading, curbing and laying sidewalks, Jewell street, from Norman avenue to Greenpoint avenue—O'Grady Brothers.....	3,315 80
18. For grading, curbing and laying sidewalks on New York avenue, from Clarkson avenue to Malbone street—Builders' Trucking and Material Company.....	10,660 60
19. For constructing cement sidewalks, south side Nineteenth street, between Fifth avenue and Sixth avenue, etc.—Midwood Contracting Company.....	2,762 63
20. For constructing cement sidewalks, south side Sixth street, between Third avenue and Fourth avenue, etc.—N. Schneider's Sons Company.....	2,578 50
21. For constructing cement sidewalks, northwest side of Jamaica avenue, between Fanchon place and Pellington place, etc.—Midwood Contracting Company.....	2,560 28
22. For constructing cement sidewalks, both sides of Fifty-second street, between Second avenue and high water line, etc.—N. Schneider's Sons Company.....	1,961 36
23. For repaving with asphalt and granite, on concrete, Atlantic avenue, south side, from Sixth avenue to Washington avenue—Brooklyn Alcatraz Asphalt Company.....	15,640 80
24. Repaving with asphalt, on concrete, Central place, from Greene avenue to Grove street—Barber Asphalt Paving Company.....	5,549 80
25. Repaving with asphalt blocks, on concrete, Forty-eighth street, from Fifth avenue to Sixth avenue—Barber Asphalt Paving Company..	7,133 00
26. Repaving with asphalt, on concrete, Olive place, from Herkimer street to Atlantic avenue—Barber Asphalt Paving Company.....	3,144 40
27. For grading, curbing and laying sidewalks on Provost street, from Paidge avenue to Greenpoint avenue—Moran & Crowley.....	8,386 40
28. Repaving with asphalt, on concrete, St. Andrews place, from Herkimer street to Atlantic avenue—Barber Asphalt Paving Company.....	3,137 90
29. Repaving with asphalt, on concrete, Washington avenue, from Lafayette avenue to Greene avenue—Brooklyn Alcatraz Asphalt Company.....	5,107 50
30. For constructing cement sidewalks, south side of Seventy-ninth street, between Fort Hamilton avenue and Seventh avenue, etc.—Moran & Crowley.....	2,336 73
31. For constructing cement sidewalks, southeast side Schaeffer street, between Hamburg and Knickerbocker avenues, etc.—Moran & Crowley.....	2,414 00
32. For repaving with asphalt, on concrete, Bradford street, from Fulton street to Atlantic avenue—Barber Asphalt Paving Company....	4,837 00
33. For repaving with asphalt, on concrete, George street, from Evergreen avenue to Knickerbocker avenue—Uvalde Asphalt Paving Company.....	17,852 50
34. For repaving with asphalt, on concrete, Park place, from Bedford avenue to Nostrand avenue—Uvalde Asphalt Paving Company..	10,221 40
35. For repaving with asphalt, on concrete, Sackman street, from 100 feet east of Eastern parkway to Fulton street—Barber Asphalt Paving Company.....	2,847 00
36. For repaving with asphalt, on concrete, Schaeffer street, from Broadway to Knickerbocker avenue—Barber Asphalt Paving Company.	28,071 00
37. For fencing vacant lots, south side Dean street, between Nevins street and Third avenue, etc.—Fred A. Newman.....	570 72
38. For grading lots on the east side of Third avenue, between Eighty-sixth street and Eighty-seventh street—James O'Hara.....	667 89
39. For grading one-half a lot on north side of Forty-sixth street, between Seventh avenue and Eighth avenue—The Mangieri Company.....	454 72
40. For grading a lot on the north side of Forty-ninth street, between Sixth and Seventh avenues—The Mangieri Company.....	254 80
41. For paving with asphalt, on concrete, Christopher avenue, from Livonia avenue to Riverdale avenue—Barber Asphalt Paving Company.....	3,950 00
42. For paving with asphalt, on concrete, East Nineteenth street, from Newkirk avenue to Foster avenue—Barber Asphalt Paving Company.....	3,853 00
43. For paving with asphalt, on concrete, East Thirty-second street, from Glenwood road to Avenue H—Barber Asphalt Paving Company.	8,928 40
44. For paving with asphalt, on concrete, Mansfield place, from 100 feet south of Farragut road to Avenue G—Barber Asphalt Paving Company.....	7,135 10
45. For paving with asphalt, on concrete, Ninety-third street, from Third avenue to Fourth avenue—Cranford Company.....	9,997 00
46. For paving with asphalt on concrete Roebing street, from South Fourth street to Union avenue—Cranford Company.....	63,817 00
47. For paving with asphalt on concrete Seventy-third street, from Fourteenth avenue to Fifteenth avenue—Barber Asphalt Paving Company.....	5,991 00
48. For dredging Newtown Creek Canal at and in the basin and canal, etc., etc.—John and Joseph McSpirit.....	5,800 00
49. For constructing sewer in Forty-ninth street, from Twelfth avenue to Thirteenth avenue—The Donegan-Redmond Company.....	2,862 08
50. For constructing sewer in Eighty-third street, from Fifth avenue to Sixth avenue—Murphy Brothers.....	2,691 80
51. For constructing sewer in Fifty-third street, from Eighth avenue to Ninth avenue—Murphy Brothers.....	1,705 10
52. For constructing sewer in Provost street, from Paidge avenue to Eagle street—Murphy Brothers.....	2,057 12
53. For constructing sewer in Dean street, from Troy avenue to end of existing sewer easterly—James L. Carey & Co.....	1,780 96
54. For constructing sewer basin at the northeast corner of Jewell street and Meserole avenue—O'Grady Brothers.....	252 00
55. For repaving with asphalt on concrete Brooklyn avenue, from Atlantic avenue to Prospect place—Uvalde Asphalt Paving Company.....	13,561 50
56. For repaving with asphalt blocks on concrete Forty-fourth street, from Third avenue to Fourth avenue—The Hastings Pavement Company.....	6,646 50
57. For grading, curbing and laying sidewalks on Hart street, from Irving avenue to Wyckoff avenue—Henry P. George.....	6,976 60
58. For repaving with asphalt on concrete Himrod street, from Myrtle avenue to Wyckoff avenue—Uvalde Asphalt Paving Company....	17,145 10
59. For repaving with asphalt on concrete Knickerbocker avenue, from Bleecker street to Grove street—Uvalde Asphalt Paving Company.....	5,159 40
60. For repaving with asphalt on concrete Monitor street, from Richardson street to Meeker avenue—Uvalde Asphalt Paving Company.....	8,044 40
61. For repaving with asphalt on concrete South Fifth street, from Marcy avenue to Union avenue—Uvalde Asphalt Paving Company.....	12,023 50
62. For grading, curbing and laying sidewalks on Starr street, from Wyckoff avenue to St. Nicholas avenue—Henry P. George.....	2,449 50
63. For grading, curbing, guttering and laying sidewalks on Starr street, from St. Nicholas avenue to City Line—Henry P. George.....	4,047 10
64. For grading a lot on the northwest corner of Forty-fifth street and Seventh avenue—James O'Hara.....	1,769 28

	Estimated Cost.
65. For repaving with asphalt on concrete Throop avenue, from Putnam avenue to Halsey street—Uvalde Asphalt Paving Company.....	7,744 00
66. For paving with asphalt on concrete East Fifth street, from Albe-marle road to Church avenue—Cranford Company.....	2,649 00
67. For paving with asphalt on concrete East Nineteenth street, from Cortelyou road to Dorchester road—Brooklyn Alcatraz Asphalt Company.....	5,418 00
68. For repaving with medina sandstone on concrete Eleventh street, from Seventh avenue to Eighth avenue—Norton & Gorman Contracting Company.....	10,124 00
69. For repaving with asphalt on concrete Eleventh street, from Eighth avenue to Prospect Park West—Brooklyn Alcatraz Asphalt Company.....	5,420 60
70. For paving with asphalt on concrete Kenilworth place, from Avenue F to Avenue G—Cranford Company.....	6,016 20
71. For paving with asphalt on concrete Lynch street, from Bedford avenue to Wallabout street—Brooklyn Alcatraz Asphalt Company.....	1,896 00
72. For paving with asphalt on concrete Martense street, from Rogers avenue to Nostrand avenue—Cranford Company.....	6,006 00
73. For paving with asphalt on concrete Newkirk avenue, from East Twenty-sixth street to Nostrand avenue—Cranford Company..	7,885 20
74. For paving with asphalt on concrete Ovington avenue, from Fifth avenue to Stewart avenue—Cranford Company.....	14,044 80
75. For repaving with asphalt on concrete Prospect avenue, from Seventh avenue to 205 feet east of Seventh avenue—Brooklyn Alcatraz Asphalt Company.....	3,078 00
76. For repaving with asphalt on present pavement Classon avenue, from Gates avenue to Monroe street—Brooklyn Alcatraz Asphalt Company.....	7,233 90
77. For repaving with granite on concrete Columbia street, from Harrison street to Atlantic avenue—M. F. Hickey.....	13,683 50
78. For fencing vacant lots, east side Fleeman street, between Flushing avenue and Lemon street, etc.—Fred A. Newman.....	162 24
79. For repaving with asphalt on concrete Engert avenue, from Graham avenue to Humboldt street—Barber Asphalt Paving Company.....	5,435 00
80. For repaving with asphalt on concrete Irving avenue, from Flushing avenue to Starr street, etc.—Barber Asphalt Paving Company..	31,515 90
81. For repaving with asphalt on concrete Kossuth place, from Broadway to Bushwick avenue—Barber Asphalt Paving Company.....	4,604 65
82. For repaving with asphalt on concrete Morgan avenue, from Nassau avenue to Driggs avenue—Barber Asphalt Paving Company.....	8,451 90
83. For repaving with asphalt on concrete Skillman street, from Flushing avenue to DeKalb avenue—Brooklyn Alcatraz Asphalt Company.....	21,616 75
84. For repaving with asphalt on concrete Ten Eyck street, from Union avenue to Bushwick avenue—Uvalde Asphalt Paving Company....	23,715 00
85. For grading lots on south side of Forty-seventh street, between Second avenue and Third avenue—James O'Hara.....	140 20
86. For constructing sewer in Forty-fourth street, from Fort Hamilton avenue to Fourteenth avenue—E. M. Culp.....	11,972 31
87. For constructing sewer in East Fourth street, from Avenue D to Eighteenth avenue—P. J. McCauley.....	8,420 87
88. For constructing sewer basins at the northerly and southerly sides of Albemarle road on the west side of the Brighton Beach Improvement.....	582 00
89. For constructing sewer basins on the southwest corner of Beverley road and Coney Island avenue—T. J. O'Connor.....	168 00
90. For constructing sewer basin at the southeast corner of Jewel street and Norman avenue—Philip Hayes.....	217 50
91. For furnishing and erecting 100 headstones over the graves of the deceased veteran Union soldiers, etc.—Patrick M. Haran.....	1,498 00
92. For constructing sewer basin at the southeast corner of Eighteenth avenue and Eighty-sixth street—The Donegan-Redmond Company.....	180 00
93. For constructing sewer in West Ninth street, from Hicks street to Henry street—James L. Carey & Company.....	1,409 84
94. For constructing sewer on Seventh avenue, from Windsor place to 100 feet north thereof—The Donegan-Redmond Company.....	862 50
95. For constructing sewer in Turner place, from Coney Island avenue to East Eleventh street—Pasquade Porzio.....	1,142 54
96. For constructing sewer in Fourth avenue, west side, from Sixty-fourth street to Sixty-fifth street—The Donegan-Redmond Company.....	594 00
97. For constructing sewer basin at the southwest corner of New Utrecht avenue and Sixtieth street—The Donegan-Redmond Company.....	180 00
<u>\$656,636 06</u>	

The following is a list of bids opened in this office prior to January 1, 1908, and not awarded:

1. Constructing relief sewer in Johnson street, from Hudson avenue to Raymond street, etc. (Division 2, Section 2, Gold Street System).....	\$126,605 13
2. Constructing relief sewers in DeKalb avenue, from Raymond street to South Portland avenue, etc. (Division 2, Section 3, Gold Street System).....	214,365 73
3. Paving with asphalt on concrete Eightieth street, from Twenty-second avenue to Twenty-third avenue.....	5,776 04
4. Paving with asphalt on concrete Grafton street, from Pitkin avenue to Sutter avenue.....	7,056 10
5. Repaving with asphalt on present pavement Throop avenue, from Willoughby avenue to Hart street.....	2,323 00
6. Paving with granite on concrete Wolcott street, from Dwight street to Otsego street.....	1,938 20
7. Grading lot on northeast corner of Tenth avenue and Sherman street..	210 06

Total..... \$358,274 26

Recapitulation.		
	Contracts.	Estimated Cost.
Pending registration.....	72	\$740,159 39
Pending approval of sureties.....	97	656,636 06
Bids pending award.....	7	358,274 26
Total.....	<u>176</u>	<u>\$1,755,069 71</u>

List of contracts entered into in the Borough of Brooklyn, City of New York, by the President of the Borough of Brooklyn, during the year ending December 31, 1907:

BUREAU OF HIGHWAYS.

For Repaving with Asphalt on Concrete.

	Estimated Cost.
1. Spencer street, from Flushing avenue to DeKalb avenue, etc.....	\$18,526 40
2. St. Francis place, from Degraw street to St. Johns place.....	1,987 15
3. Stockton street, from Lewis avenue to Broadway.....	3,528 30
4. Division avenue, from Bedford avenue to Lee avenue.....	10,193 00
5. Cumberland street, from DeKalb to Lafayette avenue.....	11,237 00
6. Troy avenue, from Pacific street to Eastern parkway.....	22,543 80

	Estimated Cost.
7. Eighteenth street, from Prospect Park West to Eleventh avenue.....	12,483 80
8. Sixth street, from Third avenue to Fourth avenue.....	5,751 20
9. Fifth street, from Fourth avenue to Fifth avenue.....	6,277 80
10. First street, from Third avenue to Fourth avenue.....	6,087 40
11. Howard avenue, from Fulton street to St. Johns place.....	27,564 60
12. Noll street, from Evergreen avenue to Flushing avenue.....	12,183 10
13. Eagle street, from Franklin avenue to Manhattan avenue.....	7,946 65
14. Dodworth street, from Broadway to Bushwick avenue.....	3,927 40
15. Broome street, from Humboldt street to Graham avenue.....	4,652 10
16. Stockton street, from Nostrand avenue to Lewis avenue.....	38,078 60
17. Heyward street, from Wythe avenue to Bedford avenue.....	5,743 60
18. Dean street, from Howard avenue to Saratoga avenue.....	6,667 70
19. Dean street, from Albany avenue to Troy avenue.....	7,047 70
20. Eldert street, from Broadway to Knickerbocker avenue.....	27,064 50
21. Pacific street, from Buffalo avenue to Eastern parkway.....	39,835 70
22. Furman avenue, from Broadway to Bushwick avenue.....	4,984 10
23. Taaffe place, from Park avenue to Myrtle avenue.....	5,787 20
24. Park place, from Utica avenue to Schenectady avenue.....	6,728 10
25. Marion street, from Howard avenue to Broadway.....	27,249 20
26. Delmonico place, from Park avenue to Flushing avenue.....	6,447 40
27. Guernsey street, from Meserole avenue to Nassau avenue.....	11,261 10
28. Granite street, from Broadway to Bushwick avenue.....	5,832 50

Total.....\$347,617 10

Repaving with Asphalt on Present Pavement.

1. Stuyvesant avenue, from Fulton street to Gates avenue.....	\$17,404 80
2. Ninth street, from Fifth avenue to Prospect Park West.....	16,300 20
3. Fort Greene place, from Lafayette avenue to Hanson place.....	4,808 40
4. Driggs avenue, from Monitor street to Meeker avenue.....	6,882 60

Total.....\$45,396 00

Repairing and Maintaining Asphalt Pavements.

1. On various streets in the Borough.....	\$68,785 00
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Repaving with Asphalt and Granite on Concrete.

1. Sixtieth street, from Fourth avenue to Sixth avenue.....	\$24,572 00
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Repaving with Asphalt Block Pavement on Concrete.

1. Sixth avenue, from Fifty-seventh street to Sixtieth street.....	\$9,018 80
2. First street, from Fourth avenue to Fifth avenue.....	7,257 10
3. Forty-second street, from Third avenue to Fifth avenue.....	13,203 70
4. Fifty-third street, from Second avenue to Sixth avenue.....	26,068 50
5. Forty third street, from Third avenue to Fifth avenue.....	13,745 00
6. Forty-sixth street, from Fourth avenue to Fifth avenue.....	6,693 56
7. Forty-eighth street, from Second avenue to Fifth avenue.....	20,369 10
8. Fifty-first street, from Second avenue to Third avenue, etc.....	19,731 70
9. Nineteenth street, from Third avenue to Prospect Park West.....	42,590 40
10. Sixth avenue, from Forty-fourth street to Fifty-seventh street.....	44,046 40
11. Steuben street, from Flushing avenue to Myrtle avenue.....	13,916 80
12. Luquer street, from Court street to Columbia street.....	15,754 40
13. Fourth place, from Court street to Smith street.....	3,603 00
14. Eleventh street, from Fourth avenue to Seventh avenue.....	21,831 80
15. Forty-fourth street, from Fourth avenue to Fifth avenue.....	7,463 20

Total.....\$265,293 46

Repaving with Granite on Concrete.

1. Broadway, from Monroe street to Fulton street.....	\$79,597 00
2. Kent avenue, from North Sixth street to North Fourteenth street.....	18,116 00
3. Gothic alley, from Adams street to Pearl street.....	1,178 50
4. King street, from Conover street to Dwight street.....	18,732 00
5. Dupont street, from Manhattan avenue to Oakland street.....	9,333 75

Total.....\$126,957 25

Repaving with Second-hand Granite on Concrete.

1. Bush street, from Court street to Dwight street.....	\$16,867 50
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Repaving with Medina Sandstone on Concrete.

1. Van Dyke street, from Richards street to Dwight street.....	\$6,784 50
2. Locust street, from Broadway to Beaver street.....	7,241 00
3. Fifteenth street, from Seventh avenue to Prospect Park West.....	10,230 00
4. South Fifth street, from Kent avenue to Wythe avenue.....	6,483 65
5. Box street, from Commercial street to Oakland street.....	13,584 00

Total.....\$44,323 15

Paving with Asphalt Blocks on Concrete.

1. Rogers avenue, from Park place to Montgomery street.....	\$13,938 48
2. Seventy-sixth street, from Third avenue to Fourth avenue.....	5,832 00
3. Eleventh avenue, from Seventy-ninth street to Eightieth street, etc.....	12,376 70

Total.....\$32,147 18

Paving with Asphalt on Concrete.

1. Bath avenue, from Bay Eighteenth street to Bay Nineteenth street...	\$1,424 49
2. Warehouse avenue, from Neptune avenue to Surf avenue.....	12,211 85
3. Sixty-fifth street, from Third avenue to Fourth avenue.....	5,700 00
4. Sixty-first street, from Third avenue to Fourth avenue.....	4,393 00
5. Greenwood avenue, from Coney Island avenue to Gravesend avenue...	23,458 56
6. Lincoln avenue, from Atlantic avenue to Glenmore avenue.....	9,099 95
7. Webster avenue, from Coney Island avenue to Gravesend avenue.....	11,210 10
8. Douglass street, from Underhill to Washington avenue.....	10,877 00
9. Kingston avenue, from St. Johns place to Eastern parkway.....	3,483 30
10. Kenmore place, from Woodruff avenue to Caton avenue.....	6,282 50
11. Ashford street, from Glenmore avenue to Pitkin avenue.....	2,336 00
12. Ninety-sixth street, from Shore road to Marine avenue.....	8,128 15
13. Fourteenth avenue, from Sixty-ninth street to Seventy-fifth street...	16,309 40
14. Decatur street, from Hamburg to Knickerbocker avenue.....	4,288 89
15. Sutter avenue, from Sheffield to Pennsylvania avenue.....	2,465 86
16. Calyer street, from Newell street to Diamond street.....	3,198 90
17. Forty-first street, from Thirteenth avenue to New Utrecht avenue....	16,166 35
18. West Fifth street, from Sheephead Bay road to Neptune avenue....	3,554 00
19. Eighty-fourth street, from Third avenue to a point 400 feet west of the westerly line of Third avenue, etc.....	6,916 00
20. Dean street, from Saratoga avenue to Rockaway avenue.....	11,279 50
21. Hopkinson avenue, from Eastern parkway to Atlantic avenue.....	12,172 68
22. Hawthorne street, from Nostrand to New York avenue.....	5,338 00
23. East Twelfth street, from Cortelyou road to Dorchester road.....	5,039 60
24. East Twenty-ninth street, from Newkirk avenue to Foster avenue....	3,267 00
25. East Twenty-eighth street, from Newkirk avenue to Foster avenue....	3,267 00
26. East Sixteenth street, from Beverley road to Dorchester road.....	11,415 60
27. Forty-sixth street, from Sixth avenue to Seventh avenue.....	5,058 00
28. Sherman street, from Tenth avenue to Eleventh avenue.....	4,930 50
29. Silliman place, from Second avenue to Third avenue.....	8,808 54
30. Bay Ridge parkway, from Shore road to First avenue, etc.....	47,481 00
31. Fourth street, from Eighth avenue to Prospect Park West.....	4,635 30

32. Seigel street, from White street to Bogart street.....	4,996 29
33. Eleventh avenue, from Eightieth street to Eighty-second street.....	4,611 50
34. Howard avenue, from Eastern parkway extension to Pitkin avenue....	2,577 70
35. Fortieth street, from Fort Hamilton avenue to Fourteenth avenue....	15,137 50
36. East Third street, from Ditmas avenue to Avenue F.....	4,823 42
37. East Fourth street, from Vanderbilt street to Fort Hamilton avenue...	8,567 20
38. Fifty-third street, from Sixth avenue to Seventh avenue.....	4,698 50
39. Sterling place, from Troy avenue to Schenectady avenue.....	5,118 65
40. Hart street, from Wyckoff avenue to St. Nicholas avenue.....	2,928 90
41. East Twenty-ninth street, from Farragut road to Glenwood road....	5,050 00
42. East Twelfth street, from Dorchester road to Ditmas avenue.....	4,275 80
43. Foster avenue, from Flatbush avenue to East Seventeenth street, etc.	32,912 70
44. Bay Twenty-sixth street, from Cropsey avenue to Eighty-sixth street	13,570 50
45. East Eighteenth street, from Cortelyou road to Dorchester road....	3,991 60
46. Jefferson avenue, from Knickerbocker to Irving avenue.....	5,213 20
47. Beverley road, from Ocean parkway to East Second street.....	11,073 40

Total.....\$403,743 88

Paving With Granite Pavement on Concrete.

1. Eckford street, from Driggs avenue to Engert avenue.....	\$4,832 00
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Grading, Curbing, Sodding Parks and Laying Sidewalks.

1. Ocean avenue, from a point 180 feet north of Avenue G to Avenue H, etc.....	\$22,039 40
2. Beverley road, from Bedford avenue to Rogers avenue.....	3,898 00

Total.....\$25,937 40

Grading, Curbing and Constructing Timber Bulkhead.

1. West Twenty-third street, from Neptune avenue to Atlantic Ocean...	\$5,851 60
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Grading, Curbing, Guttering and Laying Sidewalks.

1. Eighty-fourth street, from Eighteenth avenue to Fifteenth avenue....	\$15,208 70
2. Gelston place, from Eighty-sixth street to Ninety-fourth street.....	9,141 72
3. Ninety-third street, from Shore road to Third avenue.....	10,760 30

Total.....\$35,110 72

Curbing, Guttering and Laying Sidewalks.

1. Eighty-fourth street, from Fourth avenue to Seventh avenue.....	\$9,058 75
2. Fifteenth avenue, from Forty-second street to Sixtieth street.....	15,383 75

Total.....\$24,442 50

Grading, Curbing and Laying Sidewalks.

1. Sixty-fifth street, from Third avenue to Fourth avenue.....	\$2,791 90
2. Forty-first street, from Thirteenth avenue to New Utrecht avenue....	5,897 31
3. Fifty-third street, from Sixth avenue to Seventh avenue.....	2,194 52
4. Fifty-third street, from Fort Hamilton to Eleventh avenue.....	3,621 80
5. East Fourth street, from Vanderbilt street to Fort Hamilton avenue...	3,572 50
6. East Fourth street, from Avenue C to Church avenue.....	4,033 50
7. Gravesend avenue, from Twenty-second avenue to Shell road.....	45,531 18
8. East Third street, from Vanderbilt street to Fort Hamilton avenue...	3,373 10
9. Forty-sixth street, from Sixth avenue to Seventh avenue.....	1,798 35
10. Etna street, from Dresden street to Hale avenue, etc.....	10,080 95
11. East Fifth street, from Albemarle road to Church avenue.....	1,345 00
12. Ninety-fifth street, from Fourth avenue to Marine avenue.....	5,478 40
13. Gravesend avenue, from Fort Hamilton to Twenty-second avenue....	34,721 00
14. East Sixteenth street, from Beverley to Dorchester road.....	3,065 34
15. East Twenty-ninth street, from Clarendon road to Avenue D.....	3,239 64
16. Hawthorne street, from Nostrand avenue to New York avenue.....	3,224 36
17. Forty-fourth street, from Sixth avenue to Fort Hamilton avenue....	12,378 75
18. Seventy-fourth street, from Fourteenth avenue to Sixteenth avenue...	6,033 15
19. Sterling place, from Utica avenue to Schenectady avenue.....	13,659 42
20. East Second street, from Greenwood avenue to Vanderbilt street....	2,807 70
21. Howard avenue, from Eastern parkway extension to Pitkin avenue....	1,406 80
22. Sutter avenue, from Howard avenue to East Ninety-eighth street....	3,871 53
23. Park place, from Rochester avenue to Buffalo avenue.....	7,046 30
24. Twentieth street, from Tenth avenue to Vanderbilt street.....	9,742 98
25. East Twenty-eighth street, from Newkirk avenue to Foster avenue....	1,307 80
26. Newkirk avenue, from East Twenty-sixth street to Nostrand avenue	1,969 85
27. East Twenty-ninth street, from Newkirk avenue to Foster avenue....	1,193 40
28. Fourth street, from Eighth avenue to Prospect Park West.....	3,116 50
29. East Third street, from Ditmas avenue to 120 feet north of Avenue F	2,513 60
30. Bay Fourteenth street, from Cropsey avenue to Eighty-sixth street...	8,308 00
31. Bay Thirty-fifth street, from Cropsey avenue to Eight-sixth street...	9,767 60
32. Eighty-third street, from Second avenue to the Shore road.....	5,773 10
33. Ninetieth street, from Third avenue to Fifth avenue.....	5,297 30
34. Seventy-sixth street, from Third avenue to Fourth avenue.....	2,446 85
35. Hart street, from Wyckoff to St. Nicholas avenue.....	1,526 75
36. Bay Ridge avenue, from Third avenue to Fifth avenue.....	3,171 60
37. Fifty-first street, from Eighth avenue to Fort Hamilton avenue....	11,540 85
38. Seventh avenue, from Forty-third street to Forty-ninth street.....	5,880 45
39. Fortieth street, from Fort Hamilton avenue to Fourteenth avenue....	7,238 25
40. East Thirty-first street, from Clarendon road to Newkirk avenue....	2,520 81
41. East Twenty-ninth street, from Farragut to Glenwood road.....	2,678 85
42. East Seventh street, from Church avenue to Johnson street.....	1,796 25
43. Butler street, from Flatbush avenue to Nostrand avenue.....	8,574 45
44. East Nineteenth street, from Newkirk avenue to Foster avenue....	2,262 55
45. Seventy-first street, from Thirteenth avenue to Fifteenth avenue....	6,213 50
46. Christopher avenue, from Livonia to Riverdale avenue.....	2,173 50
47. Eighty-seventh street, from Third avenue to Fourth avenue.....	3,033 30
48. Eightieth street, from Twenty-second avenue to Twenty-third avenue	3,276 50
49. Seventeenth avenue, from Eighty-fourth street to Eighty-sixth street.	2,326 40
50. Eighty-fourth street, from Eighteenth avenue to Stillwell avenue....	15,855 00
51. Hawthorne street, from Rogers to Nostrand avenue.....	2,799 75
52. Grand street (as extended), from Hooper street to Bridge plaza....	18,008 00

Total.....\$333,486 24

Curbing and Laying Sidewalks.

1. Van Sicklen street, from Kings highway to Eighty-sixth street.....	\$14,935 03
2. West Seventeenth street, from Surf to Coney Island avenue.....	4,506 95

Total.....\$19,441 98

Grading and Curbing.

1. Seventieth street, from Fourteenth avenue to Fifteenth avenue.....	\$2,425 40
2. Schenck avenue, from New Lots road to Stanley avenue.....	11,152 50
3. Hinsdale street, from Sutter to Riverdale avenue.....	5,716 25
4. Seventieth street, from New Utrecht avenue to a point 130 feet east of Sixteenth avenue, etc.....	4,797 00
5. Forty-fourth street, from First avenue to Second avenue.....	1,528 56
6. Williams avenue, from New Lots road to Louisiana avenue.....	1,852 00

Total.....\$27,472

Grading.

	Estimated Cost.
1. Eighty-sixth street, from Thirteenth avenue to Bay parkway, etc.....	\$59,563 7

Laying Crosswalks.

1. North side of Seventy-fifth street, across Second avenue.....	\$131 2
2. West street, at intersections of Fortieth street, Forty-first, etc.....	1,536 00
	<u>\$1,667 25</u>

Grading Lots.

1. Northwest corner of Thirty-third street and Fifth avenue.....	\$17 28
2. South side Fortieth street, between Fourth avenue and Fifth avenue..	1,399 71
3. North side Forty-sixth street, between Seventh avenue and Eighth avenue .....	115 68
4. South side Eightieth street, between Third avenue and Fourth avenue	424 50
5. Southeast side Little street, between Evans and United States streets, etc. ....	271 60
6. Northeast corner of Fifty-sixth street and Twelfth avenue.....	33 30
7. South side Union street, between Bedford and Rogers avenues, etc..	8,352 00
	<u>\$10,614 07</u>

Erecting an Asphalt Plant.

1. At the Seventh street basin, Gowanus Canal.....	\$22,485 00
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Constructing Cement Sidewalks.

1. Northeast side of Bath avenue, between Bay Eleventh street and Sixteenth avenue, etc.....	\$2,067 95
2. Fourth avenue, between Eighty-sixth street and the Shore road.....	3,989 06
3. South side of Bay Ridge avenue, between Third avenue and Fourth avenue, etc. ....	2,882 03
4. Southeast side of Little street, between Evans and United States streets, etc.....	1,106 75
5. North side of Seventy-ninth street, between Third avenue and Fourth avenue, etc.....	4,421 54
6. Dean street, between Rochester and Buffalo avenues, etc.....	1,712 00
7. South side of Fifteenth street, between Prospect Park West and Tenth avenue, etc.....	1,803 26
8. North side of Glenwood road, between Nostrand avenue and East Thirty-first street, etc.....	2,351 27
9. East side of Washington avenue, between Classon avenue and Carroll street, etc.....	3,479 76
10. North side of Pacific street, between Rochester and Utica avenues, etc.	5,831 43
11. Northwest side of Bay Twenty-ninth street, between Bath and Benson avenues, etc.....	3,042 52
	<u>\$32,687 57</u>

Fencing Vacant Lots.

1. East side of Schenck avenue, between Dumont and Livonia avenues, etc. ....	\$648 60
2. South side of Seventeenth street, between Third avenue and Fourth avenue, etc.....	381 64
	<u>\$1,030 24</u>

Supplies.

1. 12,000 linear feet bluestone curbstone.....	\$6,032 25
2. Furnishing and delivering asphalt tools.....	966 00
3. Four steam asphalt rollers.....	6,156 00
4. 4,200 cubic yards trap rock and 1,400 cubic yards screenings.....	10,407 60
5. 2,500 cubic yards sand.....	2,625 00
6. 1,500 barrels Portland cement.....	2,961 00
7. 46,000 feet B. M. yellow pine lumber.....	1,475 30
8. 50,000 square feet bluestone flagstone.....	10,171 88
9. 1,200 cubic yards broken trap rock or limestone.....	1,827 00
10. 900 tons refined asphalt.....	23,436 00
11. 6,000 cubic yards sand.....	4,725 00
12. 3,000 cubic yards sand.....	2,362 50
13. 4,560 cubic yards trap rock and 1,520 cubic yards screenings.....	11,044 32
14. 1,650 cubic yards trap rock and 550 cubic yards screenings.....	5,197 50
15. 3,950 cubic yards trap rock and 1,320 cubic yards screenings.....	8,355 57
16. 300,000 pounds paving pitch.....	1,984 50
17. Hardware and tools.....	960 64
18. 300 cubic yards paving gravel and 250 cubic yards cement grit.....	1,690 50
19. 37,500 gallons of flux.....	2,530 11
20. Twelve asphalt trucks.....	4,920 00
21. 750 gross tons coal.....	3,134 25
22. 43,000 feet B. M. yellow pine lumber.....	1,401 75
23. 1,500 cubic yards trap rock and 1,500 cubic yards screenings.....	6,898 50
24. 500 barrels Portland cement.....	866 25
25. 55,300 feet B. M. yellow pine lumber.....	1,667 40
26. 250 cubic yards of paving gravel.....	664 13
	<u>\$124,460 95</u>

BUREAU OF SEWERS.

Constructing Sewers

	Estimated Cost.
1. East Fourth street, from Avenue C to Church avenue.....	\$8,088 20
2. Etna street, from Force Tube avenue to Hale avenue.....	3,200 46
3. Bushwick avenue, from Garden street to Beaver street.....	2,150 25
4. Grand street (as extended), from South Fourth street to Hooper street .....	6,051 00
5. Fifty-fifth street, from Ninth avenue to Fort Hamilton avenue.....	3,229 99
6. Douglass street, from Plaza street to Underhill avenue.....	2,339 25
7. Fourteenth avenue, from Seventy-fifth street to Seventy-ninth street.	8,495 50
8. Fiftieth street, from Fourteenth avenue to Fifteenth avenue, etc....	12,771 50
9. East Twenty-second street, from Beverley road to Duryea place....	950 00
10. Java street, from Provost street to Oakland street.....	2,585 30
11. West street, from Forty-third street to Eighteenth avenue.....	4,713 95
12. East Twenty-eighth street, from Avenue F to Flatbush avenue.....	1,850 75
13. Fiftieth street, from Eighth avenue to Fort Hamilton avenue.....	14,835 25
14. Sixtieth street, from Fifteenth avenue to New Utrecht avenue.....	3,372 70
15. Imlay street, from summit south of Commerce street to Commerce street .....	1,140 00
16. Forty-seventh street, from New Utrecht avenue to Twelfth avenue..	3,678 66
17. Fifty-third street, from Fort Hamilton avenue to Eleventh avenue..	2,102 00
18. Newkirk avenue, from East Twenty-sixth street to Rogers avenue..	1,155 80
19. Bay Fourteenth street, from Benson avenue to Eighty-sixth street..	3,075 80
20. Lincoln avenue, from Atlantic avenue to Ridgewood avenue.....	3,590 00
21. South Fifth street and Driggs avenue, necessitated by the approach of the Williamsburg Bridge.....	5,746 95
22. Eckford street, from Engert avenue to Manhattan avenue.....	1,744 00
23. East Ninth street, from Ditmas avenue to Eighteenth avenue.....	2,003 65
24. Park place, from Buffalo avenue to Rochester avenue.....	4,510 61
25. East Sixteenth street, from Beverley road to summit south.....	664 80
26. Fifty-first street, from Eighth avenue to Fort Hamilton avenue....	8,799 60
27. Seventh avenue, from Forty-third street to Forty-fourth street....	994 86

28. Hausman street, from Norman avenue to Nassau avenue.....	2,840 44
29. First avenue, from Fifty-seventh street to Fifty-eighth street, etc....	3,384 52
30. Fort Hamilton avenue, south side, from East Fourth street to East Fifth street .....	1,861 82
31. Second avenue, from Wakeman place to Sixty-seventh street.....	993 75
32. Morgan avenue, from Meeker avenue to Benton street, etc.....	26,408 70
33. Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue..	5,248 00
34. Fifty-sixth street, from First avenue to Second avenue.....	2,257 00
35. Forty-third street, from Sixteenth avenue to West street.....	6,735 90
36. East Seventh street, from Church avenue to Johnson street.....	4,487 50
37. Eighth avenue, from Thirty-ninth street to Fortieth street.....	958 01
38. East Twenty-third street, from Beverley road to a point 220 feet north	795 20
39. Seventeenth avenue, from Fifty-sixth street to Sixtieth street.....	9,565 01
40. Seventy-fourth street, from Thirteenth avenue to Fourteenth avenue	3,567 40
41. Fifty-fourth street, from First avenue to Second avenue.....	3,225 50
42. New York avenue, from Martense street to Church avenue, etc.....	5,372 75
43. Fifty-fifth street, from Sixth avenue to Seventh avenue.....	3,233 75
44. Ten Eyck street, from Bushwick avenue to Waterbury street.....	2,650 70
45. Dobbins street, from Meserole avenue to Norman avenue.....	2,997 50
46. Shore road, from Ninety-second street to Oliver street.....	1,695 00
47. Forty-ninth street, from Tenth avenue to Fort Hamilton avenue....	1,080 76
48. Blake avenue, from Williams avenue to Alabama avenue.....	1,275 11
49. Chester street, from Blake avenue to Hunterfly road.....	1,542 11
50. Sixtieth street, from Eighth avenue to Ninth avenue.....	2,720 34
51. One Hundredth street, from Third avenue to Fort Hamilton avenue..	4,690 00
52. Eighty-third street, from Second avenue to Narrows avenue.....	6,171 60
	<u>\$219,609 20</u>

Constructing Relief Sewers.

1. Gold street, from pierhead line to Johnson street, etc.....	\$475,186 98
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Reconstructing Sewers.

1. Outlet for Kent avenue sewer at Division avenue.....	\$8,500 00
2. Surf avenue, from West Eighth street to West Fifth street.....	10,464 60
3. East Nineteenth street, from Cortelyou road to Dorchester road....	3,475 85
	<u>\$22,440 45</u>

Constructing Manholes.

1. Seventy-sixth street, between Nineteenth avenue and Twentieth avenue, etc. ....	\$34,574 00
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Constructing Sewer Basins.

1. North and south sides of Avenue G, at the Brighton Beach Railroad.	\$319 00
2. Northeast and northwest corners of West Second street and Neptune avenue .....	420 00
3. At the southerly corner of Bath avenue and Bay Thirteenth street..	224 00
4. At the southeast corner of Kent avenue and Kosciuszko place.....	249 00
5. At the easterly and southerly corners of Fourth street and Eighth avenue .....	477 48
6. At the northeast corner of Greenwood and Gravesend avenues.....	182 00
7. On Ninth street, at northwest and southwest corners of Sixth avenue, etc. ....	2,220 00
8. On Neptune avenue, at the northeast and northwest corners of West Third street, etc.....	7,976 80
9. Northwest corner of Norman avenue and Jewel street.....	225 00
10. South and east corners of Hamburg avenue and Grove street.....	450 00
11. Southwest corner of Kingston avenue and Degraw street.....	275 00
12. Northerly corner of Eighteenth avenue and Bath avenue.....	275 00
13. Southwest corner of Halsey street and Howard avenue.....	235 00
14. On Milford street, northeast and northwest corners of Belmont avenue, etc. ....	864 00
15. Northerly corner of Stockholm street and St. Nicholas avenue.....	202 00
16. North and east corners of Bay Ridge and Tenth avenues.....	338 00
17. Northwest corner of Snedeker and Blake avenues.....	182 00
18. All four corners of White and Seigel streets.....	568 50
19. Northwest and northeast corners of Dorchester and Westminster roads .....	304 00
20. Hinsdale street, northeast and southeast corners of Blake avenue, etc.	1,039 50
21. Forty-fourth street, at the east and south corners of First avenue...	342 00
22. East corner of Tenth street and Second avenue.....	186 00
23. Northerly corner of Eighty-sixth street and Eighteenth avenue.....	183 00
24. Northeast corner of Erasmus street and Rogers avenue.....	174 00
25. Bay Fourteenth street, at easterly corner of Bath avenue, etc.....	404 00
26. Northerly and easterly corners of Nineteenth avenue and Eighty-fifth street .....	390 00
27. Southwest corner of Buffalo avenue and Park place.....	249 00
28. At northeasterly corner of Emmons avenue and East Twenty-sixth street .....	274 00
29. Northerly and westerly corners of Benson avenue and Bay Twentieth street, etc. ....	2,537 16
30. On Twentieth avenue, at northerly corner of Eightieth street, etc....	507 00
31. Northwest corner of Twentieth and Cropsy avenues.....	200 00
32. Northeast corner of Church avenue and Rogers avenue.....	212 00
33. Southwest corner of East Eleventh street and Hinckley place.....	197 00
34. Northeast corner of Argyle road and Dorchester road.....	183 00
35. Northwest corner of Clarkson street and Nostrand avenue.....	160 00
36. Northeast and southeast corners of Neptune avenue and West Seventeenth street, etc.....	428 00
37. Southeast and southwest corners of Neptune avenue and West Sixth street, etc. ....	1,070 00
38. On West Fifth street, at all four corners of Sheephead Bay road..	856 00
39. Northeast and northwest corners of East Twelfth street and Ditmas avenue .....	290 00
	<u>\$25,868 44</u>

Dredging.

1. Gowanus Canal .....	\$16,066 00
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Supplies.

1. Rubber boots, coats, etc.....	\$1,457 72
2. 2,250 tons of coal.....	11,068 50
3. Lime, cement, brick, etc.....	7,820 92
4. Manhole heads and covers.....	1,483 13
5. Forage .....	1,974 63
6. Drawing materials, etc.....	2,133 60
7. Repairs to Caissons Nos. 2, 3 and 4.....	2,864 00
	<u>\$28,802 50</u>

BUREAU OF PUBLIC BUILDINGS AND OFFICES.

Supplies.

	Estimated Cost.
1. For desks, chairs, etc., to the Supreme Court.....	\$1,827 00
2. Furnishing 504,517 pounds of ice.....	1,359 49
3. Furnishing 7,000 gross tons coal.....	40,425 00
4. Furnishing glass street signs.....	598 50
5. Furnishing stencil street signs.....	362 25

6. Furnishing soap powder.....	Estimated Cost.	581 49
7. Furnishing Janitors' supplies.....		7,160 15
8. Furnishing enamel street signs.....		1,501 50
		<u>\$53,815 38</u>

Architects' Contracts.

1. For plans, etc., of Court House at intersection of Flatbush avenue and Sterling place.....	\$5,000 00
2. For women's new prison in Raymond street, etc. (preliminary contract).....	3,250 00
3. For women's new prison in Raymond street, etc. (final contract).....	18,000 00
	<u>\$26,250 00</u>

Miscellaneous.

1. Relaundering towels.....	\$2,310 76
2. Building temporary bulkhead on Eighth Ward Market property.....	6,088 50
3. Erecting a coal vault adjacent to boiler room, Kings County Court House.....	2,659 00
4. Placing marble base, etc., on second and fourth floor corridors, Borough Hall.....	1,100 00
5. Installing metallic cases, Hall of Records.....	4,239 00
6. Fitting out five free floating baths.....	3,899 00
7. Installing magnet controller in elevator, Borough Hall.....	1,350 00
8. Constructing metal filing cases, Bureau of Buildings.....	2,367 00
9. Public bath building northeast side of Hamburg avenue, 18 feet 9 inches northwest of Willoughby avenue.....	165,480 00
10. Painting, graining, etc., interior and exterior of Borough Hall.....	2,988 00
11. Making repairs to certain rooms on the first story of Borough Hall.....	1,075 00
12. Building a crib bulkhead on the Eighth Ward Market property.....	145,164 19
	<u>\$338,720 55</u>

RECAPITULATION.

Bureau of Highways.

	Contracts.	Estimated Cost.
1. Repaving with asphalt on concrete.....	28	\$347,617 10
2. Repaving with asphalt on present pavement.....	4	45,396 00
3. Repairing and maintaining asphalt pavement.....	1	68,785 00
4. Repaving with asphalt and granite on concrete.....	1	24,572 00
5. Repaving with asphalt block on concrete.....	15	265,293 46
6. Repaving with granite on concrete.....	5	126,957 25
7. Repaving with second-hand granite on concrete.....	1	16,867 50
8. Repaving with medina sandstone on concrete.....	5	44,323 15
9. Paving with asphalt blocks on concrete.....	3	32,147 18
10. Paving with asphalt on concrete.....	47	403,743 82
11. Paving with granite pavement on concrete.....	1	4,832 00
12. Grading, curbing, sodding parks and laying sidewalks.....	2	25,937 40
13. Grading, curbing and constructing timber bulkhead.....	1	5,851 60
14. Grading, curbing, guttering and laying sidewalks.....	3	35,110 72
15. Curbing, guttering and laying sidewalks.....	2	24,442 50
16. Grading, curbing and laying sidewalks.....	52	333,486 24
17. Curbing and laying sidewalks.....	2	19,441 98
18. Grading and curbing.....	6	27,472 66
19. Grading, etc.....	1	59,563 70
20. Laying crosswalks.....	2	1,667 25
21. Grading lots.....	7	10,614 07
22. Erecting an asphalt plant.....	1	22,485 00
23. Constructing cement sidewalks.....	11	32,687 57
24. Fencing vacant lots.....	2	1,030 24
25. Supplies.....	26	124,460 95
	<u>229</u>	<u>\$2,104,786 40</u>

Bureau of Sewers.

	Contracts.	Estimated Cost.
1. Constructing sewers.....	52	\$219,609 20
2. Constructing relief sewers.....	1	475,186 98
3. Reconstructing sewers.....	3	22,440 45
4. Constructing manholes.....	1	34,574 00
5. Constructing sewer basins.....	39	25,868 44
6. Dredging.....	1	16,066 00
7. Supplies.....	7	28,802 50
	<u>104</u>	<u>\$822,547 57</u>

Bureau of Public Buildings and Offices.

	Contracts.	Estimated Cost.
1. Supplies.....	8	\$53,815 38
2. Architects' Contracts.....	3	26,250 00
3. Miscellaneous.....	12	338,720 55
	<u>23</u>	<u>\$418,785 93</u>

	Contracts.	Estimated Cost.
Bureau of Highways.....	229	\$2,104,786 40
Bureau of Sewers.....	104	822,547 57
Bureau of Public Buildings and Offices.....	23	418,785 93
	<u>356</u>	<u>\$3,346,119 90</u>
Contracts pending.....	176	1,755,069 71
Total.....	<u>532</u>	<u>\$5,101,189 61</u>

December 31, 1907.

To Hon. DESMOND DUNNE, Commissioner of Public Works, Borough Hall, Brooklyn:

Dear Sir—I respectfully submit herewith the annual report of the Bureau of Public Buildings and Offices for the year 1907.

Yours very truly

JOSEPH M. LAWRENCE, Superintendent.

During the year this Bureau has expended on open orders, as purchasing agent of the entire Department of Public Works, all told, as closely as can be reckoned, \$167,144.50.

Orders covering this expenditure were divided as follows:

Bureau of Public Buildings and Offices—Supplies.....	\$50,516 60	Bureau of Incumbrances—Supplies.....	1,618 95
Repairs.....	54,316 11	Topographical Bureau—Supplies.....	2,863 84
Bureau of Highways—Supplies.....	18,874 00		
Bureau of Sewers—Supplies.....	37,160 40		
General Administration—Supplies.....	1,794 60		
			<u>\$167,144 50</u>

The total appropriations for the year for the Bureau of Public Buildings and Offices were divided as follows:

Salaries and wages, original appropriation.....	\$288,159 75	Expended.....	160,800 00
Transfers from other bureaus during the year.....	29,000 00	Unexpended.....	
Final appropriations.....	317,159 75	Supplies and Contingencies—	
Expended, 1907.....	316,529 96	Appropriation.....	\$1,000 00
		Expended.....	352 50
Unexpended.....	\$529 79	Unexpended.....	\$647 50
Supplies and Repairs—		The total expenditure on con-	
Original appropriation.....	\$160,000 00	tracts was.....	\$400,446 69
By transfers.....	800 00		
Final appropriation.....	\$160,800 00		

For the purpose of an orderly presentation of facts and figures, I have divided the subjects of this report under various subheads.

The following is a list of supplies and repairs ordered during the year 1907:

Autos.....	\$2,935 00	Janitor's supplies.....	9,652 27
Auto storage, supplies and repairs.....	6,268 26	Laundrying towels.....	2,011 87
Atlas.....	35 00	Lumber.....	350 75
Awnings and repairs to same.....	456 17	Locksmithing.....	1,022 16
Alterations to court house.....	3,074 00	Lap robes.....	37 50
Architect services (on contract), new Municipal Building.....	10,000 00	Limousine body for auto.....	950 00
Architect fees on new jail.....	1,625 00	Linoleum.....	805 61
Architect's fees on Hall of Records.....	55 40	Ladders.....	24 50
Auto rent.....	575 00	Letter press.....	72 25
Ash cans.....	425 30	Labor in caring for pile butts.....	135 97
Architect fees.....	500 00	Ladder.....	5 14
Bath and comfort station supplies.....	4,822 93	Law books.....	30 00
Bath repairs.....	4,048 30	Marble base.....	1,065 00
Boiler tests.....	34 00	Masonry.....	2,625 56
Bath storage.....	1,900 75	Maps.....	315 00
Blue print paper.....	10 32	Moving furniture.....	138 00
Blue prints.....	75 17	Muslin.....	18 00
Bulkhead.....	6,176 90	Newspapers.....	17 46
Brooms and brushes.....	177 59	Neostyle supplies.....	20 00
Brick.....	16 80	National flags.....	69 00
Boiler repairs.....	2,561 64	Office furniture.....	1,366 00
Books, technical.....	120 00	Office supplies.....	3,162 90
Ballot boxes.....	30 00	Oil.....	112 98
Blankets.....	64 25	Paints.....	354 31
Blackboard.....	9 50	Plumbing work and supplies.....	6,648 52
Contract for building baths and architect's fees.....	34,723 24	Photographs.....	723 00
Care of cemetery plot.....	50 00	Plastering.....	773 00
Cariare tickets.....	1,010 00	Painting.....	7,670 25
Carpentry.....	15,003 60	Plans for bath.....	150 00
Carpenter supplies.....	9 05	Postage.....	430 00
Coal.....	40,425 00	Printed books.....	8 00
Carpets, etc.....	1,322 21	Paint remover.....	8 30
Clocks, winding and repairing.....	342 57	Plaster supplies.....	190 00
Clocks, rental of.....	75 00	Picture moulding.....	8 97
Canvas.....	432 00	Pump.....	100 00
Compound.....	156 50	Repairs to file.....	12 25
Chemicals.....	15 00	Repairs to ceiling.....	223 19
Corks.....	5 00	Repairs to marble slab.....	5 00
Cotton waste.....	67 22	Repairs to window fasteners.....	178 70
Calendar pads.....	16 10	Repairs to coffee tank.....	30 00
Copying bath.....	12 50	Repairs to safe combination.....	16 50
Cornice repairs.....	40 00	Repairs to draught pipes.....	29 80
Cot frames.....	203 50	Repairs to street sweeper.....	279 25
Ceiling repairs.....	223 19	Rug cleaning.....	65 00
Curtain repairs.....	150 00	Regulating clocks.....	150 00
Cross section plank.....	1 92	Room cleaning.....	12 50
Chalk line.....	1 25	Rental of watchmen's register.....	25 00
Cheese cloth.....	3 45	Roofing.....	1,402 27
Carriage.....	275 00	Rubber boots.....	51 70
Carriage supplies.....	50 00	Rubber steps.....	63 00
Cash bag.....	5 00	Rowboat.....	40 00
Candles.....	3 60	Repairs to map roller.....	75 00
Cement.....	25 00	Relaying carpet.....	5 00
Care of thermostat.....	50 00	Rope.....	14 80
Drinking water.....	253 90	Rubber mats.....	3 00
Draughtsman's supplies.....	1,014 85	Roofers' cement.....	4 50
Directories.....	50 50	Refill spindle of sweeper.....	84 00
Dust pans.....	1 80	Repairs to boiler.....	21 60
Diaries.....	8 00	Repairs to stile.....	7 50
Electric work and supplies.....	4,725 25	Repairs to tools.....	14 93
Elevator repairs.....	2,134 66	Rubber treads.....	50 00
Engineman's supplies.....	526 26	Repairs to ventilators.....	296 29
Examination of title.....	88 00	Steam fitting.....	6,272 51
Extensions and connections to telephone.....	20 50	Safe repairs.....	77 25
Furniture (partly on contract).....	8,092 29	Sand and cement.....	33 00
Furniture repairs.....	282 50	Sawdust.....	7 40
Flags, American.....	94 50	Stable supplies.....	5 50
Floating bath repairs.....	6,411 20	Soap dishes.....	43 00
Flexible mats.....	15 75	Soap and soap powders.....	544 78
Feed bags.....	2 00	Shades.....	1,028 95
Flooring.....	18 48	Street signs.....	1,052 00
Flooring, parquet.....	230 00	Surveying.....	485 00
Flagpoles and repairs to same.....	288 00	Spools.....	4 20
Filing cases.....	2,267 00	Stove repairs.....	275 87
Gang plank.....	4 00	Services of Telephone Operator.....	1,033 91
Glazing.....	1,794 42	Services as Stenographer.....	111 64
Grease.....	14 90	Supplies for neostyle machine.....	9 90
Glass plates.....	30 33	Supplies for copy press.....	5 50
Gutter repairs.....	125 00	Subscription to law reports.....	25 00
Gas fixtures and repairs to same.....	200 35	Subscription to journals, etc.....	13 50
Hardware.....	1,474 67	Stationery.....	101 23
Harness.....	57 40	Schapirograph supplies.....	14 00
Heat for court.....	150 00	Sign painting.....	340 45
Hire of horse and wagon.....	81 00	Supplies and repairs to type-	
Horseshoeing.....	201 25	writers.....	17 50
Horse hire.....	18 00	Screens.....	52 50
Hose.....	377 26	Sash chain and cord.....	26 20
Horse keep.....	1,363 57	Storeroom supplies.....	449 30
Horse.....	300 00	Typewriters.....	432 25
Hassock.....	50 00	Take up carpet.....	15 00
Horse clip.....	6 00	Take down awnings.....	123 00
Ice.....	1,451 67	Telephone services.....	5,396 16
Iron work.....	5,002 82	Tinsmithing.....	9 00
Information card.....	50 00	Tiling.....	60 00
		Towing baths.....	175 00
		Towels.....	51 98
		Transfer of sofa.....	10 00
		Transfer of safe.....	10 00
		Thompson meters.....	525 00
		Tarpaulin.....	40 00

Truck packing ..	16 25	White sand .....	8 00
Veterinary services .....	237 50	White pine .....	135 00
Wagon repairs, etc.....	172 05	Wood panels .....	665 12
Wood .....	262 50		
Wharfage .....	988 65		\$245,385 83
Window poles .....	14 00		

Bureau of Public Buildings and Offices.

The following supplies and repairs were charged to the different accounts as follows:

Supplies and Repairs .....	\$160,800 00
Supplies and Contingencies.....	461 00
Eighth Ward Market.....	8,655 40
Hall of Records, Extension, Alteration and Improvement.....	1,957 63
Public Bath Fund.....	34,948 52
Street signs, Construction, Erection and Maintenance.....	949 44
Street signs, Purchasing and Erecting.....	1,708 33
Raymond Street Jail, Repairing.....	99 00
Hall of Records, Furnishing Metallic Furniture.....	770 95
Raymond Street Jail, Erection of New Buildings.....	1,968 61
Borough Hall, Repairing and Renovating.....	7,286 82
Court House, Alterations and Improvements.....	7,124 89
Equipping Ninth and Tenth Magistrates' Courts.....	6,444 63
County Jail, Alterations and Improvements.....	1,400 61
Central Library Building, Erection of.....	10,800 00
	\$245,385 83

The charge against the appropriation Supplies and Repairs was divided among the different offices and buildings, as follows:

	Supplies.	Repairs.	Total.
Borough President.....	\$7,875 67		\$7,875 67
Commissioner of Public Works.....	3,638 92		3,638 92
Assistant Commissioner of Public Works.....	569 05		569 05
Topographical Bureau.....	107 00		107 00
Bureau of Highways.....	1,678 12		1,678 12
Bureau of Sewers.....	2,202 96		2,202 96
Bureau of Public Buildings and Offices.....	8,926 45		8,926 45
Bureau of Buildings.....	1,669 50		1,669 50
Borough Hall.....	4,513 62	\$9,088 88	13,602 50
Municipal Building.....	6,291 35	7,027 38	13,318 73
Court House.....	7,657 86	4,017 84	11,675 70
Hall of Records.....	4,508 05	3,896 45	8,404 50
County Jail.....	5,294 37	4,585 91	9,880 28
Disciplinary Training School.....	2,798 75	3,337 28	6,126 03
Administration Building.....	20 48	52 60	73 08
Atheneum Building.....	121 65	183 00	304 65
First District Magistrates' Court.....	105 72	1,043 35	1,149 07
Second District Magistrates' Court.....	290 51	49 88	340 39
Third District Magistrates' Court.....	404 35	492 39	896 74
Fourth District Magistrates' Court.....	259 02	67 40	326 42
Fifth District Magistrates' Court.....	260 49	5 34	265 83
Sixth District Magistrates' Court.....	152 43	229 49	381 92
Seventh District Magistrates' Court.....	173 63	637 30	810 93
Eighth District Magistrates' Court.....	103 85	564 94	668 79
Ninth District Magistrates' Court.....		31 75	31 75
Tenth District Magistrates' Court.....	155 75		155 75
First District Municipal Court.....	318 80	6 89	325 69
Second District Municipal Court.....	76 52	169 09	245 61
Third District Municipal Court.....	278 43	596 19	874 62
Fourth District Municipal Court.....	53 13	3 28	56 41
Fifth District Municipal Court.....	81 00		81 00
Sixth District Municipal Court.....	473 63	357 46	831 09
Seventh District Municipal Court.....	30 96	9 85	40 81
Children's Court.....	259 82	227 91	487 73
Gates Avenue Court House.....	344 93	63 49	408 42
Bath No. 1.....	4,412 64	738 84	5,151 48
Bath No. 2.....	7,339 18	2,818 06	10,157 24
Bath No. 3.....	6,911 95	1,096 28	8,008 23
Bath No. 4.....	4,054 54	1,010 57	5,065 11
Bath No. 5.....	3,821 90	792 14	4,614 04
Comfort Station No. 1.....	421 70	410 49	832 19
Comfort Station No. 2.....	278 60	309 47	588 07
Comfort Station No. 3.....	251 30	572 93	824 23
Comfort Station No. 4.....	289 90	585 66	875 56
Comfort Station No. 5.....	268 25	250 49	518 74
Comfort Station No. 6.....	274 66	296 10	570 76
Floating baths.....	1,218 18	13,204 11	14,422 29
Storeroom.....	4,105 62		4,105 62
Mechanics' Bank Building.....		459 63	459 63
Street cleaning, Wallabout Market.....	1,228 25		1,228 25
Telephone switchboard.....	3,910 23		3,910 23
Painters' shop.....	192 41		192 41
Plumbers' shop.....	460 42		460 42
Carpenters' shop.....	323 39		323 39
Miscellaneous.....	50 00		50 00
Total.....	\$101,509 89	\$59,290 11	\$160,800 00

Statement Showing Coal Delivered to Public Buildings During the Year.

Building.	Tons.	Amount.	Building.	Tons.	Amount.
Borough Hall .....	471	\$2,590 50	First District Municipal Court	28	154 00
Municipal Building .....	697	3,833 50	Third District Municipal Court	14	77 00
Court House .....	815	4,482 50	Sixth District Municipal Court	13	71 50
Hall of Records.....	486	2,673 00	Children's Court .....	20	110 00
County Jail .....	832	4,576 00	Gates Avenue Court House.....	50	275 00
Disciplinary Training School.....	475	2,612 50	Bath No. 1.....	328	1,804 00
Administration Building .....	25	137 50	Bath No. 2.....	999	5,494 50
Second District Magistrate's Court.....	40	220 00	Bath No. 3.....	862	4,741 00
Third District Magistrate's Court.....	50	275 00	Bath No. 4.....	515	2,832 50
Fourth District Magistrate's Court.....	49	269 50	Bath No. 5.....	434	2,387 00
Fifth District Magistrate's Court.....	28	154 00	Comfort Station No. 2.....	12	66 00
Seventh District Magistrate's Court.....	16	88 00	Comfort Station No. 3.....	7	38 50
Tenth District Magistrate's Court.....	28	154 00	Comfort Station No. 4.....	15	82 50
			Comfort Station No. 5.....	14	77 00
			Comfort Station No. 6.....	13	71 50
			Floating Baths .....	10	55 00
			Storeroom .....	4	22 00
			Total.....	7,350	\$40,425 00

Contracts Entered Into and Registered During 1907.

Contractor.	Nature of Contract.	Date of Registration.	Amount.
William D. Moore.....	Marble base in Borough Hall...	Mar. 11, 1907	\$1,100 00
George F. Stewart.....	Repairing floating baths.....	May 9, 1907	3,899 00
The Maintenance Company.....	Repairing elevator in Borough Hall	May 14, 1907	1,350 00
Christopher L. Dooley.....	Painting, etc., in Borough Hall.	Aug. 27, 1907	2,988 00

Contractor.	Nature of Contract.	Date of Registration.	Amount.
George Hildebrand.....	Building Hamburg avenue bath.	June 25, 1907	165,480 00
William D. Moore.....	Repairs and alterations, main floor, Borough Hall.....	Aug. 19, 1907	1,075 00
General Fireproofing Company.....	Metal filing cases, Borough Hall	May 21, 1907	2,367 00
A. Pearson's Sons.....	Desks, chairs, rugs, etc., Court House .....	Jan. 30, 1907	1,827 00
John Fury .....	Building coal vault in Court House .....	Feb. 19, 1907	2,659 00
M. O. W. Coal Company.....	Furnishing coal .....	May 15, 1907	40,425 00
Art Metal Construction Company...	Metallic furniture, Hall of Records .....	Mar. 23, 1907	4,239 00
American Ice Company.....	Furnishing ice.....	Feb. 21, 1907	1,359 49
D'Oench & Yost.....	Architect services for new buildings and painting at Jail.....	Aug. 29, 1907	18,000 00
J. P. Taaffe.....	Relaunders towels.....	Feb. 14, 1907	2,320 76
Barth S. Cronin.....	Bulkhead at Eighth Ward Market .....	Feb. 15, 1907	6,088 60
Phoenix Construction Company.....	Bulkhead at Eighth Ward Market .....	Sept. 27, 1907	145,164 19
Walter E. Parfitt.....	Architect services for Sixth Municipal Court .....	Jan. 10, 1907	5,000 00
John Byrne .....	Alterations in rooms in Municipal Building for use of Coroners .....	Oct. 2, 1907	1,849 00
Abram L. Hirsch.....	Furnishing soap powder.....	June 6, 1907	581 49
Cavanagh Brothers' Company.....	Janitors' supplies.....	June 27, 1907	7,160 51
Empire Ornamental Glass Company.	Street signs.....	June 13, 1907	598 50
Empire Ornamental Glass Company.	Street signs.....	June 13, 1907	362 25
Joseph N. Early.....	Street signs.....	June 26, 1907	1,501 50
Total.....			\$417,395 29

Contracts Completed During 1907.

Year.	Contractor.	Nature of Contract.	Final Payment.	Amount.
1906	Rufus H. Brown.....	Alterations, etc., to make additional rooms for Supreme Court Judges.....	July 16, 1907	\$4,900 00
1906	M. O. W. Coal Company.....	Furnishing coal.....	April 11, 1907	41,760 00
1906	Nichols Gas Fixture Manufacturing Company.....	Gas fixtures for Gates Avenue Court House.....	Mar. 11, 1907	1,425 00
1901	R. L. Daus.....	Furniture for County Register..	May 24, 1907	148 31
1906	American Ice Company.....	Furnishing ice.....	Jan. 23, 1907	1,547 99
1906	J. P. Taaffe.....	Relaunders towels.....	Jan. 21, 1907	1,468 74
1907	Wm. D. Moore.....	Marble base in Borough Hall..	July 16, 1907	1,100 00
1907	George F. Stewart.....	Repairing floating baths.....	July 11, 1907	3,899 00
1907	The Maintenance Company....	Repairing elevator, Borough Hall	Aug. 15, 1907	1,350 00
1907	General Fireproofing Company	Metal filing cases.....	Nov. 12, 1907	2,367 00
1907	A. Pearson's Sons.....	Desks, chairs, rugs for Court House .....	June 26, 1907	1,827 00
1907	John Fury.....	Building coal vault in Court House .....	July 16, 1907	2,659 00
1907	Barth S. Cronin.....	Bulkhead at Eighth Ward Market	July 11, 1907	6,088 60
Total.....				\$70,540 64

Incompleted Contracts Pending from Previous Years.

Year.	Contractor.	Nature of Contract.	Amount.
1905	Bernstein & Bernstein.....	Architects' services, Hamburg Avenue Bath....	\$4,250 00
1905	Helmle, Huberty & Hudswell.	Architects' services, Nostrand Avenue Bath.....	4,500 00
1906	Clarke & Stowe.....	Building Fourth Avenue Bath.....	157,200 00
1906	Raymond F. Almirall.....	Architects' services, Fourth Avenue Bath.....	5,400 00
1901	R. L. Daus.....	Architects' services, metallic furniture, Hall of Records .....	211 95
1906	Raymond F. Almirall.....	Architects' services for Central Library Building	15,000 00
Total.....			\$186,561 95

Borough Hall.

Considering the age and the continuous usage that has been given it, Borough Hall is in an excellent state of repair. It has an up-to-date air about it that is commendable. During the present year numerous miscellaneous repairs and alterations have been effected, the more pretentious ones are enumerated herein. The contract for painting the interior and exterior of the building has just been completed by C. L. Dooley at a cost of \$2,988. There was considerable delay in starting this painting job, owing to the fact that Mr. Dooley, the lowest bidder, was not at all anxious to proceed with the work at the figure named by him, stating that he had made an error in not figuring on the painting of the bell tower. The work was eventually started in the summer and finished in December and constitutes a good job and enhances the appearance of the building materially.

Four rooms in the Appellate Division offices, however, have not been painted, as the Judges would not allow the contractor to do the painting at the time he was prepared and ready to do it, as it would interfere with the work of the court. A number of changes were effected in 1907 with regards to the occupancy of a number of the rooms on the first and second floors of the building.

About June 1 the Deputy Commissioner of Public Works moved his clerks and effects from their quarters in the Municipal Building to room No. 2 and remained there until late in December, when they took possession of room No. 11.

The Coroners and clerks moved out of their old quarters early in November and took possession of rooms Nos. 1 and 2 in the Municipal Building that had been previously prepared. This change affected the Board of Aldermen, who were in exile for a short period. Accommodation has also been found for the Local Boards.

The room formerly occupied by the clerks of the Department of Public Works has been thoroughly renovated, including a parquet floor and new chandeliers and is now used solely by the Commissioner and his secretary.

The floor space in use by the Consulting Engineer and his staff has been largely increased and improvements effected in the arrangement of these offices. Glass partitions extending to the ceiling and new flooring have been installed.

A room for the use of the President's Confidential Inspector is one of the many additions to this floor.

One the third floor oak shelving was put in place in the storage room for the holding of office stationery; a closet was also built in this room for the holding of pails, brooms, etc., used by the women cleaners.

Special attention was given to the needs of the Bureau of Buildings, located on the fourth floor of the building. Possibly the business of this bureau (office work) is more congested than that of any other in the borough. The building industry has thrived to a wonderful degree in Brooklyn and the present quarters are too small by half for the accommodation of the officials and public. The crowded condition has become so acute that rooms in other public buildings were secured for the sorting of records. The hallways of this floor have also been utilized for the erection of closets to store records, stationery, etc. Easily the most desirable improvement in this bureau was the installation of metal filing cases for the preservation of plans and permits. This style of case may be placed along the walls of the offices should the necessity arise. The skylights over the Superintendent's and public rooms were re-modeled in order to improve the ventilation. One large oak table and long standing desk were put in position in the room used by the public for their accommodation in sorting plans, etc.

The motor room adjoining the elevator shaft was thoroughly overhauled by excavating the elevator pit and placing new cement floor in same. The side walls, ceiling and woodwork of this room were painted. All decayed pipe covering removed and asbestos and canvas covering substituted. One oak panel closet was put in place for the engineers' tools.

Two new flag poles were erected and a new copper eagle was installed on flag pole top of bell tower.

Many pleasant memories of the City of Brooklyn were revived by an order received from the Borough President early in October that the bell in the tower be rung at the noon hour.

It is hardly an exaggeration to state that the Borough Hall was never in a better state of repair than at the present time.

#### Kings County Court House.

The extensive alterations made to this building in the fall of 1906, necessary for the proper caring of the additional Supreme Court Justices, left but little to be done during the present year.

The business offices of the Sheriff were redecorated as were the janitor's office and public toilet in the yard.

The private chambers of Judges Dike and Fawcett, including the ceiling, sidewalls and woodwork, were painted and decorated.

The Judges' platform in room No. 35 was remodeled and extended.

Repairs and extension to balustrade in rooms Nos. 26 and 45.

A system of ventilation was installed in the various rooms used by the Supreme Court and Chief Clerk's room.

From plans and specifications prepared by our engineering force a coal vault was built in the cellar and in rear walk adjoining this building.

#### Hall of Records.

The most pretentious repair to this building was the taking up of decayed flooring in the County Clerk's record room, in the Surrogate's public office and in the Commissioner of Records office. New yellow pine flooring was laid in each room, as above enumerated, at a cost of \$990.

The mechanism operating the metal filing cases in the Register's and Surrogate's offices was thoroughly overhauled.

A system to properly ventilate the various rooms of the Commissioner of Records was installed.

#### Municipal Building.

Early in the summer bids were received for the alteration and equipment of rooms Nos. 1 and 3, formerly occupied by the Department of Arrears and now in the possession of the Coroner and his staff. The list of bids were all found to be in excess of the amount appropriated for the work. The plans and specifications were so altered that upon the reception of the second batch of bids it was found that the lowest bid was \$1,849, at which figure the work was awarded and the job completed in December. The Coroner and his clerks thereupon moved over from Borough Hall and now are in possession of a complete suite of offices, including a large room for the holding of inquests.

A new room was provided by partitioning off the rear of the hallway on the second floor and is known as room No. 21a, and is used by the Superintendent of Complaints in the Bureau of Highways.

Room No. 34 was redecorated, including ceiling, walls and woodwork.

#### Disciplinary Training School.

Many requests by letter and also formal requisitions for general repairs to this building were received, but as the buildings are very old and in bad repair throughout I could not spare enough money with which to make satisfactory repairs. It will require at least \$10,000 to put these buildings in a fair state of repair. However, I had some necessary repairs made, including alterations to steam boiler No. 3 and repairing fence. Late in the year a contract was awarded for the installation of two new steam boilers.

#### Kings County Jail.

With the close of this year the jail passes out of the jurisdiction of the Borough President, and, in accordance with law, will hereafter be under the care of the Department of Correction. Considerable repair work was effected during the year. The lock mechanism of sixty cells was put in good repair by the Yale Towne Manufacturing Company at a cost of \$360. The gearing system used to open and close the windows on the "men's side," was repaired, as also the replacing of glass in windows on same side. The various rooms of the administration portion of the building were redecorated. Also the steam pipes in the men's prison were scraped off and repainted.

It is gratifying to know that after so many, many Grand Juries have presented findings criticizing the condition of Kings County Jail that the one of December this year filed their report, and an extract from the same reads as follows: "A committee also visited the Raymond Street Jail on December 20, and report that everything is in a most satisfactory condition as far as the present buildings are concerned."

#### Small Courts.

The Magistrates and Municipal Courts have been given careful attention as to general good repair, while no costly alterations have been called for except in two instances, i. e., the establishment of the Ninth and Tenth District Courts, which entailed an expenditure of \$6,600, which was obtained from the Board of Estimate and Apportionment. The Ninth District Court is located at the northeast corner of Fifth avenue and Twenty-third street. The Tenth District Court is located at No. 133 New Jersey avenue. The above mentioned sum was divided equally in equipping and furnishing and made ready for business.

Minor repairs, including painting, decorating and plumbing received attention in the Fourth District Municipal Court, Third District Magistrate.

The First District Magistrate's Court (Adams street), which was in a very dirty condition at the commencing of the year, received a thorough overhauling, including painting and decorating of the court room, Judge's room, Clerks' rooms and hallways. A closet for the storing of stationery was also furnished and put in place in this Court.

The Sixth District Municipal Court, formerly in the old Montauk Theatre building, was obliged to seek other quarters, as the building had to be moved to make way for the approach to the new bridge. The premises No. 611 Fulton street was leased by the city, and this Bureau had charge of moving the effects and putting them in position for business at the present quarters.

At the Seventh District Magistrate's Court, Snyder avenue, Flatbush, the steam heating plant which had become defective through old age, was removed and a new heating plant installed at a cost of \$350. General repairs to doors, sashes, book case and new storm steps were put in place.

#### Bureau of Sewers.

Alterations and general repairs were made early in this year to the three caisson buildings at West Twelfth street and Neptune avenue, Coney Island, and at Hogs Point, Sheepshead Bay, in accordance with specifications, at a cost of \$2,864. Roofs of these buildings were repaired, and in each instance new skylights were put in place over boiler room. Doors and windows were repaired and partly new weather boards were put in place.

At a price of \$882 a new coal bin was furnished to take the place of the old one, which had become dilapidated and falling apart at Hogs Point.

For the accommodation of the Engineers and Inspectors at No. 42 Tompkins place, nine clothes lockers were installed.

#### Street Signs.

Early in February this class of work was placed in charge of this office, and steps were taken to develop the project of installing street signs to the best advantage, with the result that specifications were prepared for various types of signs required and suitable for the needs of the Borough. Although only five thousand dollars were appropriated by the Board of Aldermen and Board of Estimate for the installation of the signs in the entire Borough, it can be seen that the money appropriated has been used to the best advantage, when it is stated that 9,163 signs have been installed

throughout the various sections, and attention is called to the fact that although the outlying or suburban districts have not been signed as desired, no section, however, has been neglected, as the accompanying table will show:

First Ward—One hundred and sixty-six signs on Henry street; Clinton street completely signed to Court street; Hicks street signed where necessary.

Second Ward (46 signs)—Washington street and Bridge street, completely.

Third Ward (144 signs)—Smith street, Livingston street, Schermerhorn street, State street and Atlantic avenue; Fulton street, complete.

Fourth Ward (73 signs)—Myrtle avenue, Washington street and Fulton street.

Fifth Ward (156 signs)—Little street, Navy street, Hudson avenue, Gold street, Bridge street, complete.

Sixth Ward (215 signs)—Court, Clinton, Henry, Hicks streets, complete.

Seventh Ward (370 signs)—Flushing, Park, Myrtle, Willoughby, Lafayette, Gates, Putnam avenues, Fulton street and Atlantic avenue.

Eighth Ward (405 signs)—Classon, Underhill, Vanderbilt, Fifth, Sixth and Seventh avenues, complete.

Ninth Ward (347 signs)—Classon, Underhill, Vanderbilt, Fifth, Sixth and Seventh avenues, complete.

Tenth Ward (92 signs)—Smith and Court streets, complete.

Eleventh Ward (220 signs)—St. James street, St. Edwards street, Myrtle avenue, DeKalb avenue, Fulton street, Lafayette avenue, Hanson place, Atlantic avenue, complete; Raymond street, partially.

Twelfth Ward (103 signs)—Hicks, Clinton, Henry, Court streets, nearly completed.

Thirteenth Ward (209 signs)—Kent avenue, Wythe avenue, Bedford avenue, Marcy avenue, Berry street, Havemeyer street, complete.

Fourteenth Ward (62 signs)—Driggs and Grand streets, complete.

Fifteenth Ward (192 signs)—Humboldt street, Graham street, Manhattan avenue, Lorimer street, complete; Leonard street partially signed.

Sixteenth Ward (199 signs)—Humboldt street, Graham avenue, Manhattan avenue, Lorimer street, Broadway, completely signed; rest of ward in good condition.

Seventeenth Ward (72 signs)—Graham avenue, Manhattan avenue, Lorimer street, complete.

Eighteenth Ward (104 signs)—Knickerbocker and Bushwick avenues completely signed; Morgan avenue and Olive street completely signed.

Nineteenth Ward (368 signs)—Throop avenue, Harrison avenue, Marcy avenue, Lee avenue, Wythe avenue, Kent avenue, Flushing avenue, complete.

Twentieth Ward (300 signs)—Lafayette avenue, Greene avenue, Fulton avenue, Atlantic avenue, Park avenue, Myrtle avenue, complete; Willoughby and DeKalb avenues, partially signed.

Twenty-first Ward (372 signs)—Stuyvesant avenue, Lewis avenue, Sumner, Throop, Tompkins, Marcy and Nostrand avenues completely signed; Sandford, Walworth and Spencer streets, where necessary.

Twenty-second Ward (477 signs)—Fifth, Sixth, Seventh and Eighth avenues and Park place completely signed.

Twenty-third Ward (503 signs)—Stuyvesant, Lewis, Sumner, Throop, Tompkins, Marcy, Nostrand, Bedford avenues completely signed.

Twenty-fourth Ward (428 signs)—Atlantic, Ralph, New York, Nostrand, Rogers, Bedford avenues, complete; Albany avenue, partially.

Twenty-fifth Ward (298 signs)—Howard, Ralph, Reid, Atlantic avenues, Fulton street, complete.

Twenty-seventh Ward (192 signs)—Knickerbocker, Hamburg, Bushwick avenues, Broadway, complete; Irving, partially.

Twenty-eighth Ward (672 signs)—Wyckoff, Irving, Knickerbocker, Hamburg, Central, Evergreen, Bushwick avenues and Broadway, completely signed.

Twenty-ninth Ward (662 signs)—Nostrand, Bedford, Flatbush, Ocean, Ditmas avenues, Avenue D, Avenue C, complete; Avenue A and Church avenue, partially.

Thirtieth Ward (540 signs)—Cropsey and Fourth avenues, completely; Fifth and Third avenues, partially; Bath avenue, Eighteenth avenue, Nineteenth avenue and Eighty-sixth street, partly.

Thirty-first Ward (92 signs)—Ocean avenue, Coney Island avenue and Kings highway, partly.

Thirty-second Ward (136 signs)—Farragut road and Flatbush avenue, partly signed.

#### Eighth Ward Market.

The following steps may be called to your attention as having been taken to advance the work.

Plans and specifications were prepared for building a permanent crib bulkhead on the property, bids for which were received by the Borough President on August 7. The Engineer's estimate for this work was approximately \$156,934.26, and in the receiving of these bids attention might be called to the new system of bidding on the percentage basis, which Consulting Engineer Creuzbaur of the Borough President's office had been endeavoring to introduce for some time. Under this system contractors bid on the various items for the work as specified in the Engineer's estimate on the percentage system. To illustrate, the bids received were as follows: William H. Jenks, 111.60 per cent.; Bernard Rolf, 98.40 per cent.; G. B. Sparring, 95.248 per cent.; R. P. & J. H. Statts, 98.00 per cent.; Phoenix Construction and Supply Company, 92.50 per cent. This would mean that the Phoenix Construction and Supply Company were the lowest bidders, and they agreed to do the whole work at 92.50 per cent. of the Engineer's estimate, or, if four thousand yards of concrete are called for, as per the Engineer's estimate, at \$10 per yard, they would do the same at \$9.25 per yard, or 92.50 per cent. of the Engineer's estimate.

This work is now under contract, and favorable progress is made on same when weather conditions are considered.

In addition to the foregoing the office force has been busy preparing working drawings for the first block of buildings, and it is expected that the work of construction on same will be proceeded with in the early spring, provided funds are obtained from the Board of Estimate and Apportionment for this portion of the work, and a resolution has been forwarded to the Board of Estimate requesting an appropriation of some \$500,000 for this purpose. As soon as same is procured there is no doubt that work will be advanced immediately.

In addition to the working plans for the above mentioned buildings, sewer plans, grading plans, etc., are being developed, so that when funds are available work can be proceeded with without delay. The project is well in hand, and should certainly be completed during the term of the present administration if steps are taken to advance same.

#### Public Baths and Comfort Stations.

There has been no change during the year 1907 in the number of interior or floating public baths, or public comfort stations, but the usefulness of the entire system seems to be steadily increasing. In regard to these several departments, I would summarize the work of the year as follows:

#### Interior Public Baths.

The number of persons using the five interior baths, amounted in the aggregate to 1,874,642. While this is not quite equal to the number reported in 1906, it is doubtful whether there was any real falling off, notwithstanding a partial loss in the early part of the year due to the inclemency of the season, and also later because of the difficulty in putting the Pitkin avenue and the Duffield street baths in repair. A better criterion seems to be the receipts from soap, towels and tub baths, which were \$11,990.60 in 1907 against \$11,414.61 in 1906.

The construction of the new baths at Fourth avenue, corner of President street, and at Hamburg avenue, corner of Willoughby street, is proceeding rapidly, and they should be opened for business next fall. No work has yet been done on the site on Nostrand avenue owing to the lack of appropriation. In fact, the total appropriations for this Borough are small compared with those for Manhattan, notwithstanding the rapid growth of Brooklyn. At a fair valuation the lot on which the new bath in East Twenty-third street stands, it seems hardly too much to say that this single bath has cost as much as all ours combined.

#### Floating Baths.

It is more and more difficult to secure docks along the river front where the water is not too polluted to permit of bathing without detriment to health. During the year we could find only four such docks, as the one at the foot of Dock street

used in 1906 was leased for commercial purposes. As we had five baths, two of them were located at North First street, one for men, the other for women. The others were at Noble street, Conover street and Fifty-eighth street. The season opened earlier than usual, one bath having opened on June 11, two on the 13th and one on the 14th.

With the growth in population the pollution of the waters proceeds at a rapid rate, and it is the opinion of some that it will soon be unsafe to use the river baths at all.

Our oldest floating bath was condemned several years ago and it is now hardly worth the expense of repairing. If two berths can again be secured at North First street for the coming season, I recommend that application be made to the Borough of Manhattan for the loan of one of the surplus baths of that Borough.

But for future requirements of ocean bathing, I again recommend the erection of a large bath house on the City's property at Coney Island. The experience of the State of Massachusetts at Revere Beach and Nantasket Beach demonstrates the great utility of such an establishment, as well as the large profit in renting costumes for beach bathing.

Public Comfort Stations.

The six public comfort stations have been used by increasing numbers during the year, the total attendance having been reported at 11,052,012. Since the completion of the tunnel the Borough Hall Comfort Station has been often congested. The growth of this Borough will require several new stations in the near future. Our comfort station system has become widely celebrated and inquiries are frequently received in regard to it from other cities contemplating the installation of similar systems. Recently such inquiries were made from three different cities within a single fortnight.

Total Attendance at Interior Baths During Year 1907.

	Total Attendance for Year.			Average Per Diem for Year.		
	Males.	Females.	Total.	Males.	Females.	Total.
Hicks street .....	205,941	78,071	284,012	564	214	778
Pitkin avenue .....	328,816	145,076	473,892	900	398	1,298
Montrose avenue.....	424,614	185,962	610,576	1,164	509	1,673
Huron street .....	169,364	68,003	237,367	464	186	650
Duffield street .....	186,010	82,785	268,795	509	227	736
Total.....	1,314,745	559,897	1,874,642	3,602	1,534	5,136

Total Attendance at Public Comfort Stations During 1907.

	Total Attendance for Year.			Average Per Diem for Year.		
	Males.	Females.	Total.	Males.	Females.	Total.
Borough Hall .....	1,879,035	218,138	2,097,173	5,148	597	5,745
Reid avenue .....	1,704,623	252,475	1,957,098	4,670	691	5,361
Hamilton avenue .....	1,457,990	279,831	1,737,821	3,994	767	4,761
Greenpoint .....	1,527,665	89,159	1,716,822	4,185	518	4,703
Liberty avenue .....	821,124	255,294	1,076,418	2,250	699	2,949
Lorimer street .....	2,139,282	327,398	2,466,680	5,861	894	6,755
Total.....	9,529,719	522,293	11,052,012	26,109	1,431	27,240

Total Attendance at Floating Baths, 103 Days.

	Total Attendance.			Average Per Diem for Year.		
	Males.	Females.	Total.	Males.	Females.	Total.
Total.....	552,436	259,073	911,059	6,334	2,515	8,849

Office of the President of the Borough of Brooklyn,  
Topographical Bureau, Office of Chief Engineer.  
December 31, 1907.

Hon. DESMOND DUNNE, Commissioner of Public Works:

Dear Sir—I transmit herewith the annual report of this Bureau for the twelve (12) months ending December 31, 1907.

The unsettled financial state of the City government during the past year has produced a general relaxation through many of the Bureaus of the public service. The absolute necessity of economy is so plain that each city official cannot avoid his share of responsibility, and it is the duty of each Borough President to carry into public office the same high principles of virtue which regulate their private dealings, nor should they stoop to permit even the noblest and most salutary ends by means which honor and probity condemn.

The necessity of the day is that New York City should have a business administration, an administration where the needs of the City are viewed as the needs of a great corporation, and no Departments should be created, and no special commissions or employees engaged solely with the idea of furnishing patronage, when the work performed by these special commissions and employees could be performed by responsible City Bureaus.

It has been the practice of past administrations to furnish a great amount of patronage to City Surveyors in the form of preparing the plans and profiles necessary for all contracts for original improvements let by the Bureau of Highways. These plans and profiles show the amount of work to be performed by all contractors, and, therefore, the cost of all improvements are based upon the quantities determined by and indicated upon the maps prepared by City Surveyors.

If the Surveyors are incompetent or if they do not pay the proper attention to the details in preparing these maps, the City is liable to be compelled to pay the contractors a much larger sum than they are justly entitled to for regulating and grading a street.

Realizing that this important work should be concentrated in one responsible City Bureau, and not distributed among many outside engineers, President Coler, on January 1, 1907, instructed the Topographical Bureau to prepare all plans and profiles necessary for contracts for original improvements to be let by the Bureau of Highways.

During the past year the Board of Estimate and Apportionment authorized 163 contracts for original improvements, such as regulating, grading, curbing, etc., for this Borough. These contracts amount to a total of about sixty-six miles of new curb to be set, about sixty-one miles of new sidewalks to be laid, about thirty miles of regulating, grading, etc., and about twelve miles of asphalt pavement. These figures give some idea of the enormous amount of original improvements contracted for during the past year by the present administration.

This Bureau prepared all the necessary maps for these contracts, and also furnished the contractors with curb stakes and grade stakes. If this work were performed by City Surveyors, as in the past, it would have cost the City about \$40,000. When it is considered that this great amount of work was completed by this Bureau in conjunction with its regular topographical duties, I feel justified in claiming that this office has done its share in endeavoring to give the City an economical and a business administration.

During the past year I attended all the meetings of the Board of Estimate and Apportionment in order to obtain a complete record of all proceedings initiated for public improvements which affected this Borough. By following this practice it has been possible for this Bureau to anticipate all requests from the Corporation Counsel for maps for street opening proceedings, and also requests from the Bureau of Highways for plans and profiles for original improvements, and, in many instances, the necessary maps were completed before we were officially requested for them. This practice of anticipating work enabled this Bureau to greatly facilitate street opening proceedings, as in several cases all the maps were completed long before the Corporation Counsel's office was able to appoint Commissioners and commence proceedings.

The official map of Brooklyn as now constituted consists of six (6) maps, made by various commissions, dating back to 1819. These maps were made independently of one another, and at a time when the most farsighted were unable to discern the future in store for Brooklyn. Consequently, the broad and liberal method now pursued by the Boroughs of The Bronx, Queens and Richmond in making their final maps was not and could not have been adopted when the maps of this Borough were prepared.

We are now preparing an official map of this Borough based upon the triangulation system. This map will be about 12 feet square, drawn on a scale of 600 feet to the inch, and upon this map will be shown all the changes in street lines that have been made in the various maps of this Borough in the past. We are also preparing detailed maps drawn upon a scale of 200 feet to the inch, and upon these maps will be shown all block dimensions, angles, etc.

We have made considerable progress during the year in monumenting the streets in the outlying sections of the Borough, and if the Board of Aldermen adopts Mr. Coler's plan of allowing the Topographical Bureau to make surveys for private owners, we will be in condition to begin making these surveys in several sections of the City in a very short time. In my judgment, Brooklyn should follow the example set by many other large cities throughout the country, and have its Topographical Bureau make private as well as all official surveys.

Realizing it is far easier to point out abuses than to propose reforms, nevertheless, by having this Bureau make all surveys in this Borough, I hope to form a system as far superior to the present system in real utility, as the prescriptions of a great physician to the pill of the advertising quack.

The duties of the Topographical Bureau are as follows:

1. To make topographical surveys and computations, and to prepare the necessary maps, plans and profiles, sketches, etc., for altering the map or plan of The City of New York, and for acquiring title to streets, avenues, public parks, places, etc.
2. To mark on the ground, by means of monument stones, etc., the lines of streets, etc., and to protect the monuments, etc., when improvements in streets are being made.
3. To prepare maps and technical descriptions for the Local Boards, the Board of Estimate and Apportionment, the Corporation Counsel's office, and the Commissioners of Estimate and Assessment in the matter of altering the map or plan of The City of New York, and of acquiring title to streets, avenues, etc.
4. To prepare certificates of dedication for streets in which the City has an easement for the use of the public; and, also, statements of facts, for submission to the Corporation Counsel in order that he can determine upon the facts presented whether improvements may be made without instituting condemnation proceedings in the streets for which the statements of facts are submitted.

5. To furnish when requested reports upon the legal status of all the streets in this Borough, not only for the other Bureaus of this Department, but for the Department of Taxes and Assessment, Department of Bridges, Department of Street Cleaning, Department of Water Supply, Gas and Electricity, and, also, for the public generally.

6. To connect the traverse lines, monumented street lines, and monumented lines holding the triangulation stations to the several secondary stations or towers in this Borough.

7. To make surveys and to prepare plans and profiles for all original improvements that are made by the Bureau of Highways; to determine for all contracts let by the Bureau of Highways the amount of excavation, the amount of fill, the number of linear feet of curbing, the number of square feet of sidewalks, the number of cubic yards of concrete, and the number of square yards of asphalt; and to furnish the contractors with line stakes, grade stakes and monthly estimates.

In this office the records relating to the legal status of streets have been found to be incomplete in many respects. These records are being completed by means of a systematic search through the records in the various City departments, and as a result much data heretofore unrecorded are being brought to light. It is intended to compile in such a form all the records of streets that there will be in this office a complete history of each street in the Borough of Brooklyn. This is a large work, but it is now well under way.

The following report gives in as much detail as the nature of the work will permit the kind and the amount of work accomplished during the year. In this report, neither the work started, nor the work not yet completed, is included. A great deal of the routine work of the office, which took considerable time, such as the care and preservation of monument stones, the keeping of the detail records of the office, the accumulation of records which had been missing, the numerous investigations necessary to make reports on the legal status of streets, the many replies both oral and written, to inquiries as to the legal status of streets, etc., are not, and cannot well be, included in this report.

A—FIELD WORK.

The field work, which was required for and which is included in the maps and reports under the head of "Office Work," consists of chaining, line work, angular measurement, leveling, and damage survey work. The amount of this work, which was done as required, completed during this year, is as follows:

- 985,000 feet of chaining (149,000 feet of precise chaining, and 836,000 feet of approximate chaining.)
- 169,000 feet of precise line work.
- 530 precise angles measured.
- 10,394 feet of leveling for four profile maps.
- 83,683 feet for profile for damage maps for twenty-five streets.
- 166,187 feet for profile for regulating, grading, etc. (original improvements) for one hundred and ten streets.
- 29,619 feet for profile for paving (original improvements) for twenty streets.
- 107,674 feet of line and grade stakes set (original improvements) for seventy-six streets.
- 4 surveys to determine encroachments.
- 80,209 feet for damage surveys for twenty-nine streets.

Surveys for Profile Maps.

	Feet.
1. Eighty-fifth street, between Third and Narrows avenues.....	2,319
2. Eighty-fourth street, from Second avenue to Third avenue, and from Twelfth avenue to Eighteenth avenue.....	6,100
3. Fourth avenue, from Thirty-third to Thirty-sixth street.....	475
4. Senator street, from Second avenue to Third avenue.....	1,500
Total.....	10,394

Surveys for Profiles for Damage Maps.

	Feet.
1. East Ninety-fifth street, from East New York avenue to Rockaway avenue.....	16,127
2. Avenue L, from Ocean parkway to Ocean avenue.....	3,800
3. Henry street, from Ocean parkway to East Eighth street.....	646
4. Van Sicten avenue, from Dumont avenue to New Lots avenue.....	1,120
5. Newell street, from Greenpoint avenue to Meserole avenue.....	1,500
6. Thirteenth avenue, from Thirty-sixth street to Seventy-third street, excluding the land occupied by the Prospect Park and South Brooklyn Railroad Company, the Sea Beach Railroad Company, the Manhattan Beach Division of the Long Island Railroad Company, and the Brooklyn, Bath and West End Railroad Company.....	9,206
7. East Twenty-first street, from Beverley road to Regent place.....	365
8. Ninety-sixth street, from Third avenue to Fourth avenue.....	851
9. Midwood street, from Nostrand avenue to Kingston avenue.....	2,135
10. Avenue C, from Gravesend avenue to Coney Island avenue.....	2,580
11. Hendrix street, from Dumont avenue to New Lots road.....	963
12. Junius street, from Pitkin avenue to Dumont avenue.....	2,000
13. Snediker avenue, from Dumont avenue to bulkhead line of Fresh Creek.....	3,920
14. Linwood street, from New Lots road to Vandalia avenue.....	4,340
15. Shepherd avenue, from Atlantic avenue to New Lots road.....	3,929
16. Hegeman avenue, from East Ninety-eighth street to New Lots road.....	6,367
17. Sixty-first street, from Eighteenth avenue to Fort Hamilton avenue.....	6,283
18. Sixty-seventh street, from Fourteenth avenue to Fort Hamilton avenue.....	3,516
19. Sixty-sixth street, from Tenth avenue to Eleventh avenue.....	700
20. Bay Thirty-seventh street, from Fourteenth avenue to Fort Hamilton avenue.....	2,163

21. Bay Forty-third street, from Stillwell avenue to Harway avenue.....	Feet.	2,705
22. Conway street, from Broadway to Fulton street.....		440
23. Avenue R, from Coney Island avenue to East Seventeenth street.....		1,463
24. Sullivan street, from Nostrand avenue to Washington avenue.....		2,733
25. Lombardy street, from Kingsland avenue to bulkhead line of Newtown Creek .....		3,841
Total.....		83,683

Surveys for Profiles for Regulating, Grading, etc. (Original Improvements).

1. East Second street, from Greenwood avenue to Vanderbilt street.....	Feet.	721
2. West Seventeenth street, from Surf avenue to Coney Island Creek.....		1,900
3. East Third street, from Ditmas avenue to 120 feet north of Avenue F.....		1,379
4. Seventy-sixth street, from Third avenue to Fifth avenue.....		1,516
5. Fifty-first street, from Eighth avenue to Fort Hamilton avenue.....		1,816
6. Ninety-third street, from Third avenue to Shore road.....		1,800
7. Ninetieth street, from Third avenue to Fifth avenue.....		1,200
8. Twentieth street, from Tenth avenue to Vanderbilt street.....		1,312
9. Seigel street, from White street to Bogart street.....		400
10. Bay Ridge avenue, from Third to Fifth avenue.....		1,580
11. Silliman place, from Third to Second avenue.....		740
12. Forty-sixth street, from Sixth to Seventh avenue.....		738
13. Fifty-third street, from Sixth to Seventh avenue.....		738
14. Kenmore place, from Woodruff to Caton avenue.....		637
15. East Fifth street, from Albemarle road to Church avenue.....		432
16. Ninety-fifth street, from Fourth avenue to Marine avenue.....		1,503
17. President street, from Utica avenue to Buffalo avenue.....		1,539
18. Eighty-sixth street, from Thirteenth avenue to Gravesend avenue.....		14,090
19. Seventy-fourth street, from Fourteenth avenue to Sixteenth avenue.....		1,539
20. Seventieth street, from New Utrecht avenue to Sixteenth avenue.....		1,991
21. Newkirk avenue, from East Twenty-sixth street to Nostrand avenue.....		1,038
22. East Twelfth street, from Avenue C to Avenue D.....		673
23. East Sixteenth street, from Avenue B to Avenue D.....		1,655
24. Van Siclen street, from Eighty-sixth street to Kings highway.....		4,825
25. East Twenty-ninth street, from Newkirk avenue to Foster avenue.....		490
26. East Twenty-ninth street, from Avenue C to Avenue D.....		799
27. Hawthorne street, from Nostrand avenue to New York avenue.....		783
28. East Twenty-eighth street, from Newkirk avenue to Foster avenue.....		490
29. Eighty-eighth street, from Third avenue to Shore road.....		2,600
30. Forty-fourth street, from First avenue to Second avenue.....		758
31. Forty-fourth street, from Sixth avenue to Fort Hamilton avenue.....		3,650
32. Forty-fourth street, from Twelfth avenue to Fort Hamilton avenue.....		938
33. Seventh avenue, from Forty-third street to Forty-ninth street.....		1,547
34. Howard avenue, from Eastern parkway to Pitkin avenue.....		300
35. Hart street, from Wyckoff avenue to St. Nicholas avenue.....		473
36. Park place, from Rochester avenue to Buffalo avenue.....		738
37. Sterling place, from Utica avenue to Schenectady avenue.....		738
38. East Fourth street, from Avenue C to Church avenue.....		1,231
39. East Fourth street, from Vanderbilt street to Fort Hamilton avenue.....		1,381
40. Seventeenth avenue, from Eighty-fourth to Eighty-sixth street.....		637
41. Fourth street, from Eighth avenue to Prospect Park West.....		635
42. Eighty-third street, from Second avenue to Shore road.....		1,988
43. Bay Thirty-fifth street, from Eighty-sixth street to Cropsey avenue.....		2,342
44. Bay Fourteenth street, from Eighty-sixth street to Cropsey avenue.....		2,172
45. Eleventh avenue, from Sixtieth to Sixty-fifth street.....		1,282
46. West Twenty-third street, from Neptune avenue to Atlantic Ocean.....		2,237
47. Coney Island avenue, from Kings highway to Neptune avenue.....		9,200
48. Fifteenth avenue, from Forty-second to Sixtieth street.....		4,766
49. East Thirty-first street, from Clarendon road to Newkirk avenue.....		1,170
50. East Twenty-ninth street, between Avenues F and G.....		738
51. Ditmas avenue, between Flatbush and Ocean avenues.....		960
52. East Seventh street, from Church avenue to Johnson street.....		764
53. Eighty-fourth street, from Eighteenth avenue to Stillwell avenue.....		5,340
54. Twentieth avenue, from Bath avenue to Cropsey avenue.....		555
55. Fortieth street, from Fourteenth avenue to Fort Hamilton avenue.....		2,270
56. One Hundredth street, from Third avenue to Fort Hamilton avenue.....		1,115
57. Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue.....		1,463
58. Fifty-fifth street, from Sixth avenue to Seventh avenue.....		759
59. Beverley road, from Bedford avenue to Nostrand avenue.....		755
60. Ocean avenue, from 180 feet north of Avenue F to Avenue H, and Avenue I to Kings highway .....		7,475
61. Prospect place, from Rochester avenue to Buffalo avenue.....		754
62. Schenck avenue, from New Lots road to Stanley avenue.....		2,060
63. Williams avenue, from New Lots road to Louisiana avenue.....		475
64. Hawthorne street, from Rogers avenue to Nostrand avenue.....		760
65. Grand street extension.....		1,500
66. Ninety-third street, from Third avenue to Fourth avenue.....		770
67. Fifty-sixth street, from First avenue to Second avenue.....		738
68. Tenth avenue, from Seventy-ninth street to Eighty-sixth street.....		1,840
69. Eightieth street, from Twenty-second avenue to Twenty-third avenue.....		760
70. East Thirty-second street, from Clarendon road to Tilden avenue.....		1,243
71. East Nineteenth street, from Newkirk avenue to Foster avenue.....		524
72. Mansfield place, from 100 feet south of Avenue F to Avenue G.....		670
73. Seventy-first street, from Thirteenth avenue to Fifteenth avenue.....		1,560
74. Seventy-second street, from Fourteenth avenue to New Utrecht avenue.....		1,480
75. Roebing street widening.....		3,600
76. Fiftieth street, from Eighth avenue to Fort Hamilton avenue.....		1,840
77. New York avenue, from Clarkson avenue to Malbone street.....		3,060
78. East Thirty-fourth street, from Church avenue to Clarkson street.....		1,680
79. Blake avenue, from Howard avenue to East Ninety-eighth street.....		721
80. Seventy-first street, from Sixth avenue to Seventh avenue.....		809
81. Sutter avenue, from East Ninety-eighth street to Howard avenue.....		1,022
82. Denton place, from First street to Carroll street.....		350
83. Christopher street, from Livonia to Riverdale avenue.....		570
84. Eighty-seventh street, from Third avenue to Narrows avenue.....		2,483
85. Kenilworth place, from Avenue F to Avenue G.....		836
86. Thirty-ninth street, from Thirteenth avenue to Fort Hamilton avenue.....		725
87. Caton avenue, from Parade place to Coney Island avenue.....		2,100
88. Vanderbilt street, from Eighteenth street to Gravesend avenue.....		1,280
89. Eighty-first street, from Second avenue to Third avenue.....		1,496
90. Ovington avenue, from Fifth avenue to Stewart avenue.....		1,144
91. Lynch street, from Bedford avenue to Wallabout avenue.....		226
92. Prospect place, from Albany avenue to Troy avenue.....		736
93. Prospect place, from Rockaway avenue and Eastern parkway extension.....		396
94. Hart street, from Irving avenue to Wyckoff avenue.....		716
95. Hart street, from Irving avenue to city line.....		800
96. Starr street, from St. Nicholas avenue to Wyckoff avenue.....		450
97. Starr street, from St. Nicholas avenue to city line.....		1,100
98. Fifty-fourth street, from First avenue to Second avenue.....		759
99. Suter avenue, from Etna street to Berriman street.....		910
100. Jewell street, from Norman avenue to Greenpoint avenue.....		1,385
101. Provost street, from Paidge avenue to Greenpoint avenue.....		2,152
102. Fifty-seventh street, from Sixth avenue to Seventh avenue.....		760
103. Riverdale avenue, from Rockaway avenue to Osborn street.....		490
104. Grant avenue, from Liberty avenue to Pitkin avenue.....		861
105. Kenilworth place, from Avenue F to Avenue G.....		834
106. East Thirty-fourth street, from Avenue C to Newkirk avenue.....		1,160
107. Hawthorne street, from Nostrand avenue to New York avenue.....		783
108. Wolcott street, from Dwight street to Otsego street.....		135
109. Fifty-sixth street, from Fourteenth avenue to Fifteenth avenue.....		738
110. New York avenue, from President street to Malbone street.....		1,304
Total.....		166,187

Surveys for Profile for Paving (Original Improvements).

1. Rogers avenue, from Park place to Montgomery street.....	Feet.	2,615
2. Douglass street, from Underhill avenue to Washington avenue.....		1,088
3. Lincoln avenue, from Atlantic avenue to Glenmore avenue.....		1,789
4. Webster avenue, from Coney Island avenue to Gravesend avenue.....		2,897
5. Ashford street, from Glenmore avenue to Pitkin avenue.....		420
6. Decatur street, from Hamburg avenue to Knickerbocker avenue.....		618
7. Greenwood avenue, from Coney Island avenue to Gravesend avenue.....		2,319
8. Forty-first street, from Thirteenth avenue to New Utrecht avenue.....		2,322
9. West Fifth street, from Surf avenue to Sheepshead bay road.....		762
10. Hopkinson avenue, from Eastern parkway to Atlantic avenue.....		1,546
11. Fourth avenue, from Eighty-sixth street to Shore road.....		2,775
12. East Twelfth street, from Avenue D to Avenue E.....		740
13. East Thirteenth street, from Avenue D to Avenue C.....		880
14. Foster avenue, from Flatbush avenue to Coney Island avenue.....		3,275
15. Seventy-third street, from Fourteenth avenue to Fifteenth avenue.....		780
16. DeSales place, from Bushwick avenue to Evergreen cemetery.....		410
17. Milford street, from Pitkin avenue to New Lots road.....		1,915
18. Martense street, from Nostrand avenue to Rogers avenue.....		746
19. Kenilworth place, from Avenue F to Avenue G.....		834
20. Grafton street, from Pitkin avenue to Sutter avenue.....		888
Total.....		29,619

Line and Grade Stakes Set (Original Improvements).

1. East Fourth street, from Avenue C to Church avenue.....	Feet.	1,231
2. East Fifth street, from Avenue A to Church avenue.....		432
3. East Fourth street, from Fort Hamilton avenue to Vanderbilt street.....		1,381
4. East Second street, from Greenwood avenue to Vanderbilt street.....		721
5. Kenmore place, from Woodruff to Caton avenue.....		637
6. Seventieth street, from Eighteenth avenue to New Utrecht avenue.....		1,991
7. Hawthorne street, from Nostrand avenue to New York avenue.....		783
8. East Twenty-ninth street, from Newkirk avenue to Foster avenue.....		490
9. East Twenty-eighth street, from Newkirk avenue to Foster avenue.....		490
10. Newkirk avenue, from East Twenty-sixth street to Nostrand avenue.....		1,038
11. Ninety-fifth street, from Fourth avenue to Marine avenue.....		1,503
12. Seventy-sixth street, from Third avenue to Fourth avenue.....		1,516
13. Forty-fourth street, from Sixth avenue to Fort Hamilton avenue.....		3,650
14. Forty-fourth street, from First avenue to Second avenue.....		758
15. East Sixteenth street, from Avenue B to Avenue D.....		1,655
16. Howard avenue, from Eastern parkway extension to Pitkin avenue.....		300
17. Fifty-third street, from Sixth avenue to Seventh avenue.....		738
18. Seventy-fourth street, from Fourteenth to Sixteenth avenue.....		1,539
19. Sutter avenue, from East Ninety-eighth street to Howard avenue.....		1,022
20. East Twenty-ninth street, from Avenue C to Avenue D.....		799
21. Van Siclen street, from Eighty-sixth street to Kings highway.....		4,825
22. Forty-sixth street, from Sixth avenue to Seventh avenue.....		738
23. Seventh avenue, from Forty-third street to Forty-ninth street.....		1,547
24. Ninety-third street, from Third avenue to Shore road.....		1,800
25. Silliman place, from Second avenue to Third avenue.....		740
26. Park place, from Buffalo avenue to Rochester avenue.....		738
27. East Third street, from 120 feet north of Avenue F to Ditmas avenue.....		720
28. East Thirty-first street, from Avenue C to Newkirk avenue.....		1,170
29. Bay Ridge avenue, from Third to Fifth avenue.....		1,478
30. Bay Fourteenth street, between Cropsey avenue and Eighty-sixth street.....		2,172
31. Twentieth street, between Tenth avenue and Vanderbilt street.....		1,312
32. Fourth street, between Eighth avenue and Prospect Park West.....		635
33. Bay Thirty-fifth street, between Cropsey avenue and Eighty-sixth street.....		2,342
34. East Seventh street, from Church avenue to Johnson street.....		764
35. Eighty-third street, from Second to Narrows avenue.....		1,988
36. Ninetieth street, from Third to Fifth avenue.....		1,242
37. Siegel street, from White to Bogart street.....		497
38. Fortieth street, from Fourteenth avenue to Fort Hamilton avenue.....		2,270
39. Eighty-sixth street, from Sixteenth to Twenty-second avenue.....		4,727
40. Hawthorne street, from Rogers avenue to Nostrand avenue.....		760
41. Seventeenth avenue, from Eighty-fourth street to Eighty-sixth street.....		637
42. Eighty-fourth street, from Eighteenth avenue to Stillwell avenue.....		5,340
43. Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue.....		1,463
44. East Third street, from Ditmas avenue to Avenue F.....		720
45. East Fourth street, between Vanderbilt street and Fort Hamilton avenue.....		1,405
46. Silliman place, between Second and Third avenues.....		741
47. Fifty-fifth street, from Sixth avenue to Seventh avenue.....		759
48. One Hundredth street, from Third avenue to Fort Hamilton avenue.....		1,115
49. Ocean avenue, from Avenue G to Avenue H, and from Avenue I to Kings highway .....		7,475
50. West Seventeenth street, from Surf avenue to Canal avenue.....		2,020
51. West Twenty-third street, from Neptune avenue to Atlantic Ocean.....		2,237
52. Sterling place, from Utica avenue to Schenectady avenue.....		738
53. Park place, from Rochester avenue to Buffalo avenue.....		738
54. Fifty-first street, from Eighth avenue to Fort Hamilton avenue.....		1,816
55. Hawthorne street, from Nostrand avenue to New York avenue.....		783
56. Eighty-sixth street .....		800
57. Twentieth street, from Seeley street to Terrace place.....		234
58. Twentieth street, from Terrace place to Tenth avenue.....		234
59. Beverley road, from Rogers avenue to Bedford avenue.....		755
60. Butler street, from Nostrand avenue to Flatbush avenue.....		2,417
61. Thirty-ninth street, from Fourteenth avenue to Fort Hamilton avenue.....		1,430
62. Eighty-sixth street, from Twenty-first avenue to Twenty-second avenue.....		738
63. Twentieth street, from Seeley street to Terrace place.....		234
64. Ocean avenue, from Avenue G to Avenue H, and from Avenue I to Kings highway .....		12,960
65. Eightieth street, from Twenty-second avenue to Twenty-third avenue.....		760
66. Christopher street, from Riverdale avenue to Livonia avenue.....		570
67. East Nineteenth street, from Newkirk avenue to Foster avenue.....		522
68. Fifty-first street, from Eighth avenue to Ninth avenue.....		738
69. West Twenty-third street, bulkhead line.....		2,237
70. Grand street, as extended, from Hooper street to Bridge Plaza.....		1,500
71. Eighty-third street, from Second avenue to Shore road.....		1,988
72. Bay Fourteenth street, from Benson avenue to Eighty-sixth street.....		2,172
73. Eighty-seventh street, from Third avenue to Fourth avenue.....		738
74. Williams avenue, from New Lots road to Louisiana avenue.....		450
75. Seventy-first street, from Thirteenth avenue to Fifteenth avenue.....		1,540
76. Seventy-second street, from Fourteenth avenue to New Utrecht avenue.....		1,430
Total .....		107,674

Damage Surveys.

1. Malta street, from Vienna avenue to Wortman avenue.....	Feet.	1,310
2. Vienna avenue, from Snediker avenue to Hinsdale street, and from Malta street to Williams avenue.....		989
3. Tapscott street, from Blake avenue to East Ninety-eighth street.....		851
4. Wortman street, from Malta street to New Jersey avenue.....		1,360
5. East Ninety-fifth street, from East New York avenue to Rockaway avenue.....		15,723
6. Ryder avenue, from Kings highway to Avenue U.....		5,003
7. East Twenty-first street, from Beverley road to Regent place.....		353
8. Forrest street, from Central avenue to Flushing avenue.....		404
9. Park street, from Beaver street to Garden street.....		200
10. Greenpoint avenue, from Jewell street to Newtown Creek.....		2,300
11. North Henry street, from Wyckoff Creek to Green street.....		1,144
12. Junius street, from Pitkin avenue to Dumont avenue.....		2,000
13. Avenue C, from Gravesend avenue to Coney Island avenue.....		2,580
14. Ninety-sixth street, from Third avenue to Fourth avenue.....		851

	Feet
15. Triangular parcel of land, bounded by Ninety-fourth street, Third and Fourth avenues .....	76
16. Hendrix street, from Dumont avenue to New Lots road.....	963
17. Snediker avenue, from Dumont avenue to bulkhead line of Fresh creek..	3,920
18. Linwood street, from New Lots road to Vandalia avenue.....	4,340
19. Shepherd avenue, from Atlantic avenue to New Lots road.....	3,929
20. Midwood street, from Nostrand avenue to Kingston avenue.....	2,135
21. Hegeman avenue, from East Ninety-eighth street to New Lots road.....	6,367
22. Sixty-first street, from Eighteenth avenue to Fort Hamilton avenue.....	6,283
23. Sixty-seventh street, from Fourteenth avenue to Fort Hamilton avenue..	3,516
24. Sixty-sixth street, from Tenth avenue to Eleventh avenue.....	700
25. Thirty-seventh street, from Fourteenth avenue to Fort Hamilton avenue	2,163
26. Bay Forty-third street, from Stillwell avenue to Harway avenue.....	2,705
27. Avenue R, from Coney Island avenue to East Seventeenth street.....	1,463
28. Sullivan street, from Nostrand avenue to Washington avenue.....	2,733
29. Lombardy street, from Kingsland avenue to bulkhead line of Newtown Creek .....	3,841
<b>Total .....</b>	<b>80,209</b>

Surveys for Preliminary Hearings in Matter of Street Widening.

1. Bennett court, from Seventy-second street to Ovington avenue.
2. Ridge court, from Seventy-second street to Ovington avenue.
3. Roeberg place, Coney Island.
4. West Twelfth street, from Surf avenue to the Atlantic Ocean.
5. Stillwell avenue, from Surf avenue to the Atlantic Ocean.
6. Woodside avenue, from Gravesend avenue to Walnut street
7. Walnut street, from Woodside avenue to Kings highway.
8. Kouwenhoven lane, from Fifth avenue to Sixty-seventh street.

1. Monument Lines Fixing Streets.

	No.
Monument points set .....	64
Monuments referenced .....	288
Monuments reset .....	98
Monument covers set .....	88
Cement walks cut to render monuments accessible.....	19
Monuments dug for that were not previously reported found.....	16
Monuments found that were not previously reported.....	7

2. Triangulation of the Borough of Brooklyn.

In accordance with chapter 406 of the Laws of 1903, the Board of Estimate and Apportionment, in co-operation with the United States Coast and Geodetic Survey, is authorized to extend and complete the triangulation of The City of New York. The work, under the superintendence of the Chief Engineer of the Board of Estimate and Apportionment, is in charge of Mr. A. T. Mosman, Assistant Coast and Geodetic Survey, who was assigned for that purpose by the Superintendent of the United States Coast and Geodetic Survey.

The field parties have been engaged in reducing the triangulation stations to the ground, or, in other words, tying each triangulation station to the street lines or the monument lines in its immediate neighborhood. This is the most difficult and tedious part of the triangulation, and requires a great amount of work and of care, because the triangulation points, as a rule, are points upon high buildings, and, therefore, it is impossible to bring them down to the ground, except by a small system of triangulation. The following triangulation station was connected with the street lines in the immediate neighborhood:

Bensonhurst School.

After reducing the triangulation stations to the ground, we are then able to determine the bearing of all street lines, and also determine block dimensions and block angles, etc. It is our intention to monument all street lines, especially in outlying sections, after we have determined their exact location.

As this will amount to a great deal of labor and take considerable time to accomplish, we are now concentrating our energies upon the undeveloped sections, and also upon important streets whose lines are poorly defined.

So many complaints were received from property owners along the Flatbush avenue extension, that it was impossible to secure competent surveyors to survey their property; we monumented this street from Fulton street to Nassau street, and placed monuments at the following points:

Flatbush avenue extension and Fulton street, Flatbush avenue extension and De Kalb avenue, Flatbush avenue extension and Fleet street, Flatbush avenue extension and Willoughby street, Flatbush avenue extension and Myrtle avenue, Flatbush avenue extension and Johnson street, Flatbush avenue extension and Tillary street, Flatbush avenue extension and Chappel street, Flatbush avenue extension and Concord street, Flatbush avenue extension and Nassau street.

As several complaints were received from the Catonville section, we monumented the street lines in this neighborhood, and placed monuments at the following points:

Ocean avenue and Ocean parkway, Ocean avenue and East Eighth street, Ocean parkway and Johnson street, Johnson street and East Eighth street (two monuments), Johnson street and Coney Island avenue.

Coney Island avenue, from Kings highway to Neptune avenue, was never monumented, consequently, it was always a very difficult matter to accurately locate property along this avenue. In order to obviate this difficulty, we placed monuments at the following points:

Coney Island avenue and Avenue Q, Coney Island avenue and Avenue R, Coney Island avenue and Avenue S, Coney Island avenue and Avenue T, Coney Island avenue and Avenue U, Coney Island avenue and Avenue V, Coney Island avenue and Avenue W, Coney Island avenue and Avenue X, Coney Island avenue and Avenue Y, Coney Island avenue and at angle point between Avenues Q and R.

We also monumented Ralph avenue, from Remsen avenue to Avenue N, and placed monuments at the following locations:

Ralph avenue and Avenue C, Ralph avenue and Ditmas avenue, Ralph avenue and Avenue D, Ralph avenue and Avenue E, Ralph avenue and Avenue F, Ralph avenue and Avenue G, Ralph avenue and Avenue H, Ralph avenue and Flatlands avenue, Ralph avenue and Avenue I, Ralph avenue and Avenue J, Ralph avenue and Avenue K, Ralph avenue and Avenue L, Ralph avenue and Avenue M, Avenue C and Ditmas avenue.

B—OFFICE WORK.

Maps were completed as follows:

I. Maps Forwarded for Adoption.

a—Maps affecting changes in lines of streets and closing and laying out streets.

1. Locating and laying out public park, bounded by Pacific and Dean streets, Saratoga and Hopkinson avenues.
2. Closing and discontinuing Forest place, from Ninetieth street to Ninety-first street.
3. Closing and discontinuing Johnson road or lane, between East Seventeenth street and East Eighteenth street.
4. Closing and discontinuing Cowenhoven lane, from Fifth avenue to Sixty-seventh street.
5. Closing and discontinuing North Thirteenth street, from Berry street to Driggs avenue; of North Fourteenth street, from Berry street and Nassau avenue to Driggs avenue; of Banker street, from Nassau avenue to North Thirteenth street and Driggs avenue; of North Fifteenth street, from Nassau avenue to Driggs avenue; of Dobbins street, from Nassau avenue to North Fifteenth street and Bedford avenue; of Guernsey street, from Nassau avenue to North Fifteenth street and Driggs avenue; of Newton street, from Union avenue to Leonard street; of Jane street, from Union avenue to Leonard street; of Engert avenue, from Driggs avenue to Leonard street and Manhattan avenue.
6. Locating and laying out Village road for a width of 50 feet, and of Gravesend Neck road, from Van Sicklen street to West street, for a width of 60 feet.
7. Closing and discontinuing Ryder avenue, from Kings highway to Gravesend Neck road.

8. Locating and laying out public place, bounded by Willoughby street, Pearl street and Fulton street.
9. Locating and laying out public park, bounded by Park place, St. Marks avenue, Howard avenue and Saratoga avenue.
10. Locating and laying out public place, bounded by Dwight street, Otsego street and Wolcott street.
11. Locating and laying out Mermaid avenue, from West Thirty-sixth street to West Thirty-seventh street.
12. Closing and discontinuing Thirty-seventh street, from Fifth avenue to Seventh avenue.
13. Closing and discontinuing Sixth avenue, from Thirty-sixth street to Thirty-eighth street.
14. Closing and discontinuing Johnsons lane, from East Twelfth street and Avenue S to East Fifteenth street.
15. Closing and discontinuing Concord street, between Washington and Liberty streets.
16. Closing and discontinuing Canarsie road, from Avenue D to East Ninety-second street.
17. Locating and laying out Ovington avenue 60 feet wide, between Tenth avenue and New Utrecht avenue.
18. Closing and discontinuing Cowenhoven lane, from Twelfth avenue to Fifty-fifth street.
19. Closing and discontinuing Bay Forty-sixth street, from Harway avenue to Warehouse avenue.
20. Locating and laying out Hampton place, from Sterling place to St. Johns place.
21. Closing and discontinuing Harway Basin, from Bay Forty-sixth street to Gravesend Ship Canal.
22. Locating and laying out Remsen street, from its present westerly terminus to Furman street.
23. Closing and discontinuing New Lots road, from Sutter avenue to Crystal street.
24. Locating and laying out Shore road, or Sheephead Bay road, from Emmons avenue to Ocean parkway.
25. Reduction in width of East New York avenue, from the angle point west of Utica avenue to the eastern boundary line of Twenty-ninth Ward.
26. Locating and laying out Stillwell avenue, from Surf avenue to Atlantic Ocean.
27. Locating and laying out West Twelfth street, from Surf avenue to Atlantic Ocean.
28. Locating and laying out Maple street, from Troy avenue to Remsen avenue.
29. Locating and laying out Church avenue, from Thirty-sixth street to Ocean parkway; of Fourteenth avenue, from the present angle point easterly of Thirty-sixth street to Church avenue; of Beverley road, from East Second street to Church avenue, and of Chester avenue, from Story street to Church avenue, and showing the closing and discontinuing of Fourteenth avenue from the present angle point easterly of Thirty-sixth street to East Second street, and of Story street, from Thirty-sixth street to West street, and also showing the locating and laying out of Thirty-fifth street, from Fourteenth avenue to Church avenue.
30. Locating and laying out Twentieth avenue, from West street to Avenue I.
31. Locating and laying out of Bay Forty-seventh street, Twenty-eighth avenue, Bay Forty-ninth street and Bay Fiftieth street, from the easterly line of Harway Basin to Harway avenue; of Avenue Y, from the easterly line of Harway Basin to Bay Fiftieth street; of West Fifteenth street, from Avenue Z to Avenue Y; of West Sixteenth street and West Seventeenth street, from Avenue Z to Bay Fiftieth street, and the closing and discontinuing of Bay Forty-seventh street, Bay Forty-eighth street, Bay Forty-ninth street and Bay Fiftieth street (as laid out on the map of the City), from the westerly line of Harway Basin to the easterly line of Harway avenue.
32. Closing and discontinuing Cowenhoven lane, from Fifth avenue to Sixty-seventh street, and the locating and laying out of two new streets from Sixty-seventh street to Sixty-eighth street.
33. Locating and laying out Prospect place, from Beverley road to Canarsie lane.
34. Closing and discontinuing East Twenty-sixth street, from Beverley road to Canarsie lane.
35. Closing and discontinuing East Twenty-fifth street, from Beverley road to Canarsie lane.
36. Locating and laying out Lott street, from Beverley road to Canarsie lane.
37. Reduction in width of East Twelfth street, from Avenue W to Canal avenue.
38. Change in the United States bulkhead lines of Newtown Creek, from Meeker avenue to Cherry street.
39. Locating and laying out Woodside avenue, from Gravesend avenue to East Twenty-second street.
40. Locating and laying out Hunterfly place, from Herkimer street to Atlantic avenue.
41. Widening of Union street, from New York avenue to East New York avenue.
42. Widening of Degraw street, from New York avenue to East New York avenue.
43. Proposed extension of Flatbush avenue, from its present southern terminus to Barren Island.
44. Closing and discontinuing of Bergen lane, from Gravesend avenue to Avenue I.
45. Locating and laying out of a public place bounded by Seventeenth avenue, New Utrecht avenue and Seventy-eighth street.
46. Locating and laying out of a public place bounded by Sixty-second street, Fourteenth avenue and New Utrecht avenue.
47. Locating and laying out of a public place bounded by Thirty-ninth street, Ninth avenue and New Utrecht avenue.
48. Locating and laying out of a public place bounded by New Utrecht avenue, Forty-ninth street and Twelfth avenue.
49. Locating and laying out of a public place bounded by Seventy-fourth street, Sixteenth avenue and New Utrecht avenue.
50. Locating and laying out of a public place bounded by Forty-second street, Tenth avenue and New Utrecht avenue.

b—Maps affecting changes of the established elevation of streets.

1. Change of grade in Fourth avenue, between Thirty-fourth street and Thirty-sixth street, and in Thirty-fifth street, between Third avenue and Fourth avenue.

II. Maps Forwarded for Filing.

a—Maps affecting changes in lines of streets and closing and laying out streets.

1. Locating and laying out as a bridge approach those portions of the two blocks bounded by Jay, Nassau, Bridge and Sands street not already acquired, or in process of acquisition for bridge purposes, and also closing and discontinuing High street, between Bridge and Jay streets.
2. Locating and laying out Newkirk avenue, from Flatbush avenue to Ocean parkway.
3. Closing and discontinuing a right-of-way extending from a point near the northeast corner of Fourth avenue and Eighty-fifth street to a point about 42 feet south of the southwest corner of Fifth avenue and Eighty-fourth street.
4. Locating and laying out Oakland place, between Tilden avenue and Butler street.
5. Locating and laying out Stryker court and Southgate court, to extend from Stryker street to West First street, and an extension of West First street from Avenue W to Village road.
6. Locating and laying out Canarsie lane, from Flatbush avenue to Schenectady avenue.
7. Closing and discontinuing Whale Creek Canal, from Humboldt street to the easterly side of Kingsland avenue.
8. Locating and laying out West Second street, from Canal avenue to Sheepshead Bay road.
9. Closing and discontinuing proposed extension of Bedford avenue, from the intersection of the present Bedford avenue and Heyward street to the intersection of Broadway and Havemeyer street; and the triangular public places at Lee avenue and Hewes street and at Division avenue, Marcy avenue and Ross street; showing

the laying out of the widening of Roebing street, from the southern side of Broadway to the northern side of Division avenue; and showing the laying out of a public place, bounded by the eastern side of Roebing street, between Broadway and Division avenue, extended southwardly in a straight line to the northeastern side of Lee avenue, the northeastern side of Lee avenue, and the southern side of Division avenue; and the widening of Taylor street, from the southwestern side of Lee avenue to the northeastern side of Bedford avenue.

10. Locating and laying out an extension to Bedford avenue, extending from Heyward street to the southeast corner of Williamsburg Bridge plaza.

11. Locating and laying out public place bounded by Division avenue, Marcy avenue, Ross street and the extension of Bedford avenue.

12. Locating and laying out public place bounded by Lee avenue, Hewes street and the extension of Bedford avenue.

13. Striking from the map Sixty-eighth street, between Tenth avenue and Eleventh avenue.

14. Locating and laying out Church avenue, from East Eleventh street to Ocean parkway.

15. Additional land required as a location for a new Municipal Building.

16. Striking from the map of the City Eighty-ninth street, from Narrows avenue to Shore road.

17. Closing and discontinuing De Bruyn's lane, from Benson avenue to Cropsey avenue.

18. Locating and laying out Thirty-seventh street, from high-water line to the easterly side of Second avenue.

19. Locating and laying out public place, bounded by Fort Hamilton avenue, New Utrecht avenue and Forty-fifth street.

20. Locating and laying out Thirty-sixth street, from the high-water line to the bulkhead line.

21. Widening of Degraw street, from New York avenue to Brooklyn avenue.

22. Striking from the map of The City of New York East Sixteenth street, from Albemarle road to the right of way of the Brooklyn and Brighton Beach Railroad.

23. Locating and laying out Second avenue, from the westerly prolongation of the south side of Twenty-eighth street to Thirty-ninth street.

24. Closing and discontinuing North Thirteenth street, from Berry street to Driggs avenue; Banker street, from Nassau avenue to North Thirteenth street and Driggs avenue; Dobbin street, from Nassau avenue to North Fifteenth street and Bedford avenue; Newton street, from Union avenue to Leonard street; North Fourteenth street, from Berry street and Nassau avenue to Driggs avenue; North Fifteenth street, from Nassau avenue to Driggs avenue; Guernsey street, from Nassau avenue to North Fifteenth street and Driggs avenue; Jane street, from Union avenue to Leonard street, and Engert avenue, from Driggs avenue to Leonard street and Manhattan avenue.

25. Locating and laying out of Foster avenue from Coney Island avenue to Gravesend avenue for a width of 80 feet, and the locating and laying out of East Third street, East Fourth street, East Fifth street, East Seventh street, East Eighth street, East Ninth street and East Tenth street, from the southerly line of Parkville, as described in chapter 337 of the Laws of 1876, to the southerly line of Foster avenue as it is hereby established.

26. Widening of Roebing street, from South Fourth street to Metropolitan avenue, and from North Fourth street to Union avenue, and the locating and laying out of the described areas in Blocks 2293 and 2353.

27. Closing and discontinuing of Greene street, from North Henry street to Whale Creek Canal; Freeman street, from Paidge avenue to Whale Creek Canal; Paidge avenue, from Henry place to Whale Creek Canal; North Henry street, from Greene street to Paidge avenue; Holland street, from Paidge avenue to high-water line (Newtown Creek); Henry place, from Paidge avenue to high-water line (Newtown Creek); and street on east side of Whale Creek Canal, from Greene street to high-water line (Newtown Creek).

28. Closing and discontinuing of an old lane running from Avenue M, between East Ninety-third street and East Ninety-fourth street, to Rockaway avenue, between Rockaway parkway and Seaview avenue.

29. Closing and discontinuing a portion of Concord street, between Washington and Liberty streets.

30. Closing and discontinuing Narrows avenue, from Eighty-third street to Eighty-fifth street.

31. Locating and laying out as a public park the area bounded by Cropsey avenue, Bay Eighth street, Bay Tenth street and the United States pierhead line.

32. Reduction in width of East Eleventh street, from Avenue D to Ditmas avenue.

#### b—Maps Affecting Changes of the Established Elevation of Streets.

1. Change of grade in Hopkinson avenue, between Pacific and Herkimer streets.

2. Change of grades in Dumont avenue, from Berriman street to New Lots road, and of Atkins avenue, from New Lots road to Blake avenue.

3. Change of grade of New Jersey avenue, from Jamaica avenue to Highland boulevard, and of Evergreen place, from New Jersey avenue to its westerly terminus.

4. Change of grade in Radde place, between Atlantic avenue and Herkimer street.

5. Change of grade in Seventh avenue, between Ovington avenue and Bay Ridge avenue.

6. Change of grade in East Eighth street, between Beverley road and Cortelyou road, and in Avenue C, between East Seventh street and East Ninth street.

7. Grades established for the extension of Grand street, from Hooper street to Williamsburg Bridge plaza, and changes of grade in South First street, from Grand street extension to Hooper street.

8. Change of grade in Bleeker street, from St. Nicholas avenue to the County line.

9. Change of grade in Fifty-seventh street, between Twelfth and New Utrecht avenues, and in Thirteenth avenue, between Fifty-sixth and Fifty-eighth streets.

10. Change of grade in the territory bounded by Coney Island avenue, East Sixteenth street, Cortelyou road and Newkirk avenue.

11. Change of grade in Eighty-sixth street, between Twelfth avenue and Bay Fifth street.

12. Change of grade in the territory bounded by Eastern parkway, Nostrand avenue, Sullivan street and Bedford avenue.

13. Change of grade in Eightieth street, from Fourth avenue to Fifth avenue.

14. Change of grade in Seventy-ninth street, from Fifth avenue to Sixth avenue.

15. Change of grade in Union street, from New York avenue to Brooklyn avenue.

16. Change of grade in Cleveland street, from Dumont avenue to New Lots road.

17. Change of grade in Carroll street, from Bedford avenue to Rogers avenue.

18. Change of grade in Ninety-sixth street, from Marine avenue to Shore road.

19. Change of grade in Bay Thirty-fifth street, from Cropsey avenue to Bath avenue.

20. Change of grade in Eighty-third street, from Narrows avenue to Shore road.

21. Change of grade in Bay Ridge avenue, from Third avenue to Fifth avenue.

22. Change of grade in Seventy-second street, from Shore road to Narrows avenue.

23. Change of grade in Ninety-third street, from Shore road to Marine avenue.

24. Change of grade in Siegel street, from White street to Bogart street.

25. Change of grade in Bay Fourteenth street, from Cropsey avenue to Bath avenue.

26. Change of grade in Seventy-fourth street, from Fourteenth avenue to Sixteenth avenue.

27. Change of grade in Utica avenue, from Rutland road to Lefferts avenue; East New York avenue, from 130 feet east of East Forty-eighth street to East Ninety-first street; Remsen avenue, from East New York avenue to East Fifty-first street.

28. Change of grade in Utica avenue, from Eastern parkway to Lefferts avenue; Union street, from Schenectady avenue to Rochester avenue; President street, from Schenectady avenue to Rochester avenue; Carroll street, from Schenectady avenue to Rochester avenue; Crown street, from Schenectady avenue to Rochester avenue, and Montgomery street, from Schenectady avenue to East New York avenue.

29. Change of grade in Gravesend avenue, from Avenue N to Avenue O.

#### III. Miscellaneous Maps.

These comprise maps, or general sketches, for special reports, and copies of maps previously prepared and forwarded.

1. Supplementary map or plan showing buildings in the matter of locating and laying out Canarsie avenue, from Flatbush avenue to Schenectady avenue.

2. Locating and laying out Canarsie avenue, from Flatbush avenue to Schenectady avenue.

3. Index map of the Borough showing streets legally opened, etc.

4. Sketch showing buildings within the lines of Avenue N, Avenue O and Mansfield place in connection with the construction of sewers in Ocean avenue, from Avenue G to Avenue N; through Avenue N to East Twenty-fourth street; thence to Avenue O and through Avenue O to Flatlands avenue, etc.

5. Locating and laying out Kings highway for a width of 100 feet, extending from Twenty-second avenue to East New York avenue.

6. Sketch, Force Tube avenue.

7. Sketch, Force Tube avenue.

8. Map showing lands at Prospect Park plaza and Eastern parkway.

9. Map or plan showing the locating and laying out of Bay Forty-seventh street, Twenty-eighth avenue, Bay Forty-ninth street and Bay Fiftieth street, from the easterly line of Harway Basin to Harway avenue; of Avenue Y, from the easterly line of Harway Basin to Bay Fiftieth street; of West Fifteenth street, from Avenue Z to Avenue Y; of West Sixteenth street and West Seventeenth street, from Avenue Z to Bay Fiftieth street, and the closing and discontinuing of Bay Forty-seventh street, Bay Forty-eighth street, Bay Forty-ninth street and Bay Fiftieth street (as laid out on the map of the City), from the westerly line of Harway Basin to the easterly line of Harway avenue (two copies).

10. Maps showing the assessed valuations of Blocks Nos. 240 and 246, and parts of Nos. 251 and 252.

11. Sketch showing the property, with dimensions, on Avenue D, from Rockaway avenue to the property of the Vanderveer crossing (East One Hundredth street).

12. Diagram showing the site of the proposed Municipal Building.

13. Map or plan showing the locating and laying out of an extension to Terrace place, from Prospect avenue to Coney Island avenue, and widening to 80 feet, from Seventeenth street to Prospect avenue; the locating and laying out of Sherman street, from Seeley street to the proposed Terrace place; the closing and discontinuing of Prospect avenue, from Prospect avenue to the proposed Terrace place, and of Sherman street, from Seeley street to the old City line, and from the old City line to the proposed Sherman street and Terrace place.

14. Copy of portion of Sheet No. 1, Town Survey Commissioners' Map of Kings County.

15. Copy of a portion of Sheet No. 24, of Water Grants Map of Land Under Water in Kings County.

16. Copy of a portion of the map of the Bay Ridge parkway, Section 1, filed in three sections, compiled from map and survey by Edwin C. Swezey, City Surveyor, September 18, 1895.

17. Copy of draft damage map of public park known as Owl's Head Park, bounded by First avenue, Shore road, Wakeman place and Bay Ridge avenue.

18. Copy of map of Sheet No. 2, of the draft damage map of the Flatbush avenue extension.

19. Sketch, showing Banker street, from Meserole avenue to Franklin street.

20. Copy of map or plan showing the locating and laying out of Fuller place and Howard place, between Windsor place and Prospect avenue.

21. Copy of Draft Damage Map showing that portion of Bay Ridge parkway, between Sixty-sixth and Sixty-seventh streets, and extending from a few feet east of Ninth avenue for a distance of 434 feet to a point about midway between Eighth and Ninth avenues.

22. Black print of soundings at Coney Island.

23. Copy of opening map of West Twenty-third street, from Canal avenue to the Atlantic Ocean.

24. Copy of map showing encroachments on West Twenty-third street, from Canal avenue to the Atlantic Ocean.

25. Copy of part of map of Joseph J. Kittels' property on Coney Island.

26. Copy of draft damage map of Forty-seventh street, between Eighteenth avenue and Gravesend avenue.

27. Copy of damage map of Flatbush avenue extension.

28. Sketch of territory bounded by Seventy-ninth street, Twenty-third avenue, Eighty-sixth street and Eighteenth avenue.

29. Diagram showing the site of the proposed Municipal Building.

30. Copy of a portion of the opening map of Surf avenue in Coney Island.

31. Copy of map showing soundings for the purpose of constructing a board walk at Coney Island, extending from Ocean parkway to West Thirty-seventh street.

32. Map or plan showing connections from Neptune avenue to Ocean parkway.

33. Plan and elevation showing proposed board walk at Coney Island, extending from Ocean parkway to West Thirty-seventh street.

34. Map showing streets proposed to be opened in the district bounded by Fifth avenue, Greenwood Cemetery, Fort Hamilton avenue and Thirty-ninth street.

35. Profile showing streets proposed to be opened in the district bounded by Fifth avenue, Greenwood Cemetery, Fort Hamilton avenue and Thirty-ninth street.

36. Plan and profiles showing proposed change of grade of Metropolitan avenue, from Grand Street Bridge to the Newtown Creek Bridge; Gardner avenue, from Meadow street to Grand street; Ten Eyck street, from Stewart avenue to Newtown Creek, and of Grand street, from Grand Street Bridge to Varick avenue.

37. Map of Flatbush avenue extension showing grades as set on buildings.

38. Map or plan showing the locating and laying out of a street as an approach to the Manhattan Bridge extending from Nassau street to the intersection of Flatbush avenue and Fulton street.

39. Draft damage map in the matter of widening Oak street on the south side immediately adjoining Guernsey street.

40. Draft benefit map in the matter of widening Oak street on the south side immediately adjoining Guernsey street.

41. Map showing additional land required as a location for a new Municipal building.

42. Plan and elevation showing proposed board walk at Coney Island, extending from Ocean parkway to West Thirty-seventh street.

43. Sketch showing location of property on Schenck avenue.

44. Diagram showing location of Shell road, from Avenue X to West Sixth street.

45. Plan and elevation showing proposed board walk at Coney Island, extending from Ocean parkway to West Thirty-seventh street.

46. Map showing alternate plans for proposed extension of Flatbush avenue, from its present southerly terminus to the Atlantic Ocean at Rockaway Beach.

47. Plan and elevation showing proposed board walk at Coney Island extending from Ocean parkway to West Thirty-seventh street.

48. Locating and laying out of a street as an approach to the Manhattan Bridge, extending from Nassau street to the intersection of Flatbush avenue and Fulton street.

49. Map or plan showing the change in the United States bulkhead line of Newtown Creek, from Meeker avenue to Cherry street.

IV. Maps Showing Encroachments on Streets Prepared for Bureau of Incumbrances.

1. East Nineteenth street, extending from Voorhies avenue to Emmons avenue.

2. Montgomery street.

3. Malta street, extending from New Lots avenue to Vienna avenue.

4. Fifty-fifth street, extending from the old City line to the east side of Kouwenhoven lane.

5. Eighty-second street, extending from Twelfth avenue to Seventeenth avenue.

6. Sixteenth avenue, extending from Flatbush line to Eighty-fourth street.

7. Fifty-fifth street, extending from the old City line to east side of Kouwenhoven lane.

8. Seventy-first street, extending from Sixth avenue to Seventh avenue.

9. South side of Surf avenue, from Jones walk to West Tenth street.

10. Butler street, extending from Flatbush avenue to Nostrand avenue.

#### V. Streets and Street Openings.

This work, in addition to furnishing a mass of oral information, consists in preparing certificates of dedication and statements of facts for submission to the Corporation Council. It requires an accurate search of all records in this and the other public

offices, besides a thorough examination on the ground of the physical condition of each street. As completed, this work is divided as follows:

A—Certificates of Dedication to Public Use of Streets.

These certificates are prepared to prove that the public has an easement to the use of the street, thus avoiding street opening proceedings preliminary to needed improvements.

None during this year.

B—Statements of Facts for Submission to Corporation Counsel.

In these statements of facts is included all obtainable information, documentary and physical, that tends to prove a dedication of each street to public use.

1. Lawrence avenue, between Ocean parkway and Third street.
2. Nichols avenue, from a point about 250 feet south of Fulton avenue to Atlantic avenue.
3. Nichols avenue, between Jamaica avenue and a street known as Union avenue.
4. Dorchester road, between East Sixteenth street and Brooklyn and Brighton Beach Railroad.
5. Dorchester road, between East Twelfth street and Coney Island avenue.
6. East Thirteenth street, between Avenue O and Avenue T.
7. Stratford road, between Dorchester road and Ditmas avenue.
8. Fifty-seventh street, between Twelfth avenue and New Utrecht avenue.
9. East Fifteenth street, between Avenue O and Kings highway.
10. East Fourteenth street, between Avenue O and Kings highway.
11. East Fourteenth street, between Avenue V and Gravesend Neck road.
12. East One Hundred and First street, between Avenue D and Avenue E.
13. East One Hundred and Second street, between Avenue D and the Brooklyn and Rockaway Beach Railroad.
14. East One Hundred and Third street, between Avenue D and the Brooklyn and Rockaway Beach Railroad.
15. East One Hundred and Fourth street, between Avenue D and the Brooklyn and Rockaway Beach Railroad.
16. East One Hundred and Fifth street, between Avenue D and the Brooklyn and Rockaway Beach Railroad.
17. Avenue D, between Rockaway avenue and East One Hundred and Sixth street.
18. Avenue E, between East One Hundred and First street and East One Hundred and Sixth street.
19. Avenue F, between East One Hundred and Second street and East One Hundred and Sixth street.
20. Troy avenue, between Linden avenue and a lane about 250 feet north of Linden avenue.
21. East Forty-fifth street, between Linden avenue and a lane about 250 feet north of Linden avenue.
22. East Forty-sixth street, between Linden avenue and a lane about 235 feet north of Linden avenue.
23. East Forty-eighth street, between Linden avenue and a lane about 230 feet north of Linden avenue.
24. Schenectady avenue, between Linden avenue and a lane about 235 feet north of Linden avenue.
25. Avenue P, from Long Island Railroad to Ocean avenue.
26. East Seventeenth street, from a point about 370 feet north of Avenue P to Kings highway.
27. East Eighteenth street, from a point about 465 feet north of Avenue P to Kings highway.
28. East Nineteenth street, from a point about 560 feet north of Avenue P to Kings highway.
29. East Twenty-first street, from a point about 70 feet south of Avenue O to Avenue P.
30. East Twenty-second street, from a point about 140 feet south of Avenue O to Kings highway.
31. Avenue Q, from a point about 40 feet east of East Sixteenth street to East Twenty-fifth street, excepting land occupied by the Long Island Railroad.
32. Avenue R, between East Eighteenth street and East Twenty-sixth street.
33. Avenue S, between Ocean avenue and a point about 100 feet east of East Twenty-seventh street.
34. Avenue T, between Ocean avenue and East Twenty-second street.
35. East Sixteenth street, between Kings highway and Avenue R.
36. East Seventeenth street, between Kings highway and Avenue R, excepting the land occupied by the tracks of the Long Island Railroad.
37. East Eighteenth street, between Kings highway and Avenue S, excepting the land occupied by the Long Island Railroad.
38. East Nineteenth street, between Kings highway and a point about 145 feet north of Avenue S.
39. East Twenty-first street, between Kings highway and Avenue T.
40. East Twenty-second street, between Avenue P and Avenue T.
41. East Twenty-third street, between Kings highway and a point about 100 feet north of Avenue T.
42. East Twenty-fourth street, between Avenue P and a point about 600 feet south of Avenue S.
43. East Twenty-fifth street, between Avenue Q and a point about 500 feet south of Avenue S.
44. East Twenty-sixth street, between Avenue R and a point about 400 feet south of Avenue S.
45. East Twenty-seventh street, from a point about 300 feet north of Avenue S to a point about 320 feet south of Avenue S.
46. De Sales place, between Bushwick avenue and Evergreen Cemetery.
47. East Fourteenth street, between Avenue H and a point about 200 feet north of Avenue J.
48. East Fifteenth street, from Avenue H to a point about 296 feet north of Avenue J, excepting the land occupied by the tracks of the Long Island Railroad.
49. Avenue H, between Coney Island avenue and the Brooklyn and Brighton Beach Railroad.
50. Avenue I, between Coney Island avenue and the Brooklyn and Brighton Beach Railroad.
51. Lott avenue, between Ames street and Bristol street.
52. Newport avenue, from a point about 75 feet east of Ames street to Rockaway avenue.
53. Ames street, from a point about 140 feet south of Newport avenue to New Lots road.
54. Amboy street, from a point about 170 feet south of Riverdale avenue to New Lots road.
55. Hopkinson avenue, from a point about 100 feet south of Riverdale avenue to New Lots road.
56. Bristol street, from a point about 240 feet south of Riverdale avenue to a point about 100 feet south of Lott avenue.
57. Chester street, from a point about 360 feet south of Riverdale avenue to Newport avenue.
58. Fenimore street, from Rogers avenue to Nostrand avenue.
59. First street, between Eighteenth avenue and Foster avenue.
60. Third street, between Eighteenth avenue and Foster avenue.
61. Hancock street, between Knickerbocker avenue and Irving avenue.
62. Eighty-third street, between Eighteenth avenue and Twenty-second avenue.
63. Seventy-fourth street, between Twelfth avenue and Thirteenth avenue.
64. East New York avenue, between Saratoga avenue and Pitkin avenue.
65. Seventy-fourth street, between Eleventh avenue and Twelfth avenue.
66. Mantauk avenue, from a point 277 feet south of New Lots road to Hegeman avenue.
67. East Seventeenth street, from Church avenue to Caton avenue.
68. East Ninth street, from Avenue C to Cortelyou road.
69. East Eleventh street, from Caton avenue to Church avenue.
70. Jerome street, from Glenmore avenue to Pitkin avenue.

71. Avenue N, between Coney Island avenue and East Seventeenth street, except the land occupied by the tracks of the Brooklyn and Brighton Beach Railroad and of the Long Island Railroad.
72. Avenue W, from Coney Island avenue to East Seventh street.
73. Metropolitan avenue, from Grand street to Borough line.
74. Seventy-fourth street, from New Utrecht avenue to Sixteenth avenue.
75. Fifty-fifth street, from Fifteenth avenue to Seventeenth avenue.
76. East Thirty-eighth street, from Avenue K to Long Island Railroad.
77. East Thirty-eighth street, from Canarsie lane to Foster avenue.
78. East Thirty-ninth street, from Canarsie lane to Foster avenue.
79. Senator street, from First avenue to Second avenue.
80. Sixty-seventh street, from First avenue to Second avenue.
81. Bay Tenth street, between Benson avenue and Cropsey avenue.
82. Barrett street, between East New York avenue and Pitkin avenue.
83. Thirty-ninth street, between Fort Hamilton avenue and Thirteenth avenue.
84. Fifty-ninth street, between Fifteenth avenue and the western property line of the Long Island Railroad.
85. Seventy-fourth street, between Twelfth avenue and Thirteenth avenue.
86. Linden avenue, between Nostrand avenue and Canarsie avenue.
87. Linden avenue, between Canarsie avenue and East Fifty-seventh street.
88. Sixty-seventh street, between Fourteenth avenue and Fifteenth avenue.
89. Linden avenue, between East Ninety-fourth street and East Ninety-third street.
90. Avenue A, between East Ninety-fourth street and East Ninety-third street.
91. Flatlands avenue, between East Ninety-fourth street and East Eighty-fifth street.
92. Crown street, between Nostrand avenue and Rogers avenue.
93. Quay street, between West street and East River.
94. Avenue C, between Gravesend avenue and Coney Island avenue.
95. Fulton street, between former City line and Sackman street.
96. Kenmore place, between Farragut road and Glenwood road.
97. Forty-second street, from New Utrecht avenue to Sixteenth avenue.
98. Thirty-eighth street, from Tenth avenue to Fort Hamilton avenue.
99. Thirty-eighth street, from Thirteenth avenue to Fourteenth avenue.
100. Eighth avenue, from Forty-ninth street to Fiftieth street.
101. Fiftieth street, from New Utrecht avenue to Fourteenth avenue.
102. Forty-sixth street, from New Utrecht avenue to Twelfth avenue.
103. Fifty-second street, from Eighteenth avenue to West street.
104. Fifty-seventh street, from Eleventh avenue to Twelfth avenue.
105. Eighty-third street, from Twenty-fourth avenue to Stillwell avenue.
106. Lott avenue, from Albermarle road to Tilden avenue.
107. Forty-eighth street, from Twelfth avenue to a point about 100 feet west of Seventeenth avenue.
108. Kent avenue, from Oakland street to Provost street.
109. Dupont street, from Oakland street to Provost street.
110. East Twenty-ninth street, from Newkirk avenue to Foster avenue.
111. East Twenty-eighth street, from Newkirk avenue to Foster avenue.
112. Lawrence avenue, from Gravesend avenue to Ocean parkway.
113. Newkirk avenue, from Ocean parkway to First street.
114. Engert avenue, from Graham avenue to Humboldt street.
115. Fifty-seventh street, from Kowenhoven lane to Sixteenth avenue.
116. Fifty-seventh street, from Sixth avenue and a point 460 feet southeasterly thereof.
117. East Twenty-eighth street, from Clarendon road to Newkirk avenue.
118. East Twenty-ninth street, from Canarsie lane to Clarendon road.
119. East Twenty-ninth street, from Avenue D to Newkirk avenue.
120. Eighteenth avenue, from Ocean parkway to the former Town line of Flatbush and New Utrecht.
121. Sixty-seventh street, between Fourteenth avenue and Fifteenth avenue.
122. Sixty-seventh street, between New Utrecht avenue and Eighteenth avenue.
123. Bay Thirteenth street, from Eighty-sixth street to Cropsey avenue.
124. Forty-second street, from Twelfth avenue to Thirteenth avenue.
125. Himrod street, from St. Nicholas avenue to Borough line.
126. East Thirty-second street, between Farragut road and the land of the Flatbush Water Works.
127. Sixteenth avenue, between Fortieth street and old Town line between Flatbush and New Utrecht.
128. Twenty-fourth avenue, between Eighty-fifth street and the crown south of Benson avenue.
129. Stillwell avenue, between Eighty-fifth street and Eighty-sixth street.
130. DeKalb avenue, between Wyckoff avenue and the Borough line.
131. Cypress avenue, between DeKalb avenue and Troutman street.
132. Marlborough road, between Ditmas avenue and a point 320 feet southerly thereof.
133. Sackman street, between Livonia avenue and Newport street.
134. McKinley avenue, between Railroad avenue and Eldert's lane.
135. East Thirty-ninth street, from Farragut road to a point about 200 feet north of Avenue H.
136. East Thirty-ninth street, between Long Island Railroad and Hubbard place.
137. East Fifty-third street, between Church avenue and Snyder avenue.
138. Snyder avenue, between Fifty-third street and Ralph avenue.
139. Bay Tenth street, between Benson avenue and Cropsey avenue.
140. Crescent street, between Pitkin avenue and Belmont avenue.
141. East Thirty-fourth street, from the southern line of the land of the Flatbush Water Works to Farragut road.
142. Fifty-ninth street, between Twelfth avenue and Thirteenth avenue.
143. Pine street, between Etna street and Ridgewood avenue.
144. Crown street, between Nostrand avenue and New York avenue.
145. President street, between Rogers avenue and Nostrand avenue.
146. West street, between Avenue I and Fiftieth street.

VI. Maps Prepared for the Corporation Counsel's Office in Condemnation Proceedings.

This work comprises the preparation of the following maps:

- (a)—Rule maps in triplicate and technical descriptions of land to be taken in street opening proceedings.
- (b)—Profile maps showing physical elevation of the property on the side lines and centre of the street, and the manner in which lands and buildings not taken but affected will be injured or benefited by the intended regulation of the streets.
- (c)—Draft damage maps, which give the dimensions of every plot of land to be taken, the encroachments on the streets, the names of the property owners and any other information that will be of service to the Commissioners of Estimate and Assessment.
- (d)—Draft benefit maps, showing lot included within the limits of assessment for the opening, and giving dimensions and block and lot numbers.
- (e)—Final damage maps in duplicate, and final benefit maps in triplicate.
- (f)—Rule maps and technical descriptions for acquiring easements in streets for sewer purposes.
- (g)—Rule maps and technical descriptions for closing avenues and streets.
- (h)—Profiles made in connection with street openings.
- (i)—Inspection and testimony.
- (j)—Amendments and additions to street opening maps.

(a)—Rule Maps and Technical Descriptions.

These maps are sent in triplicate, and have technical descriptions showing the land taken in street opening proceedings.

	Feet.
1. Newell street, from Meserole avenue to Greenpoint avenue.....	853
2. Henry street, from Ocean parkway to East Eighth street.....	579
3. Van Sicten avenue, from New Lots road to Dumont avenue.....	1,068
4. Avenue L, between Ocean parkway and Ocean avenue, excluding the property of the Brooklyn and Brighton Beach Railroad and of the Long Island Railroad .....	3,146
5. Scott avenue, from Flushing avenue to St. Nicholas avenue.....	411

	Feet.
6. Thirteenth avenue, from Thirty-sixth street to Seventy-third street, excluding the land occupied by the Prospect Park and South Brooklyn Railroad Company, the Sea Beach Railroad Company, the Manhattan Beach Division of the Long Island Railroad and the Brooklyn, Bath and West End Railroad Company.....	9,206
7. East Ninety-fifth street, from East New York avenue to Rockaway avenue, excluding the lands of the Long Island Railroad Company.....	15,723
8. Forrest street, from Central avenue to Flushing avenue.....	404
9. East Twenty-first street, between Regent place and Beverley road.....	355
10. North Henry street, from the centre line of Wyckoff Creek to Greene street.....	1,144
11. Hendrix street, between Dumont avenue and New Lots road.....	963
12. Avenue C, between Gravesend avenue and Coney Island avenue.....	2,580
13. The triangular parcel of land bounded by Ninety-fourth street, Fourth avenue and Fifth avenue.....	76
14. Midwood street, between Nostrand avenue and Kingston avenue.....	2,135
15. Park street, between Garden street and Beaver street.....	200
16. Junius street, from Pitkin avenue to Dumont avenue.....	2,000
17. Ninety-sixth street, from Third avenue to Fourth avenue.....	851
18. Conway street, from Broadway to Fulton street.....	440
19. Shepherd avenue, between Atlantic avenue and New Lots road.....	3,929
20. Linwood street, from New Lots road to Vandalia avenue.....	4,340
21. Avenue R, from Coney Island avenue to East Seventeenth street.....	1,463
22. Snediker avenue, between Dumont avenue and bulkhead line of Fresh Creek.....	3,920
23. Bay Forty-third street, between Stillwell avenue and Harway avenue.....	2,705
24. Hegeman avenue, between East Ninety-eighth street and New Jersey avenue.....	6,367
	<u>64,858</u>

Total, 24 streets, comprising 96 maps, and covering 64,858 feet, or 12.283 miles of streets.

(b)—Profile Maps Showing Physical Elevation of the Property on the Side Lines and Centre of the Street, and the Manner in Which Lands and Buildings not Taken but Affected Will Be Injured or Benefited by the Intended Regulation of the Streets.

	Feet.
1. Newell street, from Meserole avenue to Greenpoint avenue.....	853
2. Henry street, from Ocean parkway to East Eighth street.....	579
3. Van Siclen avenue, from New Lots road to Dumont avenue.....	1,068
4. Avenue L, between Ocean parkway and Ocean avenue, excluding the property of the Brooklyn and Brighton Beach Railroad and of the Long Island Railroad.....	3,146
5. Thirteenth avenue, from Thirty-sixth street to Seventy-third street, excluding the land occupied by the Prospect Park and South Brooklyn Railroad Company, the Sea Beach Railroad Company, the Manhattan Beach Division of the Long Island Railroad and the Brooklyn, Bath and West End Railroad Company.....	9,206
6. East Ninety-fifth street, from East New York avenue to Rockaway avenue, excluding the lands of the Long Island Railroad Company.....	15,723
7. Forrest street, from Central avenue to Flushing avenue.....	404
8. East Twenty-first street, between Regent place and Beverley road.....	355
9. North Henry street, from centre line of Wyckoff Creek to Greene street.....	1,144
10. Hendrix street, between Dumont avenue and New Lots road.....	963
11. Avenue C, between Gravesend avenue and Coney Island avenue.....	2,580
12. Midwood street, between Nostrand and Kingston avenues.....	2,135
13. Junius street, from Pitkin avenue to Dumont avenue.....	2,000
14. Ninety-sixth street, from Third avenue to Fourth avenue.....	851
15. Conway street, from Broadway to Fulton street.....	440
16. Shepherd avenue, between Atlantic avenue and New Lots road.....	3,929
17. Linwood street, from New Lots road to Vandalia avenue.....	4,340
18. Avenue R, from Coney Island avenue to East Seventeenth street.....	1,463
19. Snediker avenue, between Dumont avenue and the bulkhead line of Fresh Creek.....	3,920
20. Bay Forty-third street, between Stillwell avenue and Harway avenue.....	2,705
21. Hegeman avenue, between East Ninety-eighth street and New Jersey avenue.....	6,367
	<u>64,171</u>

Total, 21 streets, comprising 42 maps, and covering 64,171 feet, or 12,153 miles of streets.

(c)—Draft Damage Maps.

These maps are used by the Commissioners of Estimate and Assessment to determine the amount of award for land and buildings taken in the opening of the street.

	Number of Plots	Area in Sq. Feet.
1. Newell street, from Meserole avenue to Greenpoint avenue.....	23	42,675
2. Henry street, from Ocean parkway to East Eighth street.....	21	28,980
3. Van Siclen avenue, from New Lots road to Dumont avenue.....	33	64,105
4. Tapscott street, between Blake avenue and East Ninety-eighth street.....	7	25,597
5. Vienna avenue, from Snediker avenue to Hinsdale street and from Malta street to Williams avenue.....	68	29,661
6. Malta street, from Vienna avenue to Wortman avenue.....	61	39,300
7. Wortman avenue, from Malta street to New Jersey avenue.....	46	40,800
8. Avenue L, between Ocean parkway and Ocean avenue, excluding the property of the Brooklyn and Brighton Beach Railroad and of the Long Island Railroad.....	96	351,680
9. Scott avenue, from Flushing avenue to St. Nicholas avenue.....	13	25,591
10. Thirteenth avenue, from Thirty-sixth street to Seventy-third street, excluding the land occupied by the Prospect Park and South Brooklyn Railroad Company, the Sea Beach Railroad Company, the Manhattan Beach Division of the Long Island Railroad and the Brooklyn, Bath and West End Railroad Company.....	373	750,846
11. East Ninety-fifth street, from East New York avenue to Rockaway avenue, excluding the lands of the Long Island Railroad Company.....	345	943,426
12. Forrest street, from Central avenue to Flushing avenue.....	21	24,279
13. East Twenty-first street, between Regent place and Beverley road.....	4	21,359
14. North Henry street, from the centre line of Wyckoff Creek to Greene street.....	15	68,664
15. Hendrix street, between Dumont avenue and New Lots road.....	37	49,157
16. Avenue C, between Gravesend avenue and Coney Island avenue.....	63	206,577
17. The triangular parcel of land bounded by Ninety-fourth street, Fourth avenue and Fifth avenue.....	1	819
18. Midwood street, between Nostrand and Kingston avenues.....	115	128,100
19. Park street, between Garden street and Beaver street.....	6	12,000
20. Junius street, from Pitkin avenue to Dumont avenue.....	27	120,000
21. Ninety-sixth street, from Third avenue to Fourth avenue.....	10	48,077
22. Conway street, from Broadway to Fulton street.....	14	30,808
23. Shepherd avenue, between Atlantic avenue and New Lots road.....	217	235,772
24. Linwood street, from New Lots road to Vandalia avenue.....	43	263,882
25. Avenue R, from Coney Island avenue to East Seventeenth street.....	60	127,534
26. Snediker avenue, between Dumont avenue and line of Fresh Creek.....	92	235,200

	Number of Plots	Area in Sq. Feet.
27. Bay Forty-third street, between Stillwell avenue and Harway avenue.....	55	159,935
28. Hegeman avenue, between East Ninety-eighth street and New Jersey avenue.....	231	445,639
	<u>2,097</u>	<u>4,520,463</u>

Total, 28 streets, comprising 84 maps and covering 2,097 plots, 4,520,463 square feet in area, or 1,769.022 city lots, and a total length of 13.138 miles of streets.

(d)—Draft Benefit Maps.

These maps show the limits of assessment for opening a street, and give block numbers and block dimensions.

	Number of Plots
1. East Thirty-fourth street, from Clarkson street to Church avenue.....	37
2. Williams avenue, from Livonia avenue to Fresh Creek.....	191
3. Forty-fourth street, from New Utrecht avenue to West street.....	139
4. Newell street, from Meserole avenue to Greenpoint avenue.....	33
5. Henry street, from Ocean parkway to East Eighth street.....	28
6. Van Siclen avenue, from New Lots road to Dumont avenue.....	34
7. Bedford avenue, between Dean street and Pacific street.....	29
8. Carroll street, from Albany avenue to East New York avenue.....	98
9. Crown street, from Albany avenue to East New York avenue.....	84
10. Remsen avenue, from Utica avenue to Canarsie Bay Park.....	507
11. Sterling street, from Washington avenue to Brooklyn avenue.....	85
12. Fiftieth street, from old City line to New Utrecht avenue.....	115
13. Avenue L, between Ocean parkway and Ocean avenue, excluding the property of the Brooklyn and Brighton Beach Railroad and of the Long Island Railroad.....	284
14. Scott avenue, from Flushing avenue to St. Nicholas avenue.....	388
15. Thirteenth avenue, from Thirty-sixth street to Seventy-third street, excluding the land occupied by the Prospect Park and South Brooklyn Railroad Company, the Sea Beach Railroad Company, the Manhattan Beach Division of the Long Island Railroad and the Brooklyn, Bath and West End Railroad Company.....	1,063
16. East Ninety-fifth street, from East New York avenue to Rockaway avenue, excluding the land of the Long Island Railroad Company.....	368
17. Forty-sixth street, from Twelfth avenue to Seventeenth avenue.....	179
18. Forty-seventh street, between Eighteenth avenue and Gravesend avenue.....	48
19. Forrest street, from Central avenue to Flushing avenue.....	51
20. East Twenty-first street, between Regent place and Beverley road.....	11
21. Church avenue, from East Eleventh street to Flatbush avenue.....	118
22. North Henry street, from the centre line of Wyckoff Creek to Greene street.....	41
23. Sixty-fourth street, extending from Sixth avenue to New Utrecht avenue.....	237
24. Hendrix street, between Dumont avenue and New Lots road.....	71
25. Avenue C, between Gravesend avenue and Coney Island avenue.....	219
26. The triangular parcel of land bounded by Ninety-fourth street, Fourth avenue and Fifth avenue.....	19
27. Midwood street, between Nostrand and Kingston avenues.....	100
28. Park street, between Garden street and Beaver street.....	119
29. Junius street, from Pitkin avenue to Dumont avenue.....	36
30. Ninety-sixth street, from Third avenue to Fourth avenue.....	18
31. Forty-third street, from New Utrecht avenue to West street.....	139
32. Conway street, from Broadway to Fulton street.....	141
33. Ralph avenue, extending from Remsen avenue to Avenue N.....	301
34. Shepherd avenue, between Atlantic avenue and New Lots road.....	238
35. Fourteenth avenue, extending from West street to Sixty-fifth street, excepting that portion of said avenue occupied by the tracks of the Long Island Railroad and the Sea Beach Railroad, between Sixty-first and Sixty-second streets.....	816
36. Linwood street, from New Lots road to Vandalia avenue.....	95
37. Avenue R, from Coney Island avenue to East Seventeenth street.....	186
38. Avenue L, extending from east side of Nostrand avenue to west side of Flatbush avenue.....	54
39. Snediker avenue, between Dumont avenue and the bulkhead line of Fresh Creek.....	81
40. Bay Forty-third street, between Stillwell avenue and Harway avenue.....	71
41. Hegeman avenue, between East Ninety-eighth street and New Jersey avenue.....	369
43. Newell street, from Meserole avenue to Greenpoint avenue.....	23
44. Henry street, from Ocean parkway to East Eighth street.....	21
45. Van Siclen avenue, from New Lots road to Dumont avenue.....	33
	<u>7,318</u>

Total, 45 streets, comprising 45 maps and covering 7,318 plots.

(e)—Final Damage and Benefit Maps.

The final damage maps are made in duplicate, and the final benefit maps in triplicate. These are the last maps made for street opening proceedings. They are copies of the draft damage map and of the draft benefit maps, with the addition of any modifications that may have been decided upon by the Commissioner's report, which is placed on file at the confirmation of each street opening proceeding.

	Sheets.
1. The part of the street as an approach to Manhattan Bridge, from Nassau street to the intersection of Flatbush avenue and Fulton street, that is bounded by Fulton street on the south and DeKalb avenue on the north, embracing Damage Parcels Nos. 215 and 236, inclusive (final damage maps).....	4
2. East Thirty-fourth street, from Clarkson street to Church avenue.....	10
3. Williams avenue, from Livonia avenue to Fresh Creek.....	17
4. Forty-fourth street, from New Utrecht avenue to West street.....	34
5. Bedford avenue, between Dean street and Pacific street.....	5
6. Carroll street, from Albany avenue to East New York avenue.....	26
7. Crown street, from Albany avenue to East New York avenue.....	26
8. Remsen avenue, from Utica avenue to Canarsie Bay Park.....	86
9. Sterling street, from Washington avenue to Brooklyn avenue.....	26
10. Fiftieth street, from old city line to New Utrecht avenue.....	17
11. Avenue L, between Ocean parkway and Ocean avenue, excluding the property of the Brooklyn and Brighton Beach Railroad and of the Long Island Railroad Company.....	32
12. Scott avenue, from Flushing avenue to St. Nicholas avenue.....	29
13. Thirteenth avenue, from Thirty-sixth street to Seventy-third street, excluding the land occupied by the Prospect Park and South Brooklyn Railroad Company, the Sea Beach Railroad Company, the Manhattan Beach Division of the Long Island Railroad and the Brooklyn, Bath and West End Railroad Company.....	61
14. East Ninety-fifth street, from East New York avenue to Rockaway avenue, excluding the land of the Long Island Railroad Company.....	89
15. Avenue D, from Flatbush avenue to Rogers avenue.....	9
16. Forty-sixth street, from Twelfth avenue to Seventeenth avenue.....	26
17. Forty-seventh street, between Eighteenth avenue and Gravesend avenue.....	10
18. Forrest street, from Central avenue to Flushing avenue.....	5
19. East Twenty-first street, between Regent place and Beverley road.....	5
20. Church avenue, from East Eleventh street to Flatbush avenue.....	22
21. North Henry street, from the centre line of Wyckoff Creek to Greene street.....	20
22. Sixty-fourth street, extending from Sixth avenue to New Utrecht avenue.....	39
23. Hendrix street, between Dumont avenue and New Lots road.....	8
24. Avenue C, between Gravesend avenue and Coney Island avenue.....	19

	Sheets.
25. The triangular parcel of land bounded by Ninety-fourth street, Fourth avenue and Fifth avenue.....	5
26. Midwood street, between Nostrand and Kingston avenues.....	13
27. Park street, between Garden street and Beaver street.....	8
28. Junius street, from Pitkin avenue to Dumont avenue.....	10
29. Approach to Manhattan Bridge extended, from Nassau street to the intersection of Flatbush avenue and Fulton street.....	32
30. Ninety-sixth street, from Third avenue to Fourth avenue.....	5
31. Forty-third street, from New Utrecht avenue to West street.....	33
32. Conway street, from Broadway to Fulton street.....	11
33. Ralph avenue, extending from Remsen avenue to Avenue N.....	60
34. Shepherd avenue, between Atlantic avenue and New Lots road.....	19
35. Fourteenth avenue, extending from West street to Sixty-fifth street, excepting that portion of said avenue occupied by the tracks of the Long Island Railroad and the Sea Beach Railroad, between Sixty-first and Sixty-second streets.....	65
36. Linwood street, from New Lots road to Vandalia avenue.....	21
37. Linwood street, from Coney Island avenue to East Seventeenth street....	13
38. Avenue L, extending from east side of Nostrand avenue to west side of Flatbush avenue .....	16
39. Snediker avenue, between Dumont avenue and the bulkhead line of Fresh Creek .....	25
40. Bay Forty-third street, between Stillwell avenue and Harway avenue....	19
41. Hegeman avenue, between East Ninety-eighth street and New Jersey avenue .....	45
42. Newell street, from Meserole street to Greenpoint avenue.....	2
43. Henry street, from Ocean parkway to East Eighth street.....	2
44. Van Siclen avenue, from New Lots road to Dumont avenue.....	2
	1,031

Total, 44 streets, comprising 1,031 sheets.

(f)—Rule Maps and Technical Descriptions for Acquiring Easements in Streets for Sewer Purposes.

None during this year.

(g)—Rule Maps and Technical Descriptions for Closing Avenues and Streets.

None during this year.

(h)—Profiles Made in Connection with Street Openings.

1. Eighty-fifth street, between First and Third avenues.
2. Eighty-fourth street, between Second avenue and Third avenue, and between Twelfth and Eighteenth avenues.
3. Senator street, from Second avenue to Third avenue.

(i)—Inspection and Testimony.

Whenever a draft damage map of a street was completed it was taken on the ground, and the existing conditions were carefully inspected and compared with the map.

(j)—Amendments and Additions to Street Opening Maps.

As circumstances require it, amendments and additions are made to street opening maps that were previously forwarded.

1. Draft Damage Maps—None.
2. Draft Benefit Maps—None.
3. Final Damage and Benefit Maps—None.

Plans and Profiles (Original Improvements) for Regulating, Grading, etc.

1. Forty-sixth street, between Sixth and Seventh avenues.
2. Kenmore place, between Woodruff and Caton avenues.
3. East Second street, from Greenwood avenue to Vanderbilt street.
4. Fifty-third street, between Sixth and Seventh avenues.
5. East Fourth street, between Vanderbilt street and Fort Hamilton avenue.
6. East Fifth street, between Albemarle road and Church avenue.
7. Ninety-fifth street, between Fourth and Marine avenues.
8. East Fourth street, between Avenue C and Church avenue.
9. President street, between Utica and Buffalo avenues.
10. Fourth avenue, between Eighty-sixth street and the Shore road.
11. East Sixteenth street, from Beverley road to Dorchester road.
12. Hawthorne street, from Nostrand avenue to New York avenue.
13. East Twenty-ninth street, from Newkirk avenue to Foster avenue.
14. Newkirk avenue, from East Twenty-sixth street to Nostrand avenue.
15. Seventieth street, from New Utrecht avenue, to a point about 130 feet more or less, east of Sixteenth avenue, and from a point 160 feet more or less east of Seventeenth avenue to Eighteenth avenue and laying cement sidewalks from New Utrecht avenue to Eighteenth avenue.
16. East Twenty-eighth street, from Newkirk avenue to Foster avenue.
17. Seventy-fourth street, from Fourteenth avenue to Sixteenth avenue.
18. East Twelfth street, from Cortelyou road to Dorchester road.
19. Van Sicklen street, from Kings highway to Eighty-sixth street.
20. East Twenty-ninth street, from Clarendon road to Avenue D.
21. Forty-fourth street, from First avenue to Second avenue.
22. Forty-fourth street, from Sixth avenue to Fort Hamilton avenue.
23. Howard avenue, from Eastern parkway extension to Pitkin avenue.
24. Sutter avenue, from Howard avenue to East Ninety-eighth street.
25. Twentieth street, from Tenth avenue to Vanderbilt street.
26. Sterling place, from Utica avenue to Schenectady avenue.
27. Park place, from Rochester avenue to Buffalo avenue.
28. Seventy-sixth street, from Third avenue to Fourth avenue.
29. Eighty-sixth street, from Thirteenth avenue to Gravesend avenue, and from Fifteenth avenue to Gravesend avenue.
30. Seventh avenue, from Forty-third street to Forty-ninth street.
31. Hart street, from Wyckoff avenue to St. Nicholas avenue.
32. Ninetieth street, from Third avenue to Fifth avenue.
33. Ninety-third street, from Shore road to Third avenue.
34. Silliman place, from Second avenue to Third avenue.
35. Fourth street, from Eighth avenue to Prospect Park West.
36. East Third street, from Ditmas avenue to a point 120 feet more or less north of Avenue F.
37. West Seventeenth street, from Surf avenue to Coney Island Creek.
38. Fifty-first street, from Eighth avenue to Fort Hamilton avenue.
39. Bay Ridge avenue, from Third avenue to Fifth avenue.
40. Siegel street, from White street to Bogart street.
41. Bay Thirty-fifth street, from Cropsey avenue to Eighty-sixth street.
42. Bay Fourteenth street, from Cropsey avenue to Eighty-sixth street.
43. Eighty-third street, from Second avenue to the Shore road.
44. West Twenty-third street, from Neptune avenue to the Atlantic Ocean.
45. Eleventh avenue, from Sixtieth street to Sixty-fifth street.
46. East Twenty-ninth street, from Farragut road to Glenwood road.
47. East Seventh street, from Church avenue to Johnson street.
48. East Thirty-first street, from Clarendon road to Newkirk avenue.
49. Fifteenth avenue, from Forty-second street to Sixtieth street.
50. Fortieth street, from Fort Hamilton avenue to Fourteenth avenue.
51. Blake avenue, from Howard avenue to East Ninety-eighth street.
52. One Hundredth street, from Third avenue to Fort Hamilton parkway.
53. Beverley road, from Bedford avenue to Rogers avenue.
54. Grand street, as extended from Hooper street to Bridge plaza.
55. Eighty-fourth street, from Eighteenth avenue to Stillwell avenue.
56. Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue.
57. Fifty-fifth street, from Sixth avenue to Seventh avenue.
58. Prospect place, from Rochester avenue to Buffalo avenue.
59. Hawthorne street, from Rogers avenue to Nostrand avenue.
60. Coney Island avenue, from Kings highway to Neptune avenue.
61. Seventeenth avenue, from Eighty-fourth street to Eighty-sixth street.

62. Schenck avenue, from New Lots road to Stanley avenue.
63. Seventy-first street, from Sixth avenue to Seventh avenue.
64. Williams avenue, from New Lots road to Louisiana avenue.
65. Mansfield place, from a point 100 feet more or less south of Farragut road to Avenue G.
66. Eightieth street, from Twenty-second avenue to Twenty-third avenue.
67. East Thirty-second street, from Glenwood road to Avenue H.
68. Fifty-sixth street, from First avenue to Second avenue.
69. Ninety-third street, from Third avenue to Fourth avenue.
70. Ocean avenue, from a point about 180 feet north of Avenue G to Avenue H, and from Avenue I to Kings highway.
71. Derten place, from Carroll street to First street.
72. Tenth avenue, from Seventy-ninth street to Eighty-sixth street.
73. Eighty-seventh street, from Third avenue to Fourth avenue.
74. Fiftieth street, from Eighth avenue to Fort Hamilton avenue.
75. East Thirty-fourth street, from Church avenue to Clarkson avenue.
76. Butler street, from Flatbush avenue to Nostrand avenue.
77. Christopher avenue (street), from Livonia avenue to Riverdale avenue.
78. Seventy-first street, from Thirteenth avenue to Fifteenth avenue.
79. Huron street, from a point about 160 feet east of Oakland street to Provost street.
80. East Nineteenth street, from Newkirk avenue to Foster avenue.
81. Eighty-seventh street, from Third avenue to Narrows avenue.
82. Seventy-second street, from Fourteenth avenue to New Utrecht avenue.
83. Thirty-ninth street, from Fort Hamilton avenue to Thirteenth avenue.
84. Roehling street, from South Fourth street to Union avenue.
85. Kenilworth place, from Farragut road (Avenue F) to Avenue G.
86. Eighty-first street, from First avenue to Third avenue.
87. Fifty-fourth street, from First avenue to Second avenue.
88. Lynch street, from Bedford avenue to Wallabout street.
89. Ovington avenue, from Fifth avenue to Stewart avenue.
90. Prospect place, from Eastern parkway extension to Rockaway avenue.
91. Sutter avenue, from Elton street to Berriman street.
92. Vanderbilt street, from Eighteenth street to Gravesend avenue.
93. Caton avenue, from Parade place to Coney Island avenue.
94. Forty-fourth street, from Fort Hamilton avenue to Twelfth avenue.
95. New York avenue, from Clarkson avenue to Malbone street.
96. Jewell street, from Norman avenue to Greenpoint avenue.
97. Prospect place, from Albany avenue to Troy avenue.
98. Provost street, from Pidge avenue to Greenpoint avenue.
99. Hart street, from Irving avenue to Wyckoff avenue, and from St. Nicholas avenue to the Borough line.
100. Starr street, from St. Nicholas avenue to City line.
101. Starr street, from Wyckoff avenue to St. Nicholas avenue.
102. Wolcott street, from Dwight street to Otsego street.
103. Riverdale avenue, from Rockaway avenue to Osborn street.
104. East Thirty-fourth street, from Clarendon road to Newkirk avenue.
105. Grant avenue, from Liberty avenue to Pitkin avenue.
106. Fifty-sixth street, from Fourteenth avenue to Fifteenth avenue.
107. Fifty-seventh street, from Sixth avenue to Seventh avenue.
108. New York avenue, from President street to Malbone street, and from President street to Montgomery street.

Plans (Original Improvements) for Paving.

1. Kenmore place, between Woodruff and Caton avenues.
2. Ashford street, between Glenmore avenue and Pitkin avenue.
3. Webster avenue, between Coney Island avenue and Gravesend avenue.
4. Lincoln avenue, between Atlantic avenue and Glenmore avenue.
5. Rogers avenue, between Park place and Montgomery street.
6. St. Johns place (formerly Douglass street), between Underhill and Washington avenues.
7. Hopkinson avenue, between Eastern parkway and Atlantic avenue.
8. Greenwood avenue, between Coney Island avenue and Gravesend avenue.
9. Decatur street, between Hamburg and Knickerbocker avenues.
10. Forty-first street, between Thirteenth and New Utrecht avenues.
11. West Fifth street, from Neptune avenue to Sheepshead Bay road.
12. East Sixteenth street, from Beverley road to Dorchester road.
13. Hawthorne street, from Nostrand avenue to New York avenue.
14. East Twenty-ninth street, from Newkirk avenue to Foster avenue.
15. East Twenty-eighth street, from Newkirk avenue to Foster avenue.
16. Howard avenue, from Eastern parkway extension to Pitkin avenue.
17. Seventy-sixth street, from Third avenue to Fourth avenue.
18. Hart street, from Wyckoff avenue to St. Nicholas avenue.
19. Fourth street, from Eighth avenue to Prospect Park West.
20. East Third street, from Ditmas avenue to a point 120 feet north of Avenue F.
21. East Twenty-ninth street, from Farragut road to Glenwood road.
22. Fortieth street, from Fort Hamilton avenue to Fourteenth avenue.
23. Ditmas avenue, from Flatbush avenue to Ocean avenue.
24. Beverley road, from Ocean parkway to East Second street.
25. Sixty-third street, from Fourth avenue to Fifth avenue.
26. Linden avenue, from Nostrand avenue to New York avenue.
27. Bay Twenty-sixth street, from Cropsey avenue to Eighty-sixth street.
28. Foster avenue, from Flatbush avenue to East Seventeenth street, and from East Fourteenth street to Coney Island avenue.
29. Argyle road, from Cortelyou road to Dorchester road.
30. East Twelfth street, from Dorchester road to Ditmas avenue.
31. Eleventh avenue, from Fifteenth street to Eighteenth street.
32. Jefferson avenue, from Knickerbocker avenue to Irving avenue.
33. Mansfield place, from a point 100 feet, more or less, south of Farragut road to Avenue G.
34. East Thirty-second street, from Glenwood road to Avenue H.
35. Milford street, from Pitkin avenue to New Lots road.
36. Seventy-third street, from Fourteenth avenue to Fifteenth avenue.
37. Denton place, from Carroll street to First street.
38. De Sales place, from Bushwick avenue to Evergreen Cemetery.
39. East Nineteenth street, from Newkirk avenue to Foster avenue.
40. Christopher avenue, from Livonia avenue to Riverdale avenue.
41. East Fifth street, from Albemarle road to Church avenue.
42. Eighty-first street, from First avenue to Third avenue.
43. Vanderbilt street, from Eighteenth street to Gravesend avenue.
44. East Nineteenth street, from Cortelyou road to Dorchester road.
45. Newkirk avenue, from East Twenty-sixth street to Nostrand avenue.
46. Martense street, from Rogers avenue to Nostrand avenue.
47. Kenilworth place, from Avenue F to Avenue G.
48. Grafton street, from Pitkin avenue to Sutter avenue.
49. Butler street, from Flatbush avenue to Nostrand avenue.
50. Eightieth street, from Bay parkway (Twenty-second avenue) to Twenty-third avenue.

Diagrams Showing Curb Stakes (Original Improvements).

1. Ninety-fifth street, from Fourth avenue to Marine avenue.
2. East Sixteenth street, from Beverley road to Dorchester road.
3. Kenmore place, from Woodruff avenue to Caton avenue.
4. Forty-fourth street, from Sixth avenue to Fort Hamilton avenue.
5. Seventieth street, from New Utrecht avenue to Eighteenth avenue.
6. Fifty-third street, from Sixth avenue to Seventh avenue.
7. Seventy-fourth street, from Fourteenth avenue to Sixteenth avenue.
8. Van Sicklen street, from Avenue U to Avenue S.
9. Hawthorne street, from Nostrand avenue to New York avenue.
10. East Twenty-ninth street, from Clarendon road to Avenue D.
11. Van Sicklen street, from Eighty-sixth street to Kings highway.
12. Howard avenue, from Eastern parkway to Pitkin avenue.
13. East Twenty-ninth street, from Newkirk avenue to Foster avenue.
14. East Twenty-eighth street, from Newkirk avenue to Foster avenue.
15. Newkirk avenue, from East Twenty-sixth street to Nostrand avenue.
16. Sutter avenue, from Howard avenue to East Ninety-eighth street.

17. Silliman place, from Second avenue to Third avenue.
18. East Third street, from Ditmas avenue to a point 120 feet, more or less, north of Avenue F.
19. Park place, from Rochester avenue to Buffalo avenue.
20. Bay Ridge avenue, from Third avenue to Fifth avenue.
21. Seventy-sixth street, from Third avenue to Fourth avenue.
22. Forty-sixth street, between Sixth and Seventh avenues.
23. Fourth street, from Eighth avenue to Prospect Park West.
24. East Fourth street, from Avenue C to Church avenue.
25. East Fifth street, from Albemarle road to Church avenue.
26. Seventh avenue, from Forty-third street to Forty-ninth street.
27. East Second street, from Greenwood avenue to Vanderbilt avenue.
28. East Fourth street, from Vanderbilt street to Fort Hamilton avenue.
29. Seigel street, from White street to Bogart street.
30. Ninetieth street, from Third avenue to Fifth avenue.
31. Eighty-sixth street, from Sixteenth avenue to Seventeenth avenue.
32. Ninety-third street, from Shore road to Third avenue.
33. Eighty-third street, from Second avenue to the Shore road.
34. Hart street, from Wyckoff avenue to St. Nicholas avenue.
35. Eighty-sixth street, from Seventeenth avenue to Bay parkway.
36. Bay Thirty-fifth street, from Cropsey avenue to Eighty-sixth street.
37. Bay Fourteenth street, from Cropsey avenue to Eighty-sixth street.
38. Ninetieth street, from Fourth avenue to Fifth avenue.
39. Fortieth street, from Fort Hamilton avenue to Fourteenth avenue.
40. East Twenty-ninth street, from Farragut road to Glenwood road.
41. East Seventh street, from Church avenue to Johnson street.
42. East Thirty-first street, from Clarendon road to Newkirk avenue.
43. Ocean avenue, from 180 feet, more or less, north of Avenue G to Avenue H.
44. East Fourth street, from Avenue C to a point 350 feet north of Avenue C.
45. Ocean avenue, from Avenue I to Kings highway.
46. West Seventeenth street, from Surf avenue to Coney Island Creek.
47. Park place, from Rochester avenue to Buffalo avenue.
48. Fifty-first street, from Eighth avenue to Fort Hamilton avenue.
49. Sterling place, from Utica avenue to Schenectady avenue.
50. Fifteenth avenue, from Forty-second street to Sixtieth street.
51. Albemarle place (Butler street), from Flatbush avenue to Nostrand avenue.
52. West Seventeenth street, from Mermaid to Neptune avenue.
53. Eighty-sixth street and Twenty-first avenue.
54. Ocean avenue, from Avenue M to Avenue N.
55. West Twenty-third street, from Neptune avenue to the Atlantic Ocean.
56. Eighty-sixth street, from Twenty-first avenue to Bay parkway.
57. Ocean avenue, from Avenue G to Avenue J.
58. Bay Fourteenth street, from Benson avenue to Eighty-sixth street.
59. Eighty-third street, between Narrows avenue and Shore road.
60. Ocean avenue, from Avenue N to Avenue O.
61. Eighty-seventh street, from Third avenue to Fourth avenue.
62. Williams avenue, from New Lots avenue to Louisiana avenue.
63. Seventy-first street, from Thirteenth avenue to Fifteenth avenue.
64. Twentieth street, between Tenth avenue and Terrace place.
65. Eightieth street, between Twenty-second avenue and Twenty-third avenue.
66. Hart street, from Wyckoff avenue to St. Nicholas avenue.
67. Hawthorne street, from Nostrand avenue to New York avenue.
68. Ocean avenue, from Avenue M to Avenue N, and Avenue O to Avenue P.
69. Hawthorne street, from Rogers avenue to Nostrand avenue.
70. Christopher avenue, from Livonia avenue to Riverdale avenue.
71. Fifty-first street, between Eighth and Ninth avenues.
72. Ocean avenue, from Avenue L to Avenue M.
73. Eighty-fourth street, between Eighteenth avenue and Stillwell avenue.
74. Ocean avenue, from Avenue J to Avenue L.
75. Stakes for bulkhead at foot of West Twenty-third street.
76. Seventeenth avenue, from Eighty-fourth street to Eighty-sixth street.

VII. Reports and Letters.

In the course of the year ending December 31, 1907, 1,028 communications were received and 2,046 reports and letters were sent. The reports and letters are as follows:

1. Reports on conditions of streets in relation to opening proceedings or improvements .....	1,185
2. Reports for Department of Water Supply, Gas and Electricity, whether certain streets are legally opened or not .....	..
3. Reports accompanying street opening maps.....	121
4. Reports on change of lines, laying out, closing, etc., and change of grade..	350
5. Miscellaneous reports .....	390
<b>Total .....</b>	<b>2,046</b>

VIII. Statement of Proceedings Pending, Maps Requested, Maps Sent and Maps on Which Work Is Pending.

Opening proceedings pending January 1, 1907.....	90
Initiated to December 31, 1907.....	29
Proceedings discontinued to December 31, 1907.....	23
<b>Total .....</b>	<b>96</b>
Streets confirmed to December 31, 1907.....	18
<b>Total proceedings pending to December 31, 1907.....</b>	<b>78</b>
Rule maps requested to January 1, 1907.....	..
Requested to December 31, 1907.....	30
Rescinded .....	1
<b>Total .....</b>	<b>29</b>
Furnished to December 31, 1907.....	24
<b>Total maps on which work is still pending .....</b>	<b>5</b>
Rule maps for sewer easements requested to January 1, 1907.....	..
Requested to December 31, 1907.....	..
<b>Total .....</b>	<b>..</b>
Furnished to December 31, 1907.....	..
<b>Total maps on which work is still pending.....</b>	<b>..</b>
Draft damage maps requested to January 1, 1907.....	1
Requested to December 31, 1907.....	34
Maps discontinued to December 31, 1907.....	2
<b>Total .....</b>	<b>32</b>
Furnished to December 31, 1907.....	28
<b>Total maps on which work is still pending .....</b>	<b>5</b>
Draft benefit maps requested to January 1, 1907.....	..
Requested to December 31, 1907.....	52
Rescinded .....	1
<b>Total .....</b>	<b>51</b>

Furnished to December 31, 1907.....	42
<b>Total maps on which work is still pending.....</b>	<b>9</b>
Final damage and benefit maps requested to January 1, 1907.....	..
Requested to December 31, 1907.....	54
Rescinded .....	1
<b>Total .....</b>	<b>53</b>
Furnished to December 31, 1907.....	44
<b>Total maps on which work is still pending .....</b>	<b>9</b>
Profile maps requested to January 1, 1907.....	..
Requested to December 31, 1907.....	25
Rescinded .....	1
<b>Total .....</b>	<b>24</b>
Furnished to December 31, 1907.....	19
<b>Total maps on which work is still pending .....</b>	<b>5</b>
Plans and profiles (original improvements) requested to January 1, 1907.....	..
Requested to December 31, 1907.....	163
Discontinued .....	1
<b>Total .....</b>	<b>162</b>
Furnished to December 31, 1907.....	160
<b>Total maps on which work is still pending.....</b>	<b>2</b>
Diagrams showing curb stakes (original improvements) requested to January 1, 1907.....	..
Requested to December 31, 1907.....	66
<b>Total .....</b>	<b>66</b>
Furnished to December 31, 1907.....	65
<b>Total maps on which work is still pending .....</b>	<b>1</b>

IX. From January 1, 1898, to December 31, 1907, a total of 182 street opening proceedings were confirmed.

Summary.

The following summary shows in a brief and general way the quantities and the kind of work completed during the year ending December 31, 1907.

A—Field Work.

1. 985,000 feet of precise and approximate chaining; 169,000 feet of precise line work; 530 precise angles measured; 10,394 feet of leveling for 4 profile maps; 83,683 feet for profile for damage maps for 25 streets; 195,806 feet for plan and profiles (original improvements) for 130 streets; 107,674 feet of line and grade stakes set (original improvements) for 76 streets.
2. Surveys for preliminary hearings in matter of 8 street widenings.
3. 64 monument points set; 288 monuments referenced; 98 monuments reset; 88 monument covers set; miles of which surveyor's private cuts were referenced, none; 19 cement walks cut to render monuments accessible; 16 monuments dug for that were not previously reported found; 7 monuments found that were not previously reported.
4. Triangulation points were set in and around Bensonhurst School.

B—Office Work.

1. 150 maps for adoption for 50 streets; 355 maps for filing for 71 streets; 98 miscellaneous maps for 49 streets, and 20 maps showing encroachments for 10 streets, making a total of 626 maps for 181 streets.
2. Certificates of dedication for streets, none, and 146 statements of facts for 146 streets.
3. 96 rule maps for 24 streets; 42 profile maps for damage surveys for 21 streets; 84 draft damage maps for 28 streets; 42 draft benefit maps for 42 streets; 1031 sheets of final damage and benefit maps for 44 streets; 159 maps (plan and profile), original improvements in 159 streets; 76 diagrams showing curb stakes for 76 streets; 3 profile maps for 3 streets; making a total of 426 maps, 1031 sheets, 76 diagrams and 390 streets.
4. 1028 communications were received and 2043 letters and reports were sent.

As a great part of the work of this Bureau consists in accumulating and deciphering a tremendous mass of technical details, the hearty and enthusiastic support of all employees of this Bureau is essential in order to keep abreast with the increase in public improvements for this Borough. I, therefore, desire to take this opportunity of expressing my appreciation for the sincere co-operation extended to me during the past year by all the men under my charge.

The maps and records in this office are consulted daily by property owners, lawyers, and other city departments, and the necessity of keeping them available for instant reference requires larger quarters than at present at our disposal, and I sincerely trust that before the end of the present year readjustment can be made to accomplish this result, and the Topographical Bureau may have offices commensurate to its importance.

I desire to express my appreciation, and to thank you, and also the Borough President for the support given me in the management of the affairs of this Bureau.

Respectfully submitted,  
CHAS. R. WARD, Chief Engineer.

REPORT OF THE BUREAU OF INCUMBRANCES AND PERMITS.

Hon. THOMAS R. FARRELL, Superintendent, Bureau of Highways:

Dear Sir—Attached herewith I have the honor to submit the report of the Bureau of Incumbrances and Permits for the year 1907.

Complaints received from the Bureau of Complaints.....	77
Complaints received from the Street Cleaning Department.....	59
Complaints received from the Police Department.....	312
Complaints received by mail.....	320
Complaints received at office.....	456
Complaints received from Inspectors.....	1,621
<b>Total.....</b>	<b>2,845</b>

Classification and Disposition.		Miscellaneous .....	109
Removed by Bureau—		Stands .....	4
Signs .....	36	Furniture .....	1
Machines (slot) .....	16	<b>Summary of Inspectors' Work.</b>	
Show cases .....	3	Complaints made .....	1,621
Boulders .....	281	Complaints settled.....	2,285
Trees, etc. ....	636	Slips settled .....	7,067
Ice box.....	1		
Posts and poles.....	125		

Inspections.

Inspections made after two weeks had elapsed over corporation cuts.....	1,440
Inspections made to verify the measurements over new corporation cuts.....	1,013
Inspections made and final report made after pavements were laid over plumbers' cuts.....	549
<b>Total.....</b>	<b>3,002</b>

<b>Permits Issued.</b>		Railroad .....	765
Building material .....	1,918	Specials .....	6,220
Crosswalks .....	1,490	<b>Water Permits.</b>	
Vaults, new .....	62	Taps .....	5,089
Vaults repaired .....	234	Connection repairs.....	3,474
Cement walks .....	1,348	<b>Sewer Permits.</b>	
Flag walks .....	13	Connection repairs .....	1,319
Driveways .....	209	New screws .....	5,201
<b>Corporation Permits.</b>		Seizures .....	67
Gas .....	7,488	Redemptions .....	10
Electric .....	4,215		

CHAS. J. CASSIDY, Superintendent of Incumbrances.

City of New York,  
Bureau of Sewers, Borough of Brooklyn,  
Brooklyn, June 1, 1908.

Hon. THOMAS R. FARRELL, Commissioner of Public Works:

Dear Sir—I submit herewith my annual report relative to the operations and activities of the Bureau of Sewers for the year 1907.

The annual reports of the Chief Engineer and the Superintendent of Maintenance, giving accounts of the work done under their immediate direction and supervision, are attached hereto.

I here give a statement, in tabular form, of the financial transactions of the Bureau of Sewers.

Report of Financial Transactions, Bureau of Sewers, for the Year Ending December 31, 1907.

	Available January 1, 1907.	Expended During the Year.		Balance December 31, 1907.	Out-standing Liabilities.
		Salaries.	Supplies.		
<b>1905 Appropriations.</b>					
Contracts at Public Letting.....	\$11,893 71		\$4,865 94	\$7,027 78	\$7,027 78
<b>1906 Appropriations.</b>					
Sewers, Repairing and Cleaning, Payrolls and Supplies.....	9,752 29		3,582 52	6,169 76	Closed.
Salaries .....	724 89	\$456 00		268 89	Closed.
Contracts at Public Letting.....	13,438 29	62 25	13,376 04		Closed.
Thirty-first Ward Sewerage Districts 1 and 3.....	3,199 52		2,187 38	1,012 14	Closed.
Twenty-sixth Ward Disposal Works	3,828 31		1,508 57	2,320 24	Closed.
Dredging Sewer Outlets.....	16,471 97	24 00	15,669 56	778 41	Closed.
Supplies and Contingencies.....	25 48		11 81	13 67	Closed.
Horses, Horsekeeping and Supplies.	351 66		175 00	176 66	Closed.
<b>Total.....</b>	<b>\$47,792 91</b>	<b>\$542 25</b>	<b>\$36,510 89</b>	<b>\$10,739 77</b>	<b>Closed.</b>
<b>1907 Appropriations.</b>					
Salaries .....	\$111,818 75	\$107,008 74		\$4,810 01	
Sewers, Repairing and Cleaning, Payrolls and Supplies.....	95,700 00	78,995 83	\$10,574 00	6,130 17	\$5,666 53
Contracts at Public Letting.....	23,500 00	835 15	3,817 61	18,847 24	
Thirty-first Ward Sewerage Districts 1 and 3.....	52,165 50	35,430 92	15,466 71	1,267 87	612 45
Twenty-sixth Ward Disposal Works	35,466 75	20,756 18	11,071 48	3,639 09	3,639 09
Thirtieth Ward, Bath Beach.....	6,500 00	6,413 56		86 44	
Dredging Sewer Outlets.....	30,000 00	1,398 28	17,036 02	11,565 70	5,800 00
Supplies and Contingencies.....	4,000 00		2,427 77	1,572 23	158 60
Horses, Horsekeeping and Supplies.	4,700 00		3,595 48	1,104 52	779 09
Thirty-second Ward Disposal Works	3,000 00	2,585 00	1 30	413 70	327 26
<b>Total.....</b>	<b>\$366,851 00</b>	<b>\$253,423 66</b>	<b>\$63,990 37</b>	<b>\$49,436 97</b>	<b>\$16,983 02</b>

Bond and Special Funds.

	Salares.	Supples.	Totals.
Street Improvement Fund.....	\$78,846 71	\$639,402 80	\$718,249 51
Construction of Private Sewers, Borough of Brooklyn...	3,003 67	1,700 65	4,704 32
Construction of Sewers, Borough of Brooklyn.....	17,324 34	101,526 58	118,850 92
Improvement of the Sanitary Condition of Gowanus Canal, Borough of Brooklyn.....	23,049 13	172,763 53	195,812 66
Construction of Outlet to Division Avenue Sewer at Kent Avenue.....	1,675 19	8,554 86	10,230 05
Construction of Sewer at South Fifth Street.....	266 10	5,400 72	5,666 82
Fund for Increase of Stokers' Wages.....	2,004 00		2,004 00
Main Relief Sewers.....	1,102 00		1,102 00
<b>Total.....</b>	<b>\$127,271 14</b>	<b>\$929,349 14</b>	<b>\$1,056,620 28</b>

Cash Received by the Bureau During 1907.

Sewer permits.....	\$40,537 43
Map O, Knickerbocker avenue.....	4,182 60
Map N, Third avenue.....	1,248 80
Private sewers.....	6,109 04
<b>Total.....</b>	<b>\$52,077 87</b>

The total expenditures for the Bureau of Sewers, Borough of Brooklyn, for the year ending December 31, 1907, is here summarized:

For Salaries; Contingencies; Sewers, Repairing and Cleaning, Payrolls and Supplies; Sewers, Repairing and Cleaning, Contracts at Public Letting; Twenty-sixth Ward Disposal Works; Thirty-first Ward Sewerage Districts 1 and 3; Thirtieth Ward, Bath Beach, District; Dredging Sewer Outlets, etc., or against all appropriation accounts for 1907 .....	\$325,981 58
Bonded accounts or special funds, as Street Improvement Fund, Construction of Sewers, Borough of Brooklyn; Atlantic Avenue Improvement Fund; Fund for the Improvement of the Sanitary Condition of Gowanus Canal; Construction of Outlet to the Division Avenue Sewer at Kent Avenue; Construction of Sewer at South Fifth Street; Fund for Increase of Stokers' Wages; Construction of Main Relief Sewers.....	1,051,915 96
For outstanding contracts on 1906 appropriations, as Salaries; Contingencies; Sewers, Repairing and Cleaning, Payrolls and Supplies; Sewers, Repairing and Cleaning, Contracts at Public Letting; Thirty-first Ward Sewerage Districts 1 and 3; Twenty-sixth Ward Disposal Works; Dredging Sewer Outlets; Supplies and Contingencies; Horses, Horsekeeping and Supplies.....	37,053 14

For Salaries; construction of private sewers and refund to owners of same .....	4,704 32
For contracts at public letting, 1905.....	4,865 94
<b>Total.....</b>	<b>\$1,424,520 94</b>

Requisitions were drawn on the Comptroller by the Bureau of Sewers for the year 1907, as follows:

1907 Appropriations.	
Salaries, Superintendent's Office.....	\$107,008 74
Contingencies .....	2,427 77
Thirtieth Ward, Bath Beach, District; Salaries.....	6,413 56
Twenty-sixth Ward Disposal Works—	
Salaries, Engineers, Firemen, etc.....	\$20,756 18
Coal, Lime and Rubber Boot Contracts.....	9,207 47
Chemicals, Supplies, Repairs, etc.....	1,864 01
<b>Total.....</b>	<b>31,827 66</b>
Thirty-first Ward, Sewerage Districts 1 and 3—	
Salaries, Engineers, Firemen, Laborers, etc.....	\$35,430 92
Coal and Lime Contracts.....	10,989 97
Chemicals, Supplies, Repairs, etc.....	4,476 74
<b>Total.....</b>	<b>50,897 63</b>
Sewers, Repairing and Cleaning, Payrolls and Supplies—	
Salaries, Foremen, Laborers, etc.....	\$78,995 73
Materials, Supplies, etc.....	10,574 00
<b>Total.....</b>	<b>89,569 83</b>
Sewers, Repairing and Cleaning, Contracts at Public Letting—	
Salaries, Inspectors and Engineers.....	\$835 15
Paid Contractors and Incidental Supplies.....	3,817 61
<b>Total.....</b>	<b>4,652 76</b>
Dredging Sewer Outlets—	
Salaries, Inspectors and Engineers.....	\$1,398 28
Contracts .....	17,036 02
<b>Total.....</b>	<b>18,434 30</b>
Thirty-second Ward Disposal Works—	
Salaries .....	\$2,585 00
Supplies .....	1 30
<b>Total.....</b>	<b>2,586 30</b>
Horses, Horsekeeping and Supplies, Supplies, etc.....	3,595 48
<b>Total.....</b>	<b>\$317,414 03</b>

1906 Appropriations.

Salaries .....	\$456 00
Twenty-sixth Ward Disposal Works, Materials and Supplies.....	1,508 57
Thirty-first Ward Sewerage Districts 1 and 3, Materials and Supplies..	2,187 38
Dredging Sewer Outlets—	
Salaries, Engineers and Inspectors.....	\$24 00
Materials and Supplies .....	15,669 56
<b>Total.....</b>	<b>15,693 56</b>
Supplies and Contingencies .....	11 81
Horses, Horsekeeping and Supplies.....	176 66
Sewers, Repairing and Cleaning, Payrolls and Supplies—Materials and Supplies .....	3,582 53
Sewers, Repairing and Cleaning, Contracts at Public Letting—	
Salaries, Engineers and Inspectors.....	\$62 25
Materials and Supplies .....	13,376 04
<b>Total.....</b>	<b>13,438 29</b>
<b>Total.....</b>	<b>\$37,053 14</b>

1905 Appropriations.

Sewers, Repairing and Cleaning, Contracts at Public Letting—Materials and Supplies, etc.....	\$4,865 94
<b>Bonded Accounts.</b>	
Street Improvement Fund—	
Salaries, Engineers and Inspectors.....	\$78,846 71
Paid Contractors and Incidental Supplies.....	639,402 80
<b>Total.....</b>	<b>\$718,249 51</b>
Construction of Sewers, Borough of Brooklyn—	
Salaries, Engineers and Inspectors.....	\$17,324 34
Paid Contractors and Incidental Supplies.....	101,526 58
<b>Total.....</b>	<b>118,850 92</b>

Fund for the Improvement of the Sanitary Condition of Gowanus Canal—	
Salaries, Engineers and Inspectors.....	23,049 13
Paid Contractors and Incidental Supplies.....	172,763 53
<b>Total.....</b>	<b>195,812 66</b>
Outlet to Division Avenue Sewer at Kent Avenue—	
Salaries, Engineers and Inspectors.....	\$1,675 19
Paid Contractors and Incidental Supplies.....	8,554 86
<b>Total.....</b>	<b>10,230 05</b>
Fund for the Increase in Stokers' Wages.....	2,004 00
Main Relief Sewers.....	1,102 00
Construction of Sewer in South Fifth Street—	
Salaries, Engineers and Inspectors.....	\$266 10
Paid Contractors and Incidental Supplies.....	5,400 72
<b>Total.....</b>	<b>5,666 82</b>
<b>Total.....</b>	<b>\$1,051,915 96</b>

Private Sewers.

Construction of Private Sewers, Borough of Brooklyn—	
Salaries, Engineers and Inspectors.....	\$3,003 67
Refund to owners of sewers.....	1,700 65
<b>Total.....</b>	<b>\$4,704 32</b>

Recapitulation.

Total 1905 Appropriations.....	\$4,865 94
Total 1906 Appropriations.....	37,053 14
Total 1907 Appropriations.....	317,414 03
Total Bond Accounts.....	1,051,915 96
Total Private Sewers .....	4,704 32
<b>Total.....</b>	<b>\$1,418,657 71</b>

The increase in the mileage of the sewerage system is 21.038 miles, being greater than the increase in 1906, when it was 19.471 miles.

The number of sewer basins built during the year is 431. In 1906 there were 280. The total mileage of sewers on January 1, 1908, was 803.326 miles and the total number of sewer basins was 9,979.

The Maintenance Division has done its work efficiently and economically. When it is considered that the mileage of sewers has grown to above 803 miles, and the total number of sewer basins nearly 10,000, it will be seen that a vast amount of work is necessary to keep the sewers and basins in a state of good repair and in a cleanly condition. The Maintenance Division has repaired very many sewers. This work of repair has grown until it has now assumed immense proportions. The cleaning

of basins has proceeded in an uninterrupted manner; 24,389 have been cleaned. The cost of cleaning these basins was \$1.63 per basin, against \$1.65 in 1905. The cost of removing material from the basins in 1907 was \$1.12 per cubic yard, against \$1.25 in 1906. It is gratifying to note that the low cost of cleaning in 1906 has been lessened slightly this past year.

Notwithstanding the splendid work done by the men of this division, the work could be done more economically and expeditiously if they did not have to go to all parts of the Borough from our yard in North Portland avenue, and the Disposal Works which are in remote places. A year ago I strongly recommended that steps be taken to procure several yards in different parts of the Borough, so that adequate plants could be established and a suitable force of men employed to clean our basins and sewers and attend to the general work of the system. Negotiations have been under way toward the acquirement of parcels of land at Thirty-eighth street and Fifth avenue, at Bushwick avenue and Eastern Parkway Extension, and adjacent to the yard in North Portland avenue, for use as storage places for the apparatus required for maintenance operations. Definite action should be taken at once, completing these negotiations.

Some of our large sewers and many of our pipe sewers will have to be rebuilt within a few years. The repairs which can be made by our repair gangs will not suffice for very long, and I ask that liberal provision be made in the Annual Budget for "Contracts at Public Letting," so that these sewers may be reconstructed as rapidly as necessity arises.

The Disposal Plants have been maintained to the highest degree of their efficiency. No better work could be done than has been done in these several plants, which are now sadly antiquated.

Investigations and studies have been made of foreign purification plants, and I refer more particularly to the report of the Chief Engineer for an account of their examination.

With the added light and information that has been gained, it is hoped that our purification plants will be modernized, so that the results obtained, both in cost of maintenance and character of purification affected, shall compare favorably with the cost of those abroad.

Plans are under way for the modernization of these plants, and I hope before the end of the year to submit for your approval completed plans for the reconstruction of one or more of the Disposal Works.

The construction work, under the supervision of the Bureau, continued satisfactorily until the money panic of October came on. Thereafter, until the close of the year, no further work was authorized by the Board of Estimate and Apportionment, and the Comptroller refused to register many of the contracts for work that had been authorized earlier in the year.

Work on the Flushing Tunnel for Gowanus Canal has been moving quite rapidly, and I am happy to say that the tunnel itself will very likely be completed this year.

The Relief Sewers, referred to in detail by the Chief Engineer, have not advanced as satisfactorily as it was hoped that they might, only one section, that for the Gold street outlet, is under construction. The remaining sections, to complete the Gold street system, should be put under construction before the season has advanced very far, so that the sewers may be completed next year.

The contract plans and specifications for the three sections of the Relief Sewer, which outlets into the head of Wallabout Canal, and which will intercept the Greene avenue Main Relief Sewer at Tompkins avenue, have been ready since the close of the year. The necessity for the immediate undertaking of this work is fully set forth in the Annual Report for 1906.

During the year there have been prepared, as stated in detail in the Chief Engineer's report, 23 assessment rolls, amounting in value to \$3,815,197.60. These 23 rolls include some very large contracts. Never before have rolls to so great a value been prepared in one year by this Bureau. On January 1, 1908, there remained unprepared assessment rolls for 213 contracts, amounting to \$1,483,440.97. Work on these is under way. When the last administration went out of office, there were unprepared assessment rolls to the value of over \$4,000,000.

The 45 contracts for cement pipe sewers built in 1905 and which were the subject of dispute and litigation, have been settled, in accordance with the advice of the Corporation Counsel, who fought two cases in the Supreme Court and which cases were lost by the City. Much annoyance has been saved to the property owners and residents by these settlements of claims. One of the notable contracts was for the sewers in Dyker Heights. For further details respecting this, I refer to the Chief Engineer's report.

I regret that construction work upon the outlet section of the interborough sewer in Scott avenue cannot be begun until late in the summer. The City has not acquired title to a part of Scott avenue, through which the sewer will be built and, until the title is vested in the City, the Corporation Counsel refuses to approve the contract forms.

The percentage system of bidding, which was introduced in this Bureau during the year, has given, generally, satisfactory results. Comparisons of Engineer's estimates and bids are given in the attached reports and tables.

The work done in the pipe testing laboratory during the year has shown the wisdom of installing the new apparatus. These tests insure the acceptance of only high grade material.

Much work has been done upon the revision of the adopted drainage plans and upon plans for areas for which none have ever been filed. I concur in the recommendation of the Chief Engineer, that outlets be provided for storm water at tide level at Avenue V, between West Tenth and West Eleventh streets, and I urge that this matter be given prompt attention.

In conclusion, I thank the many employees of this Bureau for the manner in which they have performed their duty and you and the Borough President for your unflinching courtesy.

Yours respectfully,  
Superintendent of Sewers.

Bureau of Sewers, Borough of Brooklyn,  
Office of Chief Engineer,  
Borough of Brooklyn, May 1, 1908.

Hon. JAMES DUNNE, Superintendent of Sewers, Borough of Brooklyn:

Dear Sir—I beg to present herewith a report of the operations of the Engineering Division of this Bureau during the twelve (12) months ending December 31, 1907:

The total length of sewers of all sizes built during the year is.....	Miles.
Of the above amount, the portion built by private contract is.....	21.038
The portion built by the Public Service Commission is.....	1.480
The length of sewers abandoned, removed or reconstructed is.....	0.041
The net increase in mileage in the sewer system during the year 1907, is, therefore.....	1.983
The total length of sewers of all sizes in this Borough on January 1, 1908, was.....	19.055
	803.326

In addition to the above, 13,689 miles of 6-inch house connection drains were built, which have not been included in the above mileage, inasmuch as they are considered to be merely appurtenances of the system and do not add to its length.

The total number of basins built during the year is.....	421
Of the above, the Public Service Commission built.....	13
The total number of basins removed for various reasons is.....	24
The net increase in the number of basins appurtenant to the system is, therefore.....	397
The total number of basins in operation on January 1, 1908, is, therefore.....	9,979

Tables are submitted herewith, showing further details in regard to sizes of the above sewers and the contracts under which they were built.

In former annual reports a comparative statement has been given, showing the aggregate cost of work under construction during each year from 1902 to the date of the report. For the purpose of comparison, and as some indication of the magnitude of the work under the supervision of the Bureau, this statement is continued below.

In 1902, total contract prices of work under construction was \$4,034,819.  
In 1903, total of contract prices of work under construction was \$5,479,833.48.

In 1904, total of contract prices of work under construction was \$5,747,231.89.  
In 1905, total of contract prices of work under construction was \$6,990,255.09.  
In 1906, total of contract prices of work under construction was \$6,915,171.24.  
In 1907, total of contract prices of work under construction was \$5,400,382.27.  
Some of the work included in the total for 1907 is still under construction, and will continue throughout the year.

The estimated cost of sewer improvements authorized by the Board of Estimate and Apportionment in each year, from 1902 to the present time, is as follows:

1902 .....	\$2,170,848 00	1905 .....	3,544,413 88
1903 .....	2,170,871 00	1906 .....	1,353,150 00
1904 .....	1,010,088 00	1907 .....	809,300 00

The sewer improvements authorized in 1907 fall far below the average for the last six years, and doubtless for several years previous to that period. Because of the necessity of revising legal drainage plans in the suburban districts, in which some of these sewers are located, a portion of them, including five authorizations, the estimated cost of which amounts to \$467,600, have not been placed under contract. The revised drainage plans are now completed and ready for adoption. As soon as they are adopted contracts may be entered into for their construction.

As stated in Mr. Hammond's report, which is attached hereto, the estimated cost of sewer improvements petitioned for and reported upon by this office during the year is \$3,324,000.

The estimated cost of all work placed under contract is \$1,209,466.32.

These quantities compare with those of previous years as follows:

	Value of Sewer Improvements Petitioned for and Reported Upon.	Placed Under Contract.
In 1902 .....	\$5,218,400 00	\$1,535,243 13
In 1903 .....	2,684,800 00	1,888,031 57
In 1904 .....	3,798,300 00	795,059 52
In 1905 .....	2,893,190 00	1,408,410 42
In 1906 .....	5,122,300 00	631,094 59
In 1907 .....	3,324,000 00	1,209,466 32

During the year 118 contracts for various sewer improvements were entered into, the sum total involved in which was \$1,209,466.32.

One hundred and seventy-three contracts were entirely completed and final estimates rendered.

On December 31, 1907, 71 contracts were in active progress toward completion, the contract prices of which totaled \$2,273,536.26.

Six (6) contracts for sewer construction have been authorized by the Board of Estimate and Apportionment, plans and specifications for which had not been completed on December 31, 1907. The estimated cost of this work amounted to \$662,400.

Twelve private contracts for sewer construction were approved during the year, the total cost involved being \$30,728.34.

The financial depression, which occurred in the latter part of the year, greatly abridged the construction work of the Bureau, with the result that it fell below that of any year since 1901.

No sewer improvements were authorized after October, and very few for some months prior to that time. Contracts for few of those authorized in the latter part of the year were registered by the Comptroller, and sewer construction almost entirely ceased some time before the season suitable for such work closed.

Contracts for Which Bids Were Received During 1907 That Were Not Registered.

Location.	Date of Bid.	Amount.
The Donegan-Redmond Company.		
Sewer basin, southeast corner Eighteenth avenue and Eighty-sixth street	Dec. 18, 1907	\$180 00
Sewer, Seventh avenue, from Windsor place to 100 feet north thereof.	Dec. 18, 1907	862 50
Sewer, Fourth avenue, west side, from Sixty-fourth to Sixty-fifth street.	Dec. 18, 1907	594 00
Sewer basin, southwest corner New Utrecht avenue and Sixtieth street.	Dec. 18, 1907	180 00
Sewer, Forty-ninth street, from Twelfth avenue to Thirteenth avenue..	Nov. 6, 1907	2,862 08
Jas. L. Carey & Co.		
Sewer, West Ninth street, from Hicks to Henry street.....	Dec. 18, 1907	1,409 84
Sewer, Dean street, from Troy avenue to end of existing sewer easterly thereof.....	Nov. 6, 1907	1,780 96
Sewers, Flatbush avenue extension, west side, from Nassau street to Fleet street, etc., Section 2.....	Sept. 18, 1907	19,915 23
Sewers, Flatbush avenue extension, west side, from Nassau street to Fleet street, etc., Section 1.....	Sept. 18, 1907	50,733 72
Sewer, Eighty-fifth street, from Third to Fourth avenue.....	Sept. 11, 1907	2,673 26
Sewer, Ten Eyck street, from Bushwick avenue to Waterbury street.	July 24, 1907	2,650 70
Pasquale Porzio.		
Sewer, Turner place, from Coney Island avenue to East Eleventh street	Dec. 18, 1907	1,142 54
Philip Hayes.		
Sewer basin, southeast corner Jewell street and Norman avenue.....	Dec. 11, 1907	217 50
T. J. O'Connor.		
Sewer basin, southwest corner Beverley road and Coney Island avenue	Dec. 11, 1907	168 00
Sewer basins, northerly and southerly sides Albemarle road, etc.....	Dec. 11, 1907	582 00
P. J. McCauley.		
Sewer in East Fourth street, from Avenue D to Eighteenth avenue....	Dec. 11, 1907	8,420 87
Sewer in both sides of Fort Hamilton avenue, from Eighty-eighth to Ninetieth street, etc.....	Sept. 11, 1907	7,492 25
Sewer in One Hundredth street, from Third to Fort Hamilton avenue.	July 24, 1907	4,690 00
E. M. Culp.		
Sewer in Forty-fourth street, from Fort Hamilton avenue to Fourteenth avenue .....	Dec. 11, 1907	11,972 31
O'Grady Brothers.		
Sewer basin, northwest corner Jewell street and Meserole avenue....	Nov. 6, 1907	252 00
Sewer in Commerce street, from Columbia street to Richards street....	Aug. 14, 1907	2,202 25
Sewer in Second avenue, from Sixtieth street to Sixty-fourth street..	Aug. 14, 1907	6,256 75
Murphy Brothers.		
Sewer in Provost street, from Paidge avenue to Eagle street.....	Nov. 6, 1907	2,057 12
Sewer in Fifty-third street, from Eighth avenue to Ninth avenue.....	Nov. 6, 1907	1,705 10
Sewer in Eighty-third street, from Fifth to Sixth avenue.....	Nov. 6, 1907	2,691 80
Flick-Litchfield Construction Company.		
Sewers in DeKalb avenue, from Raymond street to South Portland avenue, etc. ....	Sept. 25, 1907	214,365 73
Sewers in Johnson street, from Hudson avenue to Raymond street, etc.	Sept. 25, 1907	126,605 13
James H. Holmes.		
Sewer basins on Roebling street, at the north corner of South Fourth street, etc. ....	Sept. 18, 1907	4,256 00
Charles F. Vachris.		
Sewer basin at the northeast corner Christopher street and Riverdale avenue .....	Sept. 11, 1907	169 00
Sewer basins on Eighty-eighth street, at the southerly corner Second avenue and Shore road .....	Sept. 11, 1907	368 00
Sewer in Forty-ninth street, from New Utrecht avenue to Twelfth avenue .....	Sept. 11, 1907	562 60
Sewer in Forty-ninth street, from Fourteenth avenue to Fifteenth avenue .....	Sept. 11, 1907	3,095 50
Hammond & Sloane (Inc.).		
Sewer basins at the southerly and easterly corners Sixteenth avenue and Cropsey avenue.....	Sept. 11, 1907	349 00
Sewer basins at the northwest and southeast corners Belmont avenue and Miller avenue.....	Aug. 14, 1907	340 00

Location.	Date of Bid.	Amount.
Sewer basin at the southeast corner Chester street and Dumont avenue	Aug. 14, 1907	175 00
Sewer basin at the southeast corner Bushwick and Metropolitan avenues	Aug. 14, 1907	175 00
Sewer basin at the northwest corner East Twelfth street and Slocum place	Aug. 14, 1907	175 00
Sewer basin at the southeast corner Sixth street and Eighth avenue...	Aug. 14, 1907	175 00
Sewer basins at the southerly and easterly corners, Forty-third street and First avenue.....	Aug. 14, 1907	350 00
Joseph Paladino.		
Sewer in Fourth avenue, from Seventy-second to Seventy-third street..	Sept. 11, 1907	606 60
Charles A. Myers.		
Sewer in Eighty-second street, from First to Second avenue.....	Sept. 11, 1907	2,707 22
Donlon Contracting Company.		
Sewer in Wythe avenue, from North Fifteenth street to North Thirteenth street	Sept. 11, 1907	4,845 50
Sewer in Fifty-fifth street, from Sixth avenue to Seventh avenue.....	Aug. 14, 1907	3,233 75
Henry Newman.		
Sewer in Scott avenue, from Newtown Creek north of Metropolitan avenue to St. Nicholas avenue, etc.....	Aug. 28, 1907	295,659 00
Collard & Bishop.		
Sewer in Eighth avenue, from Thirty-ninth to Fortieth street.....	Aug. 14, 1907	958 01
Total.....		\$792,863 82

It seems as if a sharp distinction might be made between those improvements which are luxurious or which are paid for by the City at large, and those which are in the nature of necessities to the health and comfort of the community. The latter class of improvements is paid for by the property benefited. The cost is a lien against the property and cannot have a long continued effect upon the City's debt. It is true that at the beginning of the year 1907 the work of preparing assessment rolls in this Bureau was far in arrears. Sewer construction to the amount of nearly \$5,000,000 had been completed, for which assessment rolls had not been completed and forwarded to the Board of Assessors. This work extended over a period of several years. This was so, in spite of the fact that during the year 1906 you had largely increased the force employed in this work and more than twice as many rolls had been completed as in former years. It does not seem as if the fact that this work was in arrears could be given as a valid reason for discontinuing sewer construction, however, because these assessments bear 6 per cent. interest from the time that estimates are paid. The money which is advanced by the City to pay the contractors is borrowed at a rate of interest usually not greater than 4 per cent. After deducting the cost of preparing maps and assessment rolls and the cost of collecting the assessment, there should still remain a margin of profit to the City. It is the almost universal contention of property owners that the delay necessitating the payment of this high rate of interest is a hardship, and at least one large assessment is being vigorously fought on these grounds. It cannot logically be a burden to the City and a hardship to the citizens at the same time. In any case, it is hard to see how these improvements can be discontinued for any length of time without seriously affecting the progress of building construction and menacing the health of many communities, where population is becoming quite dense. The increase in assessable values cannot help but be affected. The cesspool as a sanitary contrivance in cities went out of fashion several generations ago, along with the shallow well and the still more unsanitary privy, yet there are thousands of residences in the Borough that are served by cesspools, and in some localities sewage in the gutters from their overflow is not an uncommon sight. I venture the assertion that the cost of maintenance of the average cesspool for one year exceeds the average sewer assessment, and in many places the conditions are such that these can only with difficulty be made to serve their purpose at all.

If the authorization of sewer improvements is to be governed in any degree by the amount of such improvements that have been completed and accepted, but which have not yet been forwarded to the Board of Assessors, then it should be a hopeful sign that assessment rolls to the value of \$3,851,197.60 were completed during the year. This amount covered only 23 contracts. Some of them, however, were very large. This is the largest amount which has ever been completed by this Bureau in one year, and I doubt whether it has ever been exceeded by any borough.

Details respecting these 23 contracts are given in the table hereto attached. There remained in this office on December 31, 1907, 213 contracts which had been completed, but which had not been forwarded to the Board of Assessors. These 213 contracts amounted in value to \$1,438,440.97. This work is being completed as rapidly as possible, consistent with accuracy, and it is thought that some months before the close of the year it will be fully up to date. Of course, contracts are added to this list constantly, as they are completed. A number of large ones will be completed during the year.

Further details relating to the above 213 contracts are given in the table attached hereto.

List of Contracts Completed and Forwarded to the Board of Assessors During the Year 1907.

	Forwarded for Assessment.	Amount.
No. 1.		
Contract for sewers in Fort Hamilton avenue, from Sixty-second street to Sixtieth street; in Sixtieth street, from Fort Hamilton avenue to Fourteenth avenue, and in Fourteenth avenue, from Sixtieth street to Forty-first street; O'Brien & Sheehan, contractors; date of contract, March 7, 1900.....	Aug. 23, 1907	\$458,277 63
No. 2.		
Contract for sewers in Tenth avenue, from Seventy-seventh street to Sixty-second street; Sixth avenue, from Sixty-second to Sixty-fourth street; Sixty-fourth street, from Sixth avenue to New York Bay; Borough Construction Company, contractors; date of contract, August 13, 1901.....	Aug. 23, 1907	865,520 57
No. 3.		
Contract for sewer in Bedford avenue, between Montgomery street and Flatbush avenue; John J. Creem, contractor; date of contract, September 20, 1902.....	Aug. 23, 1907	121,919 20
No. 4.		
Contract for sewers in Sixtieth street, from Fourteenth avenue to Nineteenth avenue, and in Nineteenth avenue, from Sixtieth street to Fifty-seventh street; John J. Creem, contractor; date of contract, October 15, 1902.....	Aug. 23, 1907	311,596 10
No. 5.		
Contract for sewers in proposed street through the northern portion of Dyker Beach Park, between Eleventh avenue and Seventh avenue, and in Ninety-second street, between Seventh avenue and New York Bay; James Malloy & Co., contractors; date of contract, November 20, 1902.....	Dec. 7, 1907	671,672 58
No. 6.		
Contract for sewer in Nineteenth avenue, from Fifty-seventh street to West street, crossing West street to Bergen lane; Bergen lane, from West street to Foster avenue; in Foster avenue, from Bergen lane to East Ninth street; James H. Holmes & Co., contractors; date of contract, April 3, 1903.....	Aug. 23, 1907	364,829 24
No. 7.		
Contract for sewer in Foster avenue, from East Ninth street to Flatbush avenue; Flatbush avenue, from Foster avenue to Bedford avenue; East Fifteenth street, from Caton avenue to Foster avenue; Caton avenue, from East Fifteenth street to Parade place; Parade place, from Caton avenue to Ocean parkway, and in Ocean parkway, from Parade place to St. Pauls place; John J. Creem, contractor; date of contract, July 14, 1903.....	Aug. 23, 1907	292,510 68
No. 8.		
Contract for sewer in Fourteenth avenue, between Thirty-ninth and Forty-first streets, and in Thirty-ninth street, between Fourteenth avenue and New Utrecht avenue, and in Fortieth street, between Fourteenth avenue and New Utrecht avenue, and outlet sewers in Tenth avenue, between Thirty-ninth street and New Utrecht avenue, and in New Utrecht avenue, between Fifty-second street and Sixtieth street; Albert M. Fragner, contractor; date of contract, August 22, 1903.....	Aug. 23, 1907	60,468 55

	Forwarded for Assessment.	Amount.
No. 9.		
Contract for sewers in the following streets: Ashford street between Pitkin and Blake avenues; Cleveland street, between Pitkin and Blake avenues; Sutter avenue, between Ashford and Elton streets; Blake avenue, between Ashford and Elton streets; and outlet sewers in Ashford street, between Blake and Dumont avenues, and in Cleveland street, between Blake and New Lots avenues; Murphy Brothers, contractors; date of contract, January 12, 1904.....	Jan. 16, 1907	22,407 47
No. 10.		
Contract for sewer in Seeley street, between Gravesend avenue, and Eighteenth street, and outlet sewers in the following streets: Eighteenth street, between Seeley street and Vanderbilt street; Vanderbilt street, between Eighteenth street and East Fifth street; East Fifth street, between Vanderbilt street and Ditmas avenue; Ditmas avenue, between East Fifth street and Ocean parkway, westerly side; in Ocean parkway, westerly side, between Ditmas avenue and Foster avenue; also extending sewer in that portion of Vanderbilt street, between Prospect avenue and Eighteenth street; John O'Grady, contractor; date of contract, December 7, 1903.....	Aug. 23, 1907	192,099 94
No. 11.		
Contract for sewer in proposed street through the northern portion of Dyker Beach Park, between Fourteenth avenue and Eleventh avenue; Borough Construction Company, contractors; date of contract, March 22, 1904.....	Dec. 7, 1907	118,878 61
No. 12.		
Contract for sewer in Putnam avenue, between Knickerbocker avenue and Borough line of Queens, and outlet sewers in the following streets: Irving avenue, between Putnam avenue and Palmetto street; Palmetto street, between Irving and Knickerbocker avenues; James Jennings, contractor; date of contract, October 12, 1903.....	Jan. 7, 1907	15,238 00
No. 13.		
Contract for sewer in Bath avenue, between Bay Sixth street (Fourteenth avenue) and Bay Twenty-seventh street (Twenty-first avenue), and outlet sewers in Bay Sixth street (Fourteenth avenue), between Bath avenue and a proposed street through the northern portion of Dyker Beach Park; also in Bay Twenty-seventh street (Twenty-first avenue), between Benson avenue and Bath avenue; James Malloy & Co., contractors; date of contract, March 11, 1904.....	Dec. 7, 1907	197,487 36
No. 14.		
Contract for sewer and sewer basins on Coney Island avenue, where not already built, from Caton avenue, north side, to the summit of Coney Island avenue, south of Avenue G; George W. Phillips, contractor; date of contract, June 24, 1904.....	Aug. 23, 1907	35,280 21
No. 15.		
Contract for sewer in Franklin avenue, from Montgomery street southerly about 100 feet to existing sewer, and in Montgomery street, from Washington avenue to Franklin avenue, and outlet sewers in Washington avenue, from Montgomery street to Malbone street, and in Malbone street north side, from Washington avenue to Bedford avenue; John J. Creem, contractor; date of contract, August 1, 1904.....	Aug. 23, 1907	24,140 88
No. 16.		
Contract for sewer in Fifty-eighth street, between Tenth avenue and New Utrecht avenue, and outlet sewers in Eleventh avenue, between Fifty-eighth street and Sixtieth street; Twelfth avenue, between Fifty-eighth street and Fifty-seventh street; Fifty-seventh street, between Twelfth and New Utrecht avenues; P. J. Murray, contractor; date of contract, September 28, 1904.....	April 17, 1907	16,785 12
No. 17.		
Contract for sewer in Sherman street, between Reeve place and Greenwood avenue; H. A. Rutan, contractor; date of contract, November 25, 1905.....	Nov. 1, 1907	2,128 23
No. 18.		
Contract for sewer in Sixtieth street, between Second avenue and Third avenue, and outlet sewers in Sixtieth street, between First avenue and Second avenue, and in First avenue, between Sixtieth and Sixty-fourth streets; Murphy Brothers, contractors; date of contract, February 24, 1906.....	Aug. 23, 1907	9,619 09
No. 19.		
Contract for sewer in Fifteenth avenue, between Sixtieth street and Sixty-sixth street; Sieretto & Mannino, contractors; date of contract, February 26, 1906.....	Aug. 23, 1907	9,673 94
No. 20.		
Contract for sewer in First avenue, from Bay Ridge avenue to Wakeman place; Patrick J. McCauley, contractor; date of contract, May 18, 1906.....	Aug. 23, 1907	7,602 62
No. 21.		
Contract for sewer in Forty-first street, between Seventh avenue and New Utrecht avenue; Henry Newman, contractor; date of contract, May 28, 1906.....	Nov. 20, 1907	7,298 41
No. 22.		
Contract for outlet sewer in Irving avenue, between Halsey street and Putnam avenue; Henry Newman, contractor; date of contract, May 28, 1906.....	Nov. 29, 1907	7,559 22
No. 23.		
Contract for sewer in Eighty-fourth street, between Twentieth avenue and Twenty-first avenue, with an outlet sewer in Twenty-first avenue, from Eighty-fourth street to Benson avenue; John J. Creem, contractor; date of contract, August 8, 1906.....	Dec. 31, 1907	37,203 95
Total.....		\$3,851,197 60

Statement of Sewer Improvements Which Have Been Completed and Accepted up to and Including December 31, 1907, but Which Have Not Yet Been Forwarded to the Board of Assessors.

	Date of Final Estimate	Amount.
No. 1.		
Contract for sewer in Wyckoff avenue, between Myrtle avenue and Flushing avenue, and in Johnson avenue, between Gardner avenue and Knickerbocker avenue, and a lateral sewer in Flushing avenue, between Irving avenue and Gardner avenue, in the Borough of Brooklyn; Thomas Wade, contractor; date of contract, July 8, 1901.....	Feb. 13, 1903	\$70,598 09
No. 2.		
Contract for sewer in Gardner avenue, between Johnson avenue and Flushing avenue, in the Borough of Brooklyn; the New York Sewer Construction Company, contractors; date of contract, October 1, 1901.....	Dec. 30, 1901	7,349 58
No. 3.		
Contract for sewers in Avenue G, from Coney Island avenue to Flatbush avenue; Flatbush avenue, westerly side, from its northerly intersection with Avenue G to its southerly intersection with Avenue G; Avenue G, from Flatbush avenue to Nostrand avenue; Nostrand avenue, from Avenue G to Avenue F; Avenue F, from Nostrand avenue to Paerdegat avenue, southerly side; Paerdegat avenue, southerly side, from Avenue F to East Forty-fifth street; East Forty-fifth street, from Paerdegat avenue, southerly side, to Avenue G; Avenue G, from East Forty-fifth street to Paerdegat avenue, southerly side; Paerdegat avenue, southerly side, from Avenue G to Flatlands avenue, and Avenue F, from East Twenty-sixth street to Nostrand avenue; John McNamee, contractor; date of contract, September 6, 1902.....	Feb. 6, 1905	287,884 72
No. 4.		
Contract for sewer in New York avenue, between Avenue C and Avenue D, and outlet sewers in New York avenue, between Avenue D and Newkirk avenue; in Newkirk avenue, between New York avenue and Nostrand avenue, and in Nostrand avenue, between Newkirk avenue and Avenue F, in the Borough of Brooklyn; Henry Hesterberg, contractor; date of contract, January 14, 1903.....	Aug. 1, 1903	15,128 48
No. 5.		
Contract for sewer in Nostrand avenue, between Avenue C and Newkirk avenue, in the Borough of Brooklyn; Henry Hesterberg, contractor; date of contract, January 14, 1903.....	Aug. 17, 1903	3,852 49
No. 6.		
Contract for sewer in Brooklyn avenue, between Avenue H and Avenue I, and outlet sewers in Avenue I, between Brooklyn avenue and East Fortieth street; East Fortieth street, between Brooklyn avenue and Flatlands avenue, and in Flatlands avenue, between East Fortieth street and Paerdegat Basin, in the Borough of Brooklyn; John McNamee, contractor; date of contract, July 16, 1905.....	May 9, 1906	322,847 92

	Date of Final Estimate.	Amount.		Date of Final Estimate.	Amount.
No. 7. Contract for sewer in East Thirty-fifth street, from Glenwood road to Avenue H, in the Borough of Brooklyn, with outlet sewers in East Thirty-fifth street, from Avenue H to Flatbush avenue; Flatbush avenue, east side, from East Thirty-fifth street to Avenue J, and in Avenue J, from Flatbush avenue to Brooklyn avenue; James Riley, contractor; date of contract, September 28, 1904	Jan. 14, 1905	10,773 96	No. 36. Contract for sewer in Albany avenue, between St. Marks avenue and Prospect street; P. J. Murray, contractor; date of contract, June 26, 1905	Dec. 13, 1905	975 01
No. 8. Contract for sewer in East Twenty-fifth street, between Canarsie Lane and Avenue F (Farragut road), in the Borough of Brooklyn, with outlet sewers in Avenue D, between East Twenty-ninth street and Nostrand avenue, and in Newkirk avenue, between East Twenty-ninth street and Nostrand avenue; John J. Creem, contractor; date of contract, October 10, 1904	Aug. 1, 1905	9,709 28	No. 37. Contract for sewer basin at the north corner of St. Nicholas avenue and Harmon street; James Riley, contractor; date of contract, July 3, 1905	Sept. 9, 1905	228 49
No. 9. Contract to extend the sewer in Seventy-ninth street, westwardly from the present terminus to the bulkhead line, in the Borough of Brooklyn; James Malloy & Co., contractors; date of contract, October 27, 1904	Nov. 22, 1906	46,075 80	No. 38. Contract for sewer in East Twenty-third street, from Avenue G to a point about 500 feet north, connecting with existing sewer there situate; P. J. Murray, contractor; date of contract, June 26, 1905	Jan. 5, 1906	1,048 08
No. 10. Contract for sewer in Fifty-fifth street, between Seventh avenue and Ninth avenue, in the Borough of Brooklyn; P. J. Murray, contractor; date of contract, April 16, 1904	Sept. 1, 1905	4,408 90	No. 39. Contract for sewer basins at the north and west corners of Eighty-third street and Twentieth avenue, and at the north and west corners of Eighty-fourth street and Twentieth avenue, in the Borough of Brooklyn; James L. Carey, contractor; date of contract, June 28, 1905	Oct. 10, 1905	593 08
No. 11. Contract for sewer in Sixty-second street, between Third avenue and Fifth avenue, with an outlet sewer in Third avenue, from Sixty-second street to Sixty-third street; Donlon Contracting Company, contractors; date of contract, November 4, 1904	Oct. 18, 1907	5,102 45	No. 40. Contract for sewer in East Twenty-second street, between Clarendon road and Canarsie lane, in the Borough of Brooklyn; James Riley, contractor; date of contract, August 2, 1905	Oct. 10, 1905	914 51
No. 12. Contract for sewer in Eighty-fifth street, between First avenue and Third avenue; H. A. Rutan, contractor; date of contract, November 25, 1904	Oct. 19, 1907	5,800 84	No. 41. Contract for sewer in Forty-eighth street, between Sixth avenue and Seventh avenue, in the Borough of Brooklyn; James Riley, contractor; date of contract, August 2, 1905	Oct. 10, 1905	1,440 62
No. 13. Contract for sewer in Eighty-seventh street, between Third avenue and Fourth avenue, and outlet sewer in Eighty-seventh street, between Second avenue and Third avenue, in the Borough of Brooklyn; J. L. Carey, contractor; date of contract, December 5, 1904	Dec. 17, 1906	3,095 80	No. 42. Contract for sewer in Forty-fifth street, between Sixth and Seventh avenues, and in Forty-sixth street, between Sixth and Seventh avenues, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, July 29, 1905	Oct. 9, 1905	2,767 68
No. 14. Contract for sewer in Greenwood avenue, north side, between Coney Island avenue and East Second street; H. A. Rutan & Co., contractors; date of contract, November 25, 1904	Oct. 24, 1907	9,622 45	No. 43. Contract for sewer in Hale avenue, from Jamaica avenue to Force Tube avenue, with an outlet sewer in Etna street, from Hale avenue to Norwood avenue, in the Borough of Brooklyn; James Jennings & Co., contractors; date of contract, August 9, 1905	Nov. 2, 1905	1,729 77
No. 15. Contract for sewer in Jefferson street, between Wyckoff avenue and St. Nicholas avenue; P. J. Murray, contractor; date of contract, January 12, 1905	Nov. 27, 1905	946 00	No. 44. Contract for sewer in Church avenue, from East Eleventh street to East Fifteenth street; also sewer basins at northeast, northwest and southeast corners of Church avenue and East Sixteenth street; also sewer basins at the northeast, northwest and southeast corners of Church avenue and East Seventeenth street; also sewer basin at the northeast corner of Church avenue and Ocean avenue; James Riley, contractor; date of contract, August 2, 1905	Dec. 26, 1905	4,222 25
No. 16. Contract for sewers in Nostrand avenue, between Midwood and Hawthorne streets; Hawthorne street, between Nostrand and New York avenues; New York avenue, between Hawthorne and Martense streets, and in Martense street, between New York and Bedford avenues; John J. Creem, contractor; date of contract, January 3, 1905	Jan. 2, 1906	69,222 14	No. 45. Contract for sewer in Eighty-third street, between Fourth avenue and Fifth avenue, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, September 12, 1905	Oct. 11, 1905	1,403 90
No. 17. Contract for sewer in Maple street, between Rogers and Nostrand avenues; P. J. Murray, contractor; date of contract, January 10, 1905	Sept. 1, 1905	2,233 96	No. 46. Contract for sewer in Jefferson street, between Irving avenue and Wyckoff avenue; James L. Carey, contractor; date of contract, September 9, 1905	Nov. 27, 1905	1,513 63
No. 18. Contract for sewer in Sixty-seventh street, between Second and Third avenues, and outlet sewers in Third avenue, from Sixty-seventh street to Wakeman place; in Wakeman place, from Third avenue to First avenue, and in First avenue, from Wakeman place to Sixty-fifth street; Donegan & Redmond, contractors; date of contract, April 18, 1905	Dec. 7, 1905	20,643 27	No. 47. Contract for sewer in Twentieth street, between Terrace place and Vanderbilt street, and outlet sewer in Vanderbilt street, north side, between Twentieth street and East Fifth street; James Jennings & Co., contractors; date of contract, August 23, 1905	Oct. 24, 1907	4,126 42
No. 19. Contract for sewer basin at the southeast corner of Sackett street and Third avenue; James Riley, contractor; date of contract, April 27, 1905	Oct. 2, 1905	165 68	No. 48. Contract for sewer in Sixty-first street, between Third and Fourth avenues, and in Third avenue, between Sixty-first and Sixty-second streets; Donlon Contracting Company, contractors; date of contract, August 29, 1905	Jan. 19, 1906	2,566 20
No. 20. Contract for sewer basin at the westerly corner of Palmetto street and Evergreen avenue; Norton & Gorman Contracting Company, contractors; date of contract, April 17, 1905	Sept. 1, 1905	187 00	No. 49. Contract for sewer on the westerly side of Stillwell avenue, between Mermaid avenue and Neptune avenue, in the Borough of Brooklyn; James L. Carey, contractor; date of contract, September 9, 1905	May 22, 1906	3,576 40
No. 21. Contract for sewer in Rogers avenue, east side, between Linden avenue and Martense street; P. J. Murray, contractor; date of contract, January 10, 1905	Sept. 1, 1905	1,702 06	No. 50. Contract for sewer in Fifty-sixth street, between Seventh avenue and Eighth avenue; O'Grady Bros., contractors; date of contract, September 18, 1905	Jan. 5, 1906	1,949 86
No. 22. Contract for sewer in Benson avenue, between Bay Eleventh street and Bay Thirteenth street; James Jennings & Co., contractors; date of contract, February 14, 1905	Oct. 25, 1905	2,371 83	No. 51. Contract for sewer in Fifth avenue, between Sixtieth and Sixty-fourth streets, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, September 12, 1905	Nov. 18, 1905	2,247 70
No. 23. Contract for sewer in New Utrecht avenue, between Cropsey and Bath avenues; T. J. Farrell, contractor; date of contract, February 18, 1905	Sept. 25, 1905	3,517 88	No. 52. Contract for sewer in Ninety-sixth street, between Marine avenue and Shore road, in the Borough of Brooklyn; Murphy Bros., contractors; date of contract, September 9, 1905	Nov. 18, 1905	1,214 83
No. 24. Contract for sewer in Third avenue, between Eighty-third street and Eighty-fourth street; E. M. Culp, contractor	Dec. 13, 1905	795 57	No. 53. Contract for sewer in Van Dam street, between Meeker avenue and Bridgewater street, with outlet sewers in Bridgewater street, between Van Dam street and Norman avenue, and in Norman avenue, between Bridgewater street and Morgan avenue; H. A. Rutan, contractor; date of contract, November 25, 1904	May 5, 1906	9,202 85
No. 25. Contract for sewer in Third avenue, between Ninety-second street and Ninety-fourth street; E. M. Culp, contractor; date of contract, May 24, 1905	Dec. 6, 1905	1,199 22	No. 54. Contract for sewer basins at the northeast and southeast corners of Dumont avenue and Rockaway avenue, in the Borough of Brooklyn; Donlon Contracting Company, contractors; date of contract, August 29, 1905	Nov. 18, 1905	316 49
No. 26. Contract for sewer in Newkirk avenue, from Coney Island avenue, easterly, to East Eighteenth street, and outlet in East Sixteenth street, from Newkirk avenue to Foster avenue; in East Seventeenth street, between Newkirk avenue and Foster avenue, and in East Eighteenth street, between Newkirk avenue and Foster avenue; James Riley, contractor; date of contract, June 14, 1905	Oct. 24, 1907	12,694 16	No. 55. Contract for sewer in Eastern Parkway Extension, southerly side, from Pitkin avenue to Degraw street, with an outlet sewer in Degraw street, from Eastern Parkway Extension to Howard avenue; James L. Carey, contractor; date of contract, September 20, 1905	Oct. 24, 1907	1,629 59
No. 27. Contract for sewer in Sixtieth street, between Ninth and Fort Hamilton avenues; O'Grady Brothers, contractors; date of contract, June 16, 1905	Jan. 5, 1906	1,269 93	No. 56. Contract for sewer in Fiftieth street, between Thirteenth avenue and Fourteenth avenue; Donegan & Redmond, contractors; date of contract, September 19, 1905	Nov. 27, 1905	1,770 66
No. 28. Contract for sewer basin at the south corner of Knickerbocker avenue and Grove street, in the Borough of Brooklyn; T. J. Farrell, contractor; date of contract, May 24, 1905	Sept. 25, 1905	213 50	No. 57. Contract for sewers in Sixth avenue, from Seventy-third street to Seventy-fourth street, from Seventy-sixth street to Fort Hamilton avenue, with sewer basins at all four corners of Sixty-fifth street and Sixth avenue, north and east corners of Sixty-sixth street and Sixth avenue, south and west corners of Sixth avenue and Sixty-seventh street, all four corners of Sixth avenue and Seventy-first street, south and east corners of Sixth avenue and Seventy-second street, east corner of Sixth avenue and Seventy-third street, and outlet sewer in Seventy-seventh street, between Fifth and Sixth avenues; Sigretto & Mannino Company, contractors; date of contract, October 3, 1905	Oct. 24, 1907	17,649 57
No. 29. Contract for basins, as follows: Fountain avenue, southwest corner Atlantic avenue; Fountain avenue, northeast and southeast corners Magenta street; Fountain avenue, opposite Magenta street; Fountain avenue, northwest corner Belmont avenue, in the Borough of Brooklyn; T. J. O'Connor, contractor; date of contract, June 12, 1905	Oct. 25, 1905	632 42	No. 58. Contract for sewer in Eighty-eighth street, between First avenue and Narrows avenue; Murphy Bros., contractors; date of contract, October 4, 1905	Dec. 14, 1905	1,606 98
No. 30. Contract for sewer in East Thirty-first street, between Flatbush avenue and Glenwood road (Avenue G); P. J. Murray, contractor; date of contract, June 17, 1905	Jan. 11, 1906	1,612 81	No. 59. Contract for sewer in Bay Twenty-third street, between Eighty-sixth street and Benson avenue, with receiving basins at the north and east corners of Benson avenue and Bay Twenty-third street; also outlet sewer in Bay Twenty-third street, between Benson avenue and Bath avenue; James Jennings & Co., contractors; date of contract, September 19, 1905	Oct. 24, 1907	4,452 37
No. 31. Contract for sewer in East Twenty-eighth street, between Clarendon road and Newkirk avenue, in the Borough of Brooklyn, with outlet sewer in Avenue D, between East Twenty-eighth street and East Twenty-ninth street; Sigretto & Mannino, contractors; date of contract, December 5, 1904	Sept. 7, 1905	4,366 35	No. 60. Contract for sewer basins at Farragut road, northwest corner Flatbush avenue, northeast and southeast corners East Twenty-fifth street, four corners Mansfield place (formerly East Twenty-fourth street), northeast and northwest corners of Delamere place (formerly East Twenty-third street), four corners Elmore place (formerly East Twenty-second street), northeast and northwest corners Kenmore place (formerly East Twenty-first street), and at the northeast corner of Ocean avenue; James Jennings & Co., contractors; date of contract, September 19, 1905	Oct. 24, 1907	2,375 96
No. 32. Contract for sewer in Glenwood road, between East Thirty-fourth street and Brooklyn avenue, with sewer basins at the northeast and southeast corners of Glenwood road and Nostrand avenue, northeast and southeast corners of Glenwood road and East Thirty-first street, all four corners of Glenwood road and New York avenue, in the Borough of Brooklyn; James Jennings & Co., contractors; date of contract, June 27, 1905	Sept. 25, 1905	2,132 12	No. 61. Contract for sewer in India street, from a point about 300 feet east of Oakland street to Provost street; James L. Carey, contractor; date of contract, October 11, 1905	Nov. 27, 1905	766 79
No. 33. Contract for sewer in New York avenue, between Flatbush Water Works and Farragut road, in the Borough of Brooklyn; James Riley, contractor; date of contract, July 3, 1905	Sept. 1, 1905	848 57	No. 62. Contract for sewer in Sixty-fifth street, between Fifth and Eighth avenues; Donegan & Redmond, contractors; date of contract, October 19, 1905	Oct. 24, 1907	8,375 46
No. 34. Contract for sewer in Grafton street, from Pitkin avenue to Sutter avenue, with an outlet sewer in Sutter avenue, from Grafton street to Saratoga avenue, in the Borough of Brooklyn; Murphy Bros., contractors; date of contract, June 22, 1905	Oct. 25, 1905	3,316 71	No. 63. Contract for sewer in Seventy-first street, between Tenth and Eleventh avenues; Murphy Bros., contractors; date of contract, October 4, 1905	Jan. 2, 1906	1,480 17
No. 35. Contract for sewer in Fourth avenue, both sides, between Sixtieth and Sixty-first streets, with outlet sewer in Fourth avenue, westerly side, between Sixty-first street and Sixty-fourth street, in the Borough of Brooklyn; Sigretto & Mannino, contractors; date of contract, July 17, 1905	Sept. 25, 1905	3,291 95	No. 64. Contract for sewer in Sherman street, between Tenth and Eleventh avenues; James L. Carey, contractor; date of contract, October 11, 1905	Dec. 26, 1905	1,786 04

	Date of Final Estimate.	Amount.
No. 65. Contract for sewer in Forty-seventh street, between Thirteenth avenue and Fourteenth avenue; John J. Creem, contractor; date of contract, October 20, 1905.....	Nov. 27, 1905	1,372 51
No. 66. Contract for sewer in Third avenue, between Seventy-seventh street and Seventy-ninth street; O'Grady Bros., contractors; date of contract, October 11, 1905.....	Oct. 24, 1907	1,415 75
No. 67. Contract for sewer in Eighty-first street, between First and Second avenues; John J. Creem, contractor; date of contract, October 20, 1905.....	Jan. 2, 1906	1,397 71
No. 68. Contract for sewer basins on Bedford avenue, at the northeast and northwest corners of Carroll street, at the northeast and northwest corners of Crown street, at the northeast corner of Montgomery street, at the southeast corner of Linden avenue, and at the northeast and northwest corners of Church avenue; James Riley, contractor; date of contract, October 19, 1905.....	Mar. 28, 1906	1,328 54
No. 69. Contract for sewer basin at the northeast corner of Westminster road and Cortelyou road, in the Borough of Brooklyn; James Riley, contractor; date of contract, October 19, 1905.....	May 22, 1906	146 50
No. 70. Contract for sewer in Ovington avenue, between Sixth and Seventh avenues; John J. Creem, contractor; date of contract, October 20, 1905.....	Jan. 5, 1906	1,184 07
No. 71. Contract for sewer basin at southeast corner of Railroad avenue and Ridgewood avenue; James L. Carey, contractor; date of contract, November 10, 1905.....	July 26, 1907	242 15
No. 72. Contract for sewer in Ovington avenue, between Fifth avenue and Sixth avenue; Murphy Brothers, contractors; date of contract, November 16, 1905.....	Jan. 3, 1906	1,199 68
No. 73. Contract for sewer basin at the northwest corner of Fifth avenue and Ninth street; William P. Burke, contractor; date of contract, November 21, 1905.....	Oct. 24, 1907	170 81
No. 74. Contract for sewer in Bay Twenty-third street, from Bath avenue to Cropsey avenue; P. J. McCauley, contractor; date of contract, November 25, 1905.....	Oct. 24, 1907	2,631 23
No. 75. Contract for sewer basin at the southerly corner of Bleecker street and St. Nicholas avenue; John J. Maloney, contractor; date of contract, November 17, 1905.....	Oct. 24, 1907	176 27
No. 76. Contract for sewer basins at the northeast and northwest corners of Hopkinson avenue and Blake avenue; John J. Maloney, contractor; date of contract, November 17, 1905.....	Oct. 24, 1907	380 54
No. 77. Contract for sewer in Eckford street, from Engert avenue to Driggs avenue; Donlon Contracting Company, contractors; date of contract, November 29, 1905.....	Oct. 24, 1907	1,211 68
No. 78. Contract for sewer basins at the northeast and northwest corners of Dumont avenue and Hendrix street; John J. Maloney, contractor; date of contract, November 17, 1905.....	Feb. 13, 1906	348 54
No. 79. Contract for sewer in Rockaway avenue, between Lott avenue and Hegeman avenue, and sewer basins as follows: Rockaway avenue, northwest and southwest corners Dumont avenue; Rockaway avenue, northwest corner Livonia avenue; Rockaway avenue, northwest corner Riverdale avenue, in the Borough of Brooklyn; Donlon Contracting Company, contractors; date of contract, November 29, 1905.....	July 27, 1906	2,255 45
No. 80. Contract for constructing sewer basin at the northwest corner of Crescent street and Hill street, in the Borough of Brooklyn; Donlon Contracting Company, contractors; date of contract, November 17, 1905.....	Oct. 11, 1906	223 31
No. 81. Contract for sewer basins at the northeast and northwest corners of New York avenue and Avenue H, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, December 26, 1905.....	April 5, 1906	345 32
No. 82. Contract for sewer basins on Narrows avenue, at the northeast and southeast corners of Seventy-fourth street, at the northeast and southeast corners of Seventy-sixth street, at the northeast, southeast and northwest corners of Seventy-seventh street, and at the northeast and southeast corners of Seventy-eighth street; Sigretto & Mannino Company, contractors; date of contract, December 18, 1905.....	April 23, 1906	1,223 41
No. 83. Contract for sewer basins on Norman avenue, at the northeast corner of Russell street, at the northeast corner of Humboldt street, and at the northwest corner of Moultrie street; Philip Hayes, contractor; date of contract, January 2, 1906.....	May 28, 1906	524 95
No. 84. Contract for sewer in Eighty-eighth street, between Fort Hamilton avenue and Fifth avenue, and outlet sewers in Gelston avenue, between Eighty-eighth street and Ninety-second street, in the Borough of Brooklyn; James Jennings & Co., contractors; date of contract, December 4, 1905.....	Sept. 28, 1906	4,348 12
No. 85. Contract for sewer in Eastern Parkway Extension, northerly side, between Prospect place and Rockaway avenue, in the Borough of Brooklyn; O'Grady Bros., contractors; date of contract, November 16, 1905.....	July 17, 1906	1,414 68
No. 86. Contract for constructing sewer basins at all four corners of Eighth avenue and Sixtieth street, in the Borough of Brooklyn; Donegan & Redmond, contractors; date of contract, January 26, 1906.....	May 5, 1906	643 00
No. 87. Contract for sewer in Fifty-sixth street, between Twelfth avenue and Thirteenth avenue, with outlet sewers in Twelfth avenue, from Fifty-sixth street to Fifty-seventh street, and in Twelfth avenue, from Fifty-eighth to Sixtieth street, in the Borough of Brooklyn; Sigretto & Mannino, contractors; date of contract, May 22, 1906.....	Dec. 18, 1905	4,177 73
No. 88. Contract for sewer in Fifth avenue, between Ninetieth street and Ninety-fourth street, in the Borough of Brooklyn; James L. Carey, contractor; date of contract, November 17, 1905.....	Oct. 15, 1906	3,554 83
No. 89. Contract for sewer in East Twenty-first street (Kenmore place), from Emmons avenue to the end of existing sewer north of Emmons avenue, in the Borough of Brooklyn; Murphy Bros., contractors; date of contract, February 24, 1906.....	June 22, 1906	1,363 66
No. 90. Contract for sewer in Caton avenue, from Parade place to East Seventeenth street, in the Borough of Brooklyn; James Riley, contractor; date of contract, December 13, 1905.....	May 22, 1906	431 60
No. 91. Contract for sewer in Bay Eighth street, between Benson avenue and Bath avenue, and outlet sewer in Benson avenue, between Bay Eighth street and Fourteenth avenue; O'Grady Bros., contractors; date of contract, January 2, 1906.....	June 8, 1907	10,085 06
No. 92. Contract for sewer in Rogers avenue, between Clarendon road and Flatbush avenue, with outlet sewer in Avenue D, between Rogers avenue and East Twenty-eighth street, and in Newkirk avenue, between Rogers avenue and East Twenty-eighth street, in the Borough of Brooklyn; Sigretto & Mannino, contractors; date of contract, February 26, 1906.....	July 19, 1906	8,520 02
No. 93. Contract for sewer in Sutter avenue, between Rockaway avenue and Chester street, in the Borough of Brooklyn; Philip Hayes, contractor; date of contract, January 2, 1906.....	May 29, 1906	591 65
No. 94. Contract for sewer basin at the northeast corner of Seventy-ninth street and Seventh avenue, in the Borough of Brooklyn; William P. Burke, contractor; date of contract, December 21, 1905.....	June 25, 1906	221 49
No. 95. Contract for sewer in Junius street, between Pitkin and Blake avenues, with an outlet sewer in Blake avenue, between Junius street and Snediker avenue, in the Borough of Brooklyn; Philip Hayes, contractor; date of contract, January 2, 1906.....	July 19, 1906	4,220 39

	Date of Final Estimate.	Amount.
No. 96. Contract for sewer in Fifty-third street, between Sixth avenue and Seventh avenue, in the Borough of Brooklyn; James Jennings & Co., contractors; date of contract, December 4, 1905.....	July 27, 1906	1,599 60
No. 97. Contract for sewer in Calyer street, between Oakland and Newell streets, with an outlet sewer in Calyer street, between Jewell street and Newell street, in the Borough of Brooklyn; Donlon Contracting Company, contractors; date of contract, December 29, 1905.....	Sept. 28, 1906	2,340 42
No. 98. Contract for sewer in Seventy-fifth street, between Shore road and Narrows avenue, and from First avenue to Second avenue, and outlet sewer in Shore road, from Seventy-fifth street to Seventy-first street, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, December 26, 1905.....	Sept. 18, 1906	6,411 88
No. 99. Contract for sewer in President street, between Bedford and Rogers avenues, with an outlet sewer in President street, between Rogers and Nostrand avenues; Clinton Construction Company, contractors; date of contract, May 29, 1906.....	Aug. 25, 1906	4,029 24
No. 100. Contract for sewer in Webster avenue, between Ocean parkway and Gravesend avenue, in the Borough of Brooklyn; Patrick J. McCauley, contractor; date of contract, May 18, 1906.....	Sept. 19, 1906	3,807 80
No. 101. Contract for sewer in Decatur street, from Knickerbocker avenue to the Borough line of Queens, with an outlet sewer in Decatur street, from Knickerbocker avenue to Hamburg avenue, in the Borough of Brooklyn; Philip Hayes, contractor; date of contract, June 2, 1906.....	Sept. 8, 1906	2,866 70
No. 102. Contract for sewer in Fifty-fourth street, between Sixth and Seventh avenues; Sigretto & Mannino Company, contractors; date of contract, May 23, 1906.....	Sept. 18, 1906	1,782 81
No. 103. Contract for sewer in Fifty-seventh street, between Fourteenth and Fifteenth avenues, in the Borough of Brooklyn; Donegan & Redmond, contractors; date of contract, May 26, 1906.....	Aug. 13, 1906	1,765 78
No. 104. Contract for sewer in Bay Eleventh street, between Eighty-sixth street and Benson avenue, in the Borough of Brooklyn; James P. Graham, contractor; date of contract, June 1, 1906.....	Sept. 1, 1906	2,043 81
No. 105. Contract for sewer in Dean street, from Saratoga avenue to the summit east of Saratoga avenue, with outlet sewer in Saratoga avenue, from Dean street to Pacific street, in the Borough of Brooklyn; Henry Newman, contractor; date of contract, May 28, 1906.....	Sept. 14, 1906	2,370 81
No. 106. Contract for sewer in Third avenue, between Sixtieth and Sixty-first streets, between Sixty-seventh street and Bay Ridge avenue, between Silliman place and Seventy-third street, between Seventy-fourth and Seventy-seventh streets, between Eightieth and Eighty-third streets, between Eighty-fourth and Eighty-fifth streets, between Eighty-sixth and Eighty-eighth streets, between Eighty-ninth and Ninetieth streets (northerly intersection), and between Marine avenue and Ninety-ninth street, with outlet sewer in Seventy-sixth street, between Second and Third avenues; Sigretto & Mannino, contractors; date of contract, May 23, 1906.....	Nov. 1, 1906	20,034 03
No. 107. Contract for sewer in Eightieth street, between First avenue and Second avenue, in the Borough of Brooklyn; Murphy Bros., contractors; date of contract, June 5, 1906.....	Sept. 8, 1906	1,682 64
No. 108. Contract for sewer basins at the northeast and northwest corners of East Sixteenth street and Cortelyou road, in the Borough of Brooklyn; William F. Riley, contractor; date of contract, June 11, 1906.....	Sept. 8, 1906	406 85
No. 109. Contract for outlet sewer in Benson avenue, between Bay Twenty-sixth street and Twenty-first avenue, and sewer basins on Bay Twenty-sixth street, at the westerly corner of Eighty-sixth street and at the easterly corner of Cropsey avenue, also at the northerly and westerly corners of Benson avenue and Bay Twenty-sixth street, in the Borough of Brooklyn; James P. Graham, contractor; date of contract, June 1, 1906.....	Nov. 22, 1906	1,700 23
No. 110. Contract for sewer in Fifty-third street, between Thirteenth and Fifteenth avenues, with an outlet sewer in Fifty-third street, between Fifteenth and Seventeenth avenues; Donegan & Redmond, contractors; date of contract, May 26, 1906.....	Oct. 29, 1906	9,965 83
No. 111. Contract for reconstructing sewer in Himrod street, between Evergreen avenue and Knickerbocker avenue, in the Borough of Brooklyn; Donlon Contracting Company, contractors; date of contract, December 29, 1905.....	Dec. 4, 1906	6,715 87
No. 112. Contract for sewer in Forty-first street, from the summit west of Seventh avenue to Seventh avenue; Murphy Bros., contractors; date of contract, June 5, 1906.....	Jan. 3, 1907	1,142 39
No. 113. Contract for sewer in Forty-fourth street, between Fifth avenue and Sixth avenue, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, May 23, 1906.....	Sept. 8, 1906	1,822 94
No. 114. Contract for sewer in Weirfield street, between Knickerbocker avenue and the boundary line between the Boroughs of Brooklyn and Queens; Philip Hayes, contractor; date of contract, June 2, 1906.....	Sept. 18, 1906	2,071 97
No. 115. Contract for sewer in Kenmore place, from Avenue G to the end of existing sewer north of Avenue G; James P. Graham, contractor; date of contract, June 5, 1906.....	Oct. 20, 1906	731 13
No. 116. Contract for sewer in Fourth avenue, on the westerly side, between Eighty-second street and Eighty-sixth street, in the Borough of Brooklyn; E. M. Culp, contractor; date of contract, July 9, 1906.....	Nov. 16, 1906	4,539 90
No. 117. Contract for sewer basin at the northeast corner of Atlantic avenue and Russell place; James Riley, contractor; date of contract, July 2, 1906.....	Nov. 19, 1906	248 88
No. 118. Contract for sewer in Eighteenth avenue, from East Fourth street to the old New Utrecht Town line, with outlet sewer in Third street, between Eighteenth and Foster avenues, and sewer basins in Eighteenth avenue, etc., etc.; Donegan & Redmond, contractors; date of contract, June 12, 1906.....	Jan. 24, 1907	20,819 69
No. 119. Contract for sewer in Fourth avenue, east side, between Ninety-fifth and Ninety-seventh streets; Sigretto & Mannino Company, contractors; date of contract, May 23, 1906.....	Sept. 1, 1906	1,011 43
No. 120. Contract for sewer in Thirteenth avenue, between Seventy-ninth street and Eighty-second street, with an outlet sewer in Eighty-second street, between Thirteenth and Fourteenth avenues, in the Borough of Brooklyn; Murphy Bros., contractors; date of contract, June 5, 1906.....	Sept. 25, 1906	2,857 61
No. 121. Contract for sewer basins at the northeast and northwest corners of East Twenty-fifth street and Foster avenue, in the Borough of Brooklyn; William F. Riley, contractor; date of contract, July 11, 1906.....	Sept. 8, 1906	423 75
No. 122. Contract for reconstructing sewer basins on Imlay street, at all four corners of Verona street; Imlay street, at all four corners of Commerce street; Imlay street, at all four corners of Bowne street; Patrick J. McCauley, contractor; date of contract, June 29, 1906.....	Oct. 29, 1906	2,356 83
No. 123. Contract for sewer in Ninety-seventh street, between Shore road and Marine avenue, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, May 23, 1906.....	Sept. 1, 1906	1,870 17
No. 124. Contract for sewer in Forty-eighth street, from Thirteenth avenue to summit between Fourteenth and Fifteenth avenues; Clinton Construction Company, contractors; date of contract, May 29, 1906.....	Oct. 29, 1906	3,378 84
No. 125. Contract for sewer in Eighth avenue, from Seventieth to Seventy-second street; James P. Graham, contractor; date of contract, June 5, 1906.....	Sept. 22, 1906	1,346 45

	Date of Final Estimate.	Amount.		Date of Final Estimate.	Amount.
No. 126. Contract for sewer in Eighty-fourth street, between First avenue and Second avenue, in the Borough of Brooklyn; Sigretto & Mannino, contractors; date of contract, May 23, 1906.....	Sept. 22, 1906	1,669 12	No. 152. Contract for sewer in Warehouse avenue, between Surf and Neptune avenues, with outlet sewer in Neptune avenue, between Warehouse avenue and West Twenty-first street; Murphy Bros., contractors; date of contract, October 3, 1906.....	May 9, 1907	11,448 05
No. 127. Contract for sewer in Clinton place, in the Borough of Brooklyn, from Crescent street to a point 275 feet west thereof; Henry Newman, contractor; date of contract, May 28, 1906.....	Nov. 8, 1906	853 69	No. 153. Contract for sewer in East Thirty-first street, between Church avenue and Snyder avenue, with outlet sewers in East Thirty-first street, between Snyder avenue and Beverley road, and in Beverley road, between East Thirty-first street and Rogers avenue; John J. Creem, contractor; date of contract, August 28, 1906...	July 11, 1906	16,596 13
No. 128. Contract for sewer basins at the northeast and northwest corners of Grant avenue and Union avenue, in the Borough of Brooklyn; James Riley, contractor; date of contract, July 2, 1906.....	Sept. 18, 1906	423 87	No. 154. Contract for sewer in East Third street, between Ditmas avenue and Avenue F, with outlet sewers in Ditmas avenue, between East Third street and East Fifth street, and in Avenue F, between East Third street and Ocean parkway; James P. Graham, contractor; date of contract, October 5, 1906.....	Nov. 12, 1907	12,361 83
No. 129. Contract for sewer in Eleventh avenue, between Nineteenth street and Terrace place, in the Borough of Brooklyn; Sigretto & Mannino, contractors; date of contract, May 23, 1906.....	Oct. 5, 1906	1,219 69	No. 155. Contract for sewer in Seventy-ninth street, from Sixteenth avenue to Eighteenth avenue; Murphy Bros., contractors; date of contract, October 17, 1906.....	May 7, 1907	6,412 46
No. 130. Contract for sewer in northerly side of Parkside avenue, from St. Pauls place to Ocean avenue, and sewer basins at Parkside avenue, north side, opposite St. Pauls place, and Parkside avenue, between St. Pauls place and Ocean avenue, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, May 23, 1906.....	Oct. 29, 1906	3,375 46	No. 156. Contract for sewer in Park place, between Hopkinson avenue and Eastern Parkway Extension, and a sewer basin at the northeast corner of Park place and Hopkinson avenue; Pasquale Porzio, contractor; date of contract, October 13, 1906.....	Oct. 10, 1907	838 11
No. 131. Contract for sewer in Pitkin avenue, south side, between Powell street and Van Sinderen avenue, in the Borough of Brooklyn; Pasquale Porzio, contractor; date of contract, June 29, 1906....	Nov. 19, 1906	1,867 80	No. 157. Contract for sewer basin at the northwest corner of Pitkin avenue and Osborn street; Pasquale Porzio, contractor; date of contract, October 13, 1906.....	Jan. 11, 1907	206 12
No. 132. Contract for sewer in East Fortieth street, between Avenue C (now Clarendon road) and Ditmas avenue (formerly Avenue E, now Foster avenue), in the Borough of Brooklyn; Murphy Bros., contractors; date of contract, June 5, 1906.....	Nov. 8, 1906	4,477 60	No. 158. Contract for sewer in East Twenty-second street, from Avenue G North to the end of existing sewer; Pasquale Porzio, contractor; date of contract, October 13, 1906.....	Feb. 19, 1907	1,267 50
No. 133. Contract for sewer in Eighth street, between Second avenue and the end of existing sewer east thereof; William F. Riley, contractor; date of contract, July 27, 1906.....	Nov. 16, 1906	706 13	No. 159. Contract for sewer in Huntington street, between Henry and Hicks streets; James P. Graham, contractor; date of contract, October 10, 1906.....	Mar. 13, 1907	1,422 41
No. 134. Contract for sewer in proposed street, between Vernon avenue and Beverley road, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, May 23, 1906.....	Oct. 29, 1906	1,496 23	No. 160. Contract for sewer basins at the north and east corners of Bay Thirteenth street and Croysey avenue; Charles F. Vachris, contractor; date of contract, October 3, 1906.....	April 18, 1907	432 83
No. 135. Contract for sewer in Brooklyn avenue, between Avenue G (Glenwood road) and Avenue H, in the Borough of Brooklyn; E. M. Culp, contractor; date of contract, August 8, 1906.....	Nov. 1, 1906	1,819 22	No. 161. Contract for sewer in Eighty-second street, between Sixth avenue and Fort Hamilton avenue; E. M. Culp, contractor; date of contract, August 24, 1906.....	Mar. 2, 1907	1,051 68
No. 136. Contract for sewer in Sixty-seventh street, between Fourth avenue and Fifth avenue; James P. Graham, contractor; date of contract, August 16, 1906.....	Jan. 21, 1907	2,715 21	No. 162. Contract for sewer basin at the easterly corner of Bath avenue and Fourteenth avenue, in the Borough of Brooklyn; Charles F. Vachris, contractor; date of contract, October 15, 1906.....	Dec. 21, 1906	209 08
No. 137. Contract for sewer in Avenue D, from East Twenty-third street to Rogers avenue; James L. Carey, contractor; date of contract, August 21, 1906.....	Feb. 21, 1907	4,870 32	No. 163. Contract for sewer basins at the southeast and southwest corners of Neptune avenue and West Fifth street; James P. Graham, contractor; date of contract, September 21, 1906.....	Aug. 8, 1907	655 46
No. 138. Contract for sewer in Forty-second street, between Seventh avenue and Eighth avenue, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, July 30, 1906.....	Nov. 22, 1906	2,851 53	No. 164. Contract for sewer basins on Beverley road, at the northeast corner of Flatbush avenue; at the northwest and southwest corners of East Twenty-second street; James L. Carey, contractor; date of contract, October 29, 1906.....	Dec. 7, 1906	594 33
No. 139. Contract for sewer in Fifty-ninth street, between Seventh and Eighth avenues; Sigretto & Mannino Company, contractors; date of contract, July 30, 1906.....	Oct. 9, 1906	2,885 23	No. 165. Contract for sewer in Congress street, between Columbia street and the East River; James L. Carey, contractor; date of contract, October 15, 1906.....	April 24, 1907	4,394 10
No. 140. Contract for sewer basins as follows: Southeast and southwest corners Jerome street and Belmont avenue, all four corners Jerome street and Sutter avenue, southwest corner Jerome street and Dumont avenue, all four corners Jerome street and Livonia avenue, northeast and northwest corners Jerome street and New Lots road; John J. Creem, contractor; date of contract, August 9, 1906.....	Nov. 26, 1906	1,939 85	No. 166. Contract for sewer in Dean street, between Ralph and Howard avenues; James P. Graham, contractor; date of contract, August 16, 1906.....	July 10, 1907	2,104 96
No. 141. Contract for sewer basins on Seventeenth avenue, at the northerly, southerly and westerly corners of Benson avenue, and at the easterly corner of Croysey avenue, in the Borough of Brooklyn; Wm. F. Riley, contractor; date of contract, July 27, 1906.....	Nov. 16, 1906	745 27	No. 167. Contract for sewer basin at the southwest corner of Fenimore street and Rogers avenue; Pasquale Porzio, contractor; date of contract, October 13, 1906.....	Jan. 22, 1907	169 86
No. 142. Contract for sewer basin at the northwest corner of Norman avenue and Russell street, in the Borough of Brooklyn; Philip Hayes, contractor; date of contract, August 17, 1906.....	Dec. 4, 1906	221 87	No. 168. Contract for sewer in Fifty-second street, between Thirteenth and Fourteenth avenues; Sigretto & Mannino, contractors; date of contract, October 19, 1906.....	June 8, 1907	3,120 20
No. 143. Contract for sewer basin at the southeast corner of Hausman street and Nassau avenue; Philip Hayes, contractor; date of contract, August 17, 1906.....	Dec. 4, 1906	196 87	No. 169. Contract for sewer in Lexington avenue, south side, from Ralph avenue westerly to existing sewer; Pasquale Porzio, contractor; date of contract, October 27, 1906.....	May 13, 1907	1,456 15
No. 144. Contract for sewer in Bowery, from Jones walk to Steeplechase walk; Christopher Nally, contractor; date of contract, June 5, 1906.....	July 25, 1907	8,815 21	No. 170. Contract for sewer basin at the northerly corner of Fourth avenue and Ninety-ninth street; Charles F. Vachris, contractor; date of contract, October 15, 1906.....	July 8, 1907	313 74
No. 145. Contract for sewer in East Twenty-sixth street, from Clarendon road to Avenue D; James L. Carey, contractor; date of contract, August 27, 1906.....	April 24, 1907	2,489 95	No. 171. Contract for sewer basins at the northeast and southeast corners of Winthrop street and Rogers avenue; Charles F. Vachris, contractor; date of contract, November 2, 1906.....	May 13, 1907	391 77
No. 146. Contract for sewer in Fifth avenue, between Senator street and Sixty-seventh street, and in Sixty-seventh street, between Fifth and Sixth avenues; James L. Carey, contractor; date of contract, August 27, 1906.....	Sept. 26, 1907	7,447 32	No. 172. Contract for sewer in East Nineteenth street, between Newkirk avenue and Foster avenue; Donlon Contracting Company, contractors; date of contract, October 25, 1906.....	Mar. 19, 1907	1,569 61
No. 147. Contract for sewer in East Twenty-fifth street, between Clarendon road and Avenue D; James L. Carey, contractor; date of contract, August 27, 1906.....	Feb. 19, 1907	2,213 96	No. 173. Contract for sewer basin at the northeast corner of East Eighteenth street and Albemarle road; James L. Carey, contractor; date of contract, November 23, 1906.....	June 10, 1907	242 86
No. 148. Contract for sewer in East Thirty-fourth street, from Flatbush Water Works to Avenue F (Farragut road), in the Borough of Brooklyn; E. M. Culp, contractor; date of contract, August 24, 1906.....	Dec. 3, 1906	1,705 14	No. 174. Contract for sewer in Blake avenue, between Powell street and Junius street, and sewer basin at the southeast corner of Blake avenue and Hopkinson avenue; Pasquale Porzio, contractor; date of contract, December 8, 1906.....	April 24, 1907	1,523 85
No. 149. Contract for sewer basins in Newkirk avenue, at the northeast and southeast corners of East Eighteenth street, northwest and southeast corners East Nineteenth street, northeast corner East Twenty-first street, northwest corner of East Twenty-third street, in the Borough of Brooklyn; William F. Riley, contractor; date of contract, August 28, 1906.....	Nov. 16, 1906	951 66	No. 175. Contract for sewer in Fourteenth avenue, between Sixty-fifth and Seventy-fifth streets; P. J. McCauley, contractor; date of contract, November 17, 1906.....	Oct. 11, 1907	19,637 40
No. 150. Contract for sewer basins on East Eighteenth street, at the southwest corner of Dorchester road, and at the northeast and northwest corners of Ditmas avenue; William F. Riley, contractor; date of contract, July 27, 1906.....	Mar. 19, 1907	580 64	No. 176. Contract for sewer in West Twenty-third street, between Mermaid avenue and Neptune avenue, with an outlet sewer in Neptune avenue, between West Twenty-third street and Warehouse avenue; Sigretto & Mannino Company, contractors; date of contract, December 17, 1906.....	July 8, 1907	7,849 44
No. 151. Contract for sewer basins at the northeast and northwest corners of East Fifteenth street and Ditmas avenue; Charles F. Vachris, contractor; date of contract, September 12, 1906.....	Feb. 19, 1907	337 22	No. 177. Contract for sewer in Fortieth street, between Seventh avenue and New Utrecht avenue; Sigretto & Mannino Company, contractors; date of contract, November 20, 1906.....	June 13, 1907	7,372 55
			No. 178. Contract for sewer in Martense street, between Flatbush avenue and Bedford avenue; Sigretto & Mannino, contractors; date of contract, December 13, 1906.....	Sept. 28, 1907	3,989 35

	Date of Final Estimate.	Amount.
No. 179. Contract for sewers in Battery avenue and Dahlgren place, between Eighty-eighth and Ninetieth streets, with outlet sewers in Battery avenue and Dahlgren place, between Ninetieth and Ninety-second streets; Sigretto & Mannino Company, contractors; date of contract, December 13, 1906.....	July 27, 1907	7,029 73
No. 180. Contract for sewer in Fourth avenue, westerly side, between Ninety-second and Ninety-fifth streets, with outlet sewers in Fourth avenue, westerly side, between Ninety-fifth street and Marine avenue, and in Ninety-fourth street, between Fourth avenue and Fifth avenue, in the Borough of Brooklyn; Sigretto & Mannino Company, contractors; date of contract, November 20, 1906.....	Aug. 14, 1907	5,091 41
No. 181. Contract for sewer basins at the north and south sides of Avenue G, at the Brighton Beach Railroad; Leo E. Kelly, contractor; date of contract, December 17, 1906.....	Sept. 19, 1907	372 83
No. 182. Contract for sewer in Barrett street, between Pitkin avenue and Sutter avenue; Pasquale Porzio, contractor; date of contract, November 23, 1906.....	June 20, 1907	3,132 96
No. 183. Contract for sewer basins at the northeast and northwest corners of East Thirty-second street and Avenue D; James L. Carey, contractor; date of contract, November 23, 1906.....	June 13, 1907	416 95
No. 184. Contract for sewer in Lott street, between Tilden avenue and Beverley road; James L. Carey, contractor; date of contract, November 23, 1906.....	May 13, 1907	1,899 91
No. 185. Contract for sewer in Etna street, between Force Tube avenue and Hale avenue, and between Norwood avenue and Richmond street, and sewer basins on Etna street, at the northeast corner of Euclid avenue, at the southwest corner of Pine street, at the northeast, northwest and southwest corners of Hemlock street, and at the northwest corner of Elderts lane; James L. Carey, contractor; date of contract, December 20, 1906.....	Aug. 8, 1907	3,507 26
No. 186. Contract for sewer in Eighty-seventh street, between Narrows avenue and Second avenue; Donegan & Redmond, contractors; date of contract, November 30, 1906.....	Aug. 20, 1907	5,202 97
No. 187. Contract for sewer in Brooklyn avenue, between Avenue C and Canarsie lane; James L. Carey, contractors; date of contract, November 30, 1906.....	Aug. 9, 1907	1,398 28
No. 188. Contract for sewer basins at the southeast and southwest corners of Sutter avenue and Van Sicklen avenue, and at the southeast corner of Warwick street and Sutter avenue; Charles F. Vachris, contractor; date of contract, December 3, 1906.....	July 11, 1907	514 51
No. 189. Contract for sewer basins on New Jersey avenue, at the southwest corner of Highland boulevard, northwest corner Evergreen place, and northwest corner of Jamaica avenue; Charles F. Vachris, contractor; date of contract, October 25, 1906.....	Oct. 28, 1907	423 26
No. 190. Contract for sewer in East Fourth street, from Avenue C to Church avenue, with outlet sewers in East Fourth street, from Avenue C to Avenue D, and in Avenue D, from East Fourth street to East Fifth street; James L. Carey, contractor; date of contract, December 20, 1906.....	Nov. 18, 1907	9,248 91
No. 191. Contract for sewer basin at the northeast corner of Stratford road (East Eleventh street) and Slocum place; James L. Carey, contractor; date of contract, October 29, 1906.....	July 11, 1907	223 47
No. 192. Contract for sewer basins on Farragut road, at the northeast and northwest corners of East Twenty-eighth street, southeast and southwest corners of East Twenty-ninth street, all four corners of Nostrand avenue, southeast and southwest corners of East Thirty-first street, southeast and southwest corners East Thirty-second street, and southwest corner of East Thirty-fourth street; Charles F. Vachris, contractor; date of contract, November 20, 1906.....	July 17, 1907	1,898 03
No. 193. Contract for sewer in Fifty-first street, between First and Second avenues; Sigretto & Mannino, contractors; date of contract, November 20, 1906.....	Aug. 7, 1907	2,154 00
No. 194. Contract for sewer in Eighty-fourth street, between Fort Hamilton avenue and Seventh avenue; Sigretto & Mannino, contractors; date of contract, November 20, 1906.....	Sept. 21, 1907	1,945 10
No. 195. Contract for sewer basins at the northeast and northwest corners of West Second street, Van Sicklen avenue and Neptune avenue; James P. Graham, contractor; date of contract, January 14, 1907	Aug. 1, 1907	508 17
No. 196. Contract for sewer in Bushwick avenue, between Garden and Beaver streets; Leo E. Kelly, contractor; date of contract, December 17, 1906.....	Oct. 31, 1907	2,526 57
No. 197. Contract for sewer in Fifty-fifth street, between Ninth and Fort Hamilton avenues; Murphy Bros., contractors; date of contract, May 15, 1907.....	Aug. 7, 1907	3,581 65
No. 198. Contract for sewer in Douglass street, between Plaza street and Underhill avenue; Pasquale Porzio, contractor; date of contract, May 9, 1907.....	Aug. 19, 1907	2,677 12
No. 199. Contract for sewer basins in Ninth street, at the northwest and southwest corners Sixth avenue, northwest and southwest corners Seventh avenue, northwest and southwest corners Eighth avenue; both sides Ninth street, midway between Fifth and Sixth avenues; both sides Ninth street, midway between Sixth and Seventh avenues; both sides Ninth street, midway between Seventh and Eighth avenues; Charles A. Meyers, contractor; date of contract, May 17, 1907.....	Aug. 14, 1907	2,388 14
No. 200. Contract for sewer basins on Neptune avenue, at the northeast and northwest corners West Third street, northeast and northwest and southwest corners West First street, northwest corner Ocean parkway, and sewer on west side of Ocean parkway, between Neptune avenue and Canal avenue; Murphy Bros., contractors; date of contract, May 23, 1907.....	Sept. 9, 1907	9,700 95
No. 201. Contract for sewer in Sixty-first street, between Sixth and Fifth avenues; Sigretto & Mannino Company, contractors; date of contract, November 20, 1906.....	Aug. 7, 1907	2,870 14
No. 202. Contract for sewer basins at the south and east corners of Hamburg avenue and Grove street; Philip Hayes, contractor; date of contract, May 20, 1907.....	Aug. 7, 1907	485 53

	Date of Final Estimate.	Amount.
No. 203. Contract for sewer basin at the northwest corner Norman avenue and Jewell street; Philip Hayes, contractor; date of contract, May 20, 1907.....	Aug. 7, 1907	241 54
No. 204. Contract for sewer in Eighty-fifth street, between Fort Hamilton avenue and Seventh avenue; Sigretto & Mannino, contractors; date of contract, November 20, 1906.....	Sept. 21, 1907	2,813 83
No. 205. Contract for sewer in Huntington street, from Henry street to Hamilton avenue; Donlon Contracting Company, contractors; date of contract, October 25, 1906.....	Aug. 26, 1907	1,003 83
No. 206. Contract for sewer basin at the southwest corner of Halsey street and Howard avenue; Philip Hayes, contractor; date of contract, June 7, 1907.....	Aug. 7, 1907	267 14
No. 207. Contract for sewer in Imlay street, from the summit south of Commerce street to Commerce street; Murphy Bros., contractors; date of contract, June 6, 1907.....	July 30, 1907	1,397 23
No. 208. Contract for sewer in Newkirk avenue, between Twenty-sixth street and Rogers avenue; Charles A. Myers, contractor; date of contract, June 7, 1907.....	Aug. 22, 1907	1,276 00
No. 209. Contract for sewer basin at the northeast corner of Bond street and Third street; Charles F. Vachris, contractor; date of contract, November 20, 1906.....	Aug. 9, 1907	185 14
No. 210. Contract for sewer basins on Forty-fourth street, at the east and south corners of First avenue; Charles F. Vachris, contractor; date of contract, June 1, 1907.....	Aug. 7, 1907	385 40
No. 211. Contract for sewer basins at the northeast corner of Erasmus street and Rogers avenue; Charles F. Vachris, contractor; date of contract, June 1, 1907.....	Aug. 20, 1907	203 47
No. 212. Contract for sewer in Fifty-third street, between Eleventh avenue and Fort Hamilton avenue; Murphy Bros., contractors; date of contract, June 6, 1907.....	Aug. 29, 1907	2,508 81
No. 213. Contract for sewer basin at the northerly corner of Eighty-sixth street and Eighteenth avenue; Charles F. Vachris, contractor; date of contract, June 1, 1907.....	Aug. 14, 1907	214 54
No. 214. Contract for sewer basins at the north and east corners of Bay Ridge avenue and Tenth avenue; Charles F. Vachris, contractor; date of contract, June 1, 1907.....	Aug. 30, 1907	389 24
Total.....		\$1,438,440 97

During the year final payment was made upon 45 contracts, each of which included more or less pipe sewer, and which were, with three exceptions, completed physically in 1905, but upon which no final settlement had been made with contractors, because the cement pipe used was not in strict accordance with specification requirements. This settlement was made in accordance with the advice of the Corporation Counsel, after two characteristic cases had been settled in Court adversely to the City. Such a settlement was greatly to be desired, because the matter of assessment for the cost of the work was, in several of these cases and in cases of numerous other contracts, the sewers in which depended upon those in controversy for outlets, complicated by the delay. Interest was accumulating at the rate of 6 per cent, upon partial estimates, which had been paid and the property to be assessed was receiving no benefit. The most noticeable one of all these contracts is that for about nine miles of sewers in Dyker Heights, with the three main outlets, one each in Seventh avenue, Twelfth avenue and Fourteenth avenue, and numerous basins and short connections. This contract was commenced in 1905. During the past year work has progressed slowly upon these outlets, and the one in Twelfth avenue has been entirely completed. This work has been done under a special arrangement with the contractor, whereby he accepted partial payments for work done during the year only, and the question of payment for work done in 1905 was not raised. Had the City adhered faithfully to its part of that agreement, the whole contract might have been finished before the end of the season. In July, however, the payment of partial estimates became very uncertain and irregular, and the contractor was finally compelled to entirely suspend work on Fourteenth avenue and Seventh avenue. With a laboring force such as is usually employed upon work of this character, it could be entirely completed in four months. Such work as has been done on these outlets is excellent in character and compares favorably with any similar work that I have seen. It is to be hoped that nothing farther may be allowed to stand in the way of a speedy completion of the contract during the coming season, as no good purposes seems to be served by farther delay.

As explained in more detail in Mr. Hammond's report, a contract has been let for a relief sewer in Gold street, between the pierhead line and Johnson street, and in Johnson street, between Gold street and Hudson avenue, the contract price being \$475,172.63. The contractors, Rodgers & Haggerty have the work well under way and are pushing it vigorously. From present indications, it will be completed well within the contract time and probably before the end of this season. Two contracts for the upper section of this sewer, viz.: in Johnson street, from Hudson avenue to Raymond street; in Raymond street, from Johnson street to DeKalb avenue; in DeKalb avenue, from Raymond street to South Portland avenue, and in South Portland avenue, from DeKalb avenue to Hanson place, bids for which were received in September, have not been awarded. As the prices bid were well below the estimated cost and the successful bidders, the Flick-Litchfield Construction Company, are responsible and competent, and the outlet is already well along in construction, it is to be hoped that the way may be cleared, so that construction may commence without longer delay.

Contracts have also been prepared, and are ready for advertising at any time that it may be thought proper, for the main relief sewer outletting at the head of the Wallabout Canal and extending through Classon avenue, Park avenue, Skillman street, Myrtle avenue, Vernon avenue, Nostrand avenue and Tompkins avenue, as far as Greene avenue. The cost of this sewer, together with that of the Gold street system, will consume the appropriation of \$2,000,000 which has been made for this construction. The purpose which they will accomplish in the way of relief from floods has been fully explained in the annual report of 1906, and need not be repeated here. Their necessity in the proper rearrangement of sewers to permit of the construction of the Fourth avenue and the Broadway and Lafayette avenue subways, has also been explained at length in that report. The Board of Estimate and Apportionment, during the year, adopted the plans prepared by the Bureau for the rearrangement of house sewers to accompany the main relief sewers. The complete plan has now been legalized and is ready for construction at any time that it is thought wise to proceed with them.

The Board of Estimate and Apportionment passed the following resolution on December 6, 1907:

Resolved, by the Board of Estimate and Apportionment, That the heads of the various Departments, Bureaus and Divisions of the City government be and are hereby directed, until further notice, not to incur any new or additional indebtedness payable

from funds provided by the issue of Corporate Stock heretofore authorized, without the further approval of this Board.

A true copy of a resolution adopted by the Board of Estimate and Apportionment. December 6, 1907.

(Signed) WM. M. LAWRENCE, Assistant Secretary.

Brooklyn, December 11, 1907.

This resolution has thus far prevented farther progress toward the construction of relief sewers.

It has been stated that the cost of all relief sewers should be borne by the property benefited and not by the City at large, as has been customary heretofore; that the cost of the original sewer system for which the property was assessed does not represent an assessment for an adequate system and should not relieve the property from the cost of such additional sewers as may be required to meet conditions which have greatly changed in recent years. Without presuming to discuss a question which I am entirely incompetent to decide, it may not be entirely unbecoming to say that the City has never denied its obligation for damages for flooding which has been caused by inadequate sewers. These damages have in the past amounted to a very large sum. If the City is obligated to pay these damages, then it is logically responsible for the conditions as they exist and is morally bound to remedy them.

#### Flushing Tunnel for the Improvement of the Sanitary Condition of the Gowanus Canal.

This is at the present time the most important piece of construction under way in the Bureau. During the year progress has been at nearly all times quite rapid, considering the difficulty of the undertaking. More than one-half of the length of the tunnel has been completed, the exact amount being 2,133 linear feet. Excavation for the intake at the Gowanus Canal is well along toward completion, and progress upon the tunnel is now being made at the rate of about 20 feet per day. As you are aware, the method of carrying out this work adopted by the contractor is rather unusual and differs somewhat in details from any of which there is any engineering record. The material through which it is built is coarse sand and gravel. The excavation is about 20 feet below the level of ground water (which is approximately the same as mean high tide at each end), and a steel shield with compressed air at a pressure of from 7 to 10 pounds above atmospheric pressure is used. This shield is advanced by pushing against the newly laid tunnel lining of 16 inches of brickwork. This brickwork is enclosed on the outside by the tail of the shield which is 7 feet in length and on the inside by about an equal length of 2-inch lagging, which is held in place by heavy arch ribs of angle iron. Pressure is applied through fourteen hydraulic jacks, the water pressure used being about 2,000 pounds per square inch. The feet of these jacks cover practically the whole end of the masonry tunnel lining and the pressure is evenly distributed by a heavy cast iron ring upon which the toothing of the face of the brickwork is cast.

The contractor has provided air compressors capable of supplying 15,000 cubic feet of compressed air per minute, and at times the whole capacity of the plant is used, so rapid is the escape of air through the brickwork and the sand and gravel at the headings. Two headings were driven, in opposite directions, along Degraw street, from the shaft at Tompkins place. All machinery, including air compressors, power pump, drainage pumps, motor car for the removal of spoil, etc., are electrically driven, the current being taken from the wires of the Edison Electric Illuminating Company. No power is generated at the shaft.

For some months after this work was started, and until the details of the plant were completed in their present form, progress was very slight, owing to the difficulty of moving the shield without injuring the brickwork, and to the insufficient supply of compressed air. These difficulties have been largely overcome. At times cracks are still caused in the brickwork, but they are all carefully cut out and replaced by new material. The damage caused on the surface of the street is rather less than is usual in tunnel construction of this character. Slight damage has been done to the fronts and foundations of a number of houses, but the cost of repairs will not be heavy, and will be borne by the contractor. In most cases these damages consist of front steps separated from the front walls an inch or two, and in a few cases of cracks in the front walls or basement ceilings. The street surface has settled in perhaps half a dozen places.

In order to make the tunnel water tight and as nearly air tight as possible, grouting the outside surface of the masonry has been resorted to, and cement grout under considerable pressure has in some places been forced into the street sewer and house connection drains, and a number of cellars have been flooded in consequence.

All these damages, however, must be considered slight as compared with those caused by the construction of the subway on Joralemon street, or the construction of the storm sewer in Greene avenue. It is possible that much of the street sewer directly over the tunnel will be found to have settled after the tunnel is completed, and the contractor will be called upon to make repairs. Every effort is being made by the Engineers in charge of this work to secure results that will bear engineering criticism and with as little damage to adjacent property and discomfort to the people as possible. The masonry is not absolutely water tight; 16 inches of brickwork under such a water pressure cannot be made absolutely water tight without special treatment. It does not follow theoretical line and grade at all points perfectly, but in both of these particulars it is sufficiently exact to serve its purpose perfectly and is equal to other structures recently built under the East and North Rivers, through which railroad trains are to be operated.

Plans for the power house, which is to be located at the Gowanus Canal, near Douglass street, are nearly completed, and a contract can be made for the building within a short time after an appropriation for it is made.

The matter of machinery to operate the tunnel has not yet been decided upon. The turbine pump should be of a pattern similar to those used in the Milwaukee and the Chicago tunnels under similar conditions. The efficiency of these wheels has been shown by test to be in excess of 78 per cent. For the particular duty required of it, it is probably more efficient than any other style of pump available. It is my opinion that gas engines operating on producer gas furnish the most economical and desirable form of power plant for operating the pump.

I am aware that this method of producing power is somewhat new. Until the Paris Exposition it was not in use to any great extent outside of Great Britain. At that exposition a plant of this kind developing 100 horse power was on exhibition. It was considered somewhat novel and was of great interest to engineers. The prediction was then made that similar engines developing 1,000 horse power would be in use within ten years. At the present time these plants are in use in almost every civilized country in the world. Within a few hours' journey of this city at least one hundred such plants may be seen in operation. Engines are now building for some of the large steel plants which will develop 4,000 horse power each. Their popularity arises from the fact that the economy in the use of coal is very great and the labor cost of operation is also small.

Responsible firms will now guarantee the operation of such a plan as is required here upon 1½ pounds of coal per horse power per hour, whereas the most efficient type of steam engine that could be installed would no doubt require about 2½ pounds.

The cost of installation of a gas producer plant is materially less than that of a steam plant. No accessories such as boiler feed pumps, condensers, etc., are required. The cost of the power house is less, inasmuch as no smoke stack is required. No smoke is given off, but is entirely consumed within the producer. It requires no higher grade of skill to operate than does a steam engine and the same guarantee can be obtained as upon a steam plant.

It was originally designed to pump from the river into the canal. In that case the whole length of the tunnel would act somewhat after the fashion of a draught tube and a current would be created in the canal from its head toward its mouth. There are many reasons why the reverse of this operation would be preferable, and a statement of some of these reasons is given below. Part of them affect conditions in the canal, and part of them the operation of the plant.

First—The principal sources of pollution of the canal are the large sewer at its head and manufacturing establishments in the immediate neighborhood. If cleaner water is pumped into the canal the main portion of this polluted water will be forced along the canal and will be deposited upon the bottom all the way to its mouth. The

current will not be sufficient to keep it in suspension, and the cost of dredging to the City will not be materially lessened.

If on the other hand water is pumped from the canal, the main part of the suspended matter in its waters will be carried directly through the tunnel at a good velocity and discharged into deep water in the East River.

Second—Loaded boats nearly all travel toward the head of the canal, and after discharging their cargoes go back empty. If a current in the canal is created toward its head, it will be of material assistance to traffic. If a current is created in the opposite direction, it will materially impede traffic, and at street intersections where bridge abutments narrow the stream, vessels may at times find difficulty in making headway against the current.

Third—The fall in the hydraulic grade line of the tunnel when pump is running at normal speed will be about 3¾ feet. The crown of the tunnel is submerged only 2 feet at low tide. During low tide, therefore, the top of the pump would very likely be exposed as the tunnel is not air tight (it is provided with manholes, gate chambers, etc.), and its efficiency would be greatly reduced. If the current is from the canal through the tunnel this would not be the case, as there would be a free entrance of water without material reduction of head.

Fourth—The machinery must be so placed that the main shaft would be placed in compression if water is pumped into the canal. This is not a very serious matter, but it is desirable to keep this shaft in tension if possible.

Fifth—The tunnel can be used hereafter as an outlet for sewers if it discharges into the river. It should not be so used if it discharges into the canal.

It seems certain that the tunnel itself will be completed during the coming summer, and the contracts for the building and machinery should be let and work in progress as soon thereafter as possible.

#### The Quay Street Sewer.

Work is now in progress on the sewer in Quay street, from the East River to West street, etc., and unless other delays, which cannot now be foreseen, occur, it will be completed before the end of the year. After an investigation of this sewer in the latter part of 1906, the contractor made extensive repairs to portions of it, consuming the whole of the winter of 1906-1907 in completing them. After they were completed to the apparent satisfaction of all concerned and work had been resumed, the Department of Finance refused to pay partial estimate until a farther investigation had been made of a small portion of the work, where it was stated that the previous one had not been sufficiently thorough. Thereupon the contractor formally abandoned the contract and gave notice of his intention to bring suit against the City for settlement. The investigation was carried out at the expense of the City. The matter was finally compromised by paying the contractor \$6,300 for damages sustained by reason of delay, etc., and he resumed operations about May 1. The peculiar shape of the sewer section makes it somewhat difficult to build and progress is slow. The workmanship is as nearly perfect as is practicable with this class of structure, and the contractor appears to be willing to comply with every reasonable suggestion to obtain satisfactory results.

#### Sewer in Scott Avenue, etc.

Contract and plans and specifications have been completed for this sewer, which is to be the outlet for a system of sewers in the Borough of Queens, which will drain an area of several thousand acres. That portion of this sewer within this Borough was divided into two parts for the purposes of construction, so that wider competition might be obtained. It was originally estimated to cost about \$800,000, but as shown on the contract plans, it can no doubt be built for about \$600,000. Bids were received for that portion in St. Nicholas avenue, between the Borough line and Scott avenue, and for a short piece of smaller sewer, connecting with the Johnson avenue sewer, and designed to provide for the dry weather flow, on August 28. The contract was awarded soon thereafter to Henry Newman, who submitted the lowest bid, \$295,659. The contract was not certified during the year. Owing to the fact that a large portion of the sewers tributary to this outlet in the Borough of Queens are already built and the drainage district is well improved and in great need of sewerage system, it is of prime importance that its construction be proceeded with without farther delay. This section of the outlet provides for the sanitary flow from the whole district and house drains may be connected with it without waiting for the completion of the last section in Scott avenue, between St. Nicholas avenue and Newtown Creek. Contract has not been entered into for the last section, because Scott avenue, between St. Nicholas avenue and Flushing avenue, is not legally open. Commissioners have been appointed for opening it, but title cannot vest in the City before July 16 of this year. The Corporation Counsel has refused to approve the contract until that date. Bids will be asked for as soon as possible thereafter. There is great necessity for expedition in completing this section also, because there will no doubt be difficulty in excluding all storm water from the upper section until the completion of the lower one. The discharge of storm water into the sewer, before the outlet is ready to receive it, would no doubt cause havoc in the neighborhood of Flushing avenue to the sewer itself and to property along the line of Johnson and Morgan avenues. This work cannot be completed this year under any circumstances. It will require nearly two years under favorable conditions. Although not the largest sewer in the Borough, its capacity is greater than any other, and its construction involves some special features of considerable engineering interest. The upper portion is to be 15 feet in diameter and will be built with concrete base and brick invert lining. The arch is to be of brick. The outlet portion north of Flushing avenue is to be of reinforced concrete and will be broad and flat in section. It will occupy nearly the whole width of the roadway. The grade of the sewer south of Flushing avenue is very great, so that it was necessary to make provision for checking the velocity of the flow, in order to prevent rapid wear of the masonry and possible damage to the sewer and adjacent property. North of Flushing avenue, on the other hand, the grade is very flat and it was necessary to raise the grade of Scott avenue and other streets adjacent to it, to provide sufficient depth of cover above the masonry.

The outlet at Newtown Creek and Metropolitan avenue has been made broad, so that with the maximum discharge, the current will not be great enough to prevent boats from lying at the bulkheads adjacent to it. The discharge of such a large quantity of house sewage into the old Johnson avenue sewer, which is badly designed, and deposits great quantities of suspended matter, is a bad thing, but apparently there was no way in which it could be avoided.

#### House Connection Drains.

The practice inaugurated by the Borough President of laying house connection drains in unpaved streets, in connection with the contracts for sewers, has been followed uniformly throughout the year. During the greater portion of the year these drains were laid at intervals of 20 feet on each side of the street, regardless of the manner in which the adjacent property was, or was to be, improved. They were laid to a point 2 feet back of the curb line and where the elevation of the street surface was sufficient to permit, they have been placed 9½ feet deep at the curb line. It is thought that this depth is sufficient to provide drainage for the deepest cellars which are ordinarily built.

Where property has already been improved with buildings upon lots of greater width than 20 feet, and where these improvements are liable to remain unchanged for some years, property owners have complained that it was a hardship to compel them to pay for connections which would be of no use for years to come. The Borough President has, therefore, directed that hereafter, under such circumstances only, those connections shall be laid as are necessary to serve the present improvements on the property.

#### The Percentage System of Bidding.

This system of bidding, which was inaugurated in this Bureau about one year ago, is giving results that are entirely satisfactory. The evil of unbalanced bids has been entirely eliminated, and thus far no objectionable features of the system have developed. Mr. Hammond's report contains an explanation, in detail, of this method of submitting bids, and of the results obtained during the first year of its use. A bid sheet, as prepared by the Bureau, is attached hereto, in further explanation of the system. It is the aim, of course, in preparing the estimate, to give the actual cost of the work, plus a reasonable profit to the contractor. When the bids of various contractors vary widely, as is always the case, it is, of course, impossible for the Engineer's estimate to agree closely with these bids, or even with the lowest

bid submitted. It is not essential to the success of the system, and it is not expected that they will agree closely. It is essential that the prices contained in the estimate should be well balanced and that the percentage of error in them should be fairly constant. If such is the case, the fact that the contractor's bid is 110 per cent. or 90 per cent. of the Engineer's estimate, does not affect the result in the slightest degree. It is usually the case, however, especially where the job is a large one, that one or more bids are received which agree almost exactly with the Engineer's estimate. The system of cost keeping, which has been inaugurated in the Bureau, will be of great assistance in preparing these estimates. The adoption of this system of bidding is of much benefit and has removed at least fruitful source of controversy with contractors.

No.  
THE CITY OF NEW YORK, OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, BUREAU OF SEWERS.

Bid or Estimate for Sewer in East Eighth Street, from Johnson Street to Church Avenue, etc.

Made by \_\_\_\_\_ residing at (or place of business) \_\_\_\_\_  
and \_\_\_\_\_ residing at (or place of business) \_\_\_\_\_ and  
\_\_\_\_\_ residing at (or place of business) \_\_\_\_\_  
and \_\_\_\_\_ residing at (or place of business) \_\_\_\_\_  
composing the firm of \_\_\_\_\_

The bidder's name and residence must be inserted here, and in case of firms, the name and residence of each and every member of the firm must be inserted.

1. \_\_\_\_\_ declare that \_\_\_\_\_ of lawful age and the only person interested in this estimate; and no person other than herein above named has any interest in this estimate, or in the contract proposed to be taken.

2. \_\_\_\_\_ further declare that this estimate is made without any connection with any other person or persons making an estimate for the same work, and is in all respects fair and without collusion or fraud.

3. \_\_\_\_\_ further declare that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof or clerk therein, or any other officer of the corporation, is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise, in this bid or estimate, or in the performance of the contract, work or business to which it relates, or in any portion of the profits thereof.

4. \_\_\_\_\_ further declare that the names of the persons affixed to the consent hereto annexed were written by said persons respectively, and that said persons are householders or freeholders in The City of New York, or are officers of a guaranty or surety company duly authorized by law to act as surety.

5. \_\_\_\_\_ have examined the proposals for bids or estimates for the above work; have also examined the contract (including the specifications) for the materials and work, in the form approved by the Corporation Counsel, and will contract, in the form so approved, to do all the work and provide, furnish and deliver all the labor and materials mentioned and described in said contract and specifications on the following terms, viz.:

Note—In case a bid or estimate shall be submitted by or in behalf of any corporation, it must be signed in the name of such corporation by some duly authorized officer or agent thereof, who shall also subscribe his own name and office. If practicable, the seal of the corporation should also be affixed.

Percentage based on the Engineer's preliminary estimate of total cost for the completed work \_\_\_\_\_ per cent. ( %).

Note—The Engineer's preliminary estimate of total cost for the completed work is to be taken as the one hundred per cent. (100%) basis for bidding. Proposals shall state a single percentage of such one hundred per cent. cost (i. e.: such as ninety-five per cent., one hundred per cent., or one hundred and five per cent.), for which all material and work called for in the contract and the invitation to bidders is to be furnished to the City. Such percentage, as bid, shall apply to all unit items specified in the Engineer's preliminary estimate, to an amount necessary to complete the work described in the contract.

Engineer's Preliminary Estimate of Cost.

1. 305 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$2.25.....	\$686 25
2. 412 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$2.00.....	824 00
3. 217 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$1.75.....	379 75
4. 570 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances; per linear foot, \$1.00..	570 00
5. 11 manholes, complete, with iron heads and covers, including all incidentals and appurtenances; per manhole, \$55.00.....	605 00
6. 3 sewer basins complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances; per basin, \$160.00..	480 00
7. 400 feet, board measure, of sheeting and bracing, driven in place complete, including all incidentals and appurtenances per thousand feet, board measure, \$30.00.....	12 00
Total .....	<u>\$3,557 00</u>

The foregoing estimate as to quantities is approximate only, and forms no part of the contract. Bidders are cautioned that the City does not hold itself responsible that any of the foregoing quantities shall strictly obtain in the construction of the work, and are requested to examine the plans, specifications and the location or site of the work and to judge for themselves of the quantities or other circumstances affecting the cost of the work.

Pipe Testing Laboratory.

The pipe testing laboratory has been in constant use throughout the season, and has proved its worth. The tests indicate satisfactorily the character of the pipe tested and leave little to conjecture. Specimens taken from pipe delivered on the work by contractors have been tested during the year, of sizes ranging from 6 inches to 30 inches in diameter. These specimens have nearly all been vitrified pipe, although a few of them were of concrete and reinforced concrete. Comparatively few of them, as shown by the table hereto attached, have failed to meet specification requirements. The majority of the pipe used has been furnished by the Robinson Clay Products Company, and the American Sewer Pipe Company from some of their numerous factories. No cement or concrete pipe has been laid, principally because of the unwillingness of the only company manufacturing this brand of pipe

in the city to change their moulds to produce the standard sections called for by the specifications. Tests showing resistance to compression have been made more regularly than any others. In these tests the pipe is entirely buried in sand in such a manner that it is surrounded on all sides by a bed of sand equal in thickness to 1-3 of its external diameter. Uniformly distributed pressure is applied to the surface of the sand bed, the idea being to reproduce conditions in the trench as nearly as possible. While this test has been sufficient and has accomplished the desired result by obtaining pipe of uniformly high character, it is cumbersome and expensive to carry out. It will be generally conceded, I think, that what is desired is a test giving its strength in compression as compared with a standard which is known to be satisfactory. This test is made by German Engineers by applying pressure from above through a narrow strip of wood placed lengthwise of the pipe. This seems to be a proper method of procedure, as all the results desired are obtained quickly and cheaply. It could not at once be adopted here, because of the lack of sufficient data upon which to base a standard, and because vitrified pipe was usually warped in burning, so that an even bearing along a longitudinal line could not be obtained. Assistant Engineer Kirby, who has charge of the operation of the laboratory, has devised a method of producing a proper bearing by the use of plaster of paris. Enough pipe has now been tested in this manner, so that the test can be safely inserted in the specifications and the expense of doing the work materially reduced.

The laboratory is fully equipped for making absorption tests, and many of them have been made with the results shown in the accompanying table. Many tests have also been made showing resistance to internal pressure, and for percolation under varying heads of water. This test is a direct measure of the density of the material and is important as showing the amount of percolation of ground water that may be expected into the sewer under various conditions. This will hereafter be a much more important matter in this Borough than heretofore, because the design of sewers for the suburban wards where elevations are slight and many sewers will be laid below the level of ground water, calls for a "separate" system, that is, domestic sewage will be carried in sewers from which storm water will be excluded. It will be either pumped into combined sewers through which it may be discharged at suitably located outlets by gravity, or it will be delivered at the nearest purification plant for treatment. Any inflow of ground water will add largely to the cost of pumping and treatment, and will be a continuing charge upon the City. It is of the highest importance therefore that the joints be tight and that the density of the material be such that no percolation will take place under existing conditions. Percolation out of the sewer seldom takes place to any extent for any length of time, and is of little consequence. Percolation through vitrified pipe, such as is used in this Borough, usually commences at a pressure of 5 pounds per square inch, equivalent to a head of water of 11.5 feet. It increases very slowly as the pressure increases to the point of bursting, which is usually at above 40 pounds per square inch.

An impact test, such as is called for in the specifications, has been carried out quite generally. It is important as showing the brittleness of the material and the ease with which it may be damaged in laying or in cleaning or repairing after the sewer is laid. Experience has shown the impact test called for in the specifications as rather severe for vitrified pipe of the required character, although the great majority of specimens pass it satisfactorily. Cement pipe proves to be somewhat tougher and stands the test better.

Percolation through cement pipe commences with a very light pressure and becomes very considerable as the pressure increases to 5 pounds per square inch. This is no doubt due to the fact that the material is placed in the moulds too dry and very severe machine ramming is depended upon to produce a dense mixture. Much better results could be obtained in my opinion by making the mixture from which the pipe is made wetter and depending less upon ramming to produce the required density. A dry mixture is preferred by the manufacturers, because with it pipe can be taken from the moulds soon after it is completed and the output of the plant is in consequence much greater than it would be with a wet mixture and a limited supply of moulds.

I know of only one other laboratory devoted to this purpose in America. It is located at the University of Illinois, and is not connected with any regular work of construction. The American Society for testing materials of construction is now investigating the subject of sewer pipe, with the object of recommending uniformity in the design and specification requirements for general adoption. It is thought that the results of the work of this laboratory will be of considerable value to this society in arriving at proper conclusions. It is probable that their recommendations will be widely followed. It is possible, therefore, I believe, to make our work of considerable interest to sanitary engineers, manufacturers of sewer pipe, and to municipal officers generally.

It is worthy of note that during the year two rain gauges of the most modern design have been purchased. One has been installed in this office and one at the Purification Plant at Coney Island.

Two modern water stage registers have also been added to the equipment, and it is hoped that careful gaugings of sewers may be made and farther data may be obtained in regard to rainfall and run-off which will be of interest and value hereafter.

Cleaning of Large Sewers by Day's Labor.

An appropriation of \$55,000 was made in the Budget allowance for the year 1908, for the payment of the wages of men and the purchase of the necessary equipment for cleaning sewers which are of such faulty design that it is necessary to clean them periodically to keep them in proper working order. Three small pieces of vacant property located at points convenient to the greater part of the work to be done were inspected by you, and recommendation was made that they be obtained either by purchase or by lease for the storage of materials and equipment necessary to carry on the work.

Designs have been prepared and approved for six steel traveling derricks with gasoline engines, and other appurtenances, to remove deposited material expeditiously and load it in carts for disposal at one operation. Buckets, carts and other tools must be provided and a force of men must be organized under proper supervision to work effectively. In order to justify doing this work by day's labor the cost must be kept within reasonable limits, or reasonably near the cost of doing it by contract. This means that the force must be well organized and under competent and close supervision. With this object in view I respectfully recommend that an Assistant Engineer be detailed to supervise it while it is actively under way each season, and that careful records of cost be kept. This will go far toward insuring system and efficiency, and during the first season at least would enable inexperienced foremen and men to gain necessary experience.

A thorough inspection of the sewer system has been made, and the amount of deposit in all sewers has been ascertained, so that the work can be proceeded with systematically as soon as the facilities for doing it can be provided. This inspection has shown that the deposit is not in all cases as great as was anticipated. It is, nevertheless, in many cases great enough to seriously reduce the capacity of the sewers and should be removed without delay. Even though no unnecessary delay occurs, several months will, no doubt, elapse before work can commence actively.

Cost Keeping.

A system of cost keeping has been inaugurated and will be carried out with as much care as possible hereafter. This is an entire innovation in the Bureau, as no records of cost of work have heretofore been kept. It is bound to be of great value and assistance to the work of the office, not alone in the matter of making estimates for proposed work, but in many other ways. Great numbers of such estimates are made annually in this office, and they cover construction widely varying in character. An Assistant Engineer gives a large part of his time to gathering information upon which these records are based. In all cases this information may not be correct. It is frequently difficult to obtain, but it is very near the truth. Considering the manner in which the cost of labor and materials varies from year to year, the degree of accuracy is sufficient to serve all practical purposes.

The blank form attached hereto shows the manner in which this data is kept. These sheets are bound into a volume and kept for future reference.





Analyses for Week Ending December 19, 1907.

All results given as grains in one gallon.

	Date.							Average.	Per Cent. Purification.
	13	14	15	16	17	18	19		
Suspended Matter in—									
Sewage before treatment	12.00	82.00	6.00	22.00	20.00	21.00	22.00	26.00	....
Sewage after lime and copperas	17.00	17.00	30.00	25.00	28.00	25.00	35.00	39.00	....
Tank effluent	0.80	1.40	1.20	0.60	0.40	1.60	0.60	0.90	....
Roughing filter effluent	1.80	1.00	0.60	1.00	1.20	5.60	1.00	1.70	....
Coke filter effluent	....	....	....	....	....	....	....	....	....
Final filtrate, week's average	....	....	....	....	....	....	....	1.00	....
Oxygen Absorbed for 3 Minutes by—									
Effluent from experimental filter	....	....	....	....	....	....	....	....	....
Effluent from combined filter	0.27	0.18	0.32	0.50	0.31	0.28	0.30	0.31	....
Effluent from 8 feet filter	0.16	0.13	0.31	0.50	0.24	0.31	0.28	0.27	....
Oxygen Absorbed for 4 Hours by—									
Sewage before treatment	3.30	3.10	3.20	4.10	4.40	4.00	4.40	3.80	....
Tank effluent	3.90	2.70	3.90	4.70	4.10	4.00	4.00	3.90	....
Experimental filter effluent	....	....	....	....	....	....	....	....	....
Effluent from combined filters	0.56	0.37	0.64	1.10	0.65	0.58	0.63	0.65	82.90
Effluent from 8 feet filters (14 and 15 bays)	0.35	0.27	0.65	1.00	0.49	0.63	0.59	0.57	85.00
Incubation—									
Three minutes' oxygen, before	0.22	0.20	0.15	0.16	0.25	0.21	0.21	0.20	....
Three minutes' oxygen, after	0.21	0.16	0.13	0.14	0.17	0.20	0.20	0.17	....
Alkalinity, Calculated as Free Lime, in—									
Sewage	....	1.50	....	....	....	....	....	0.20	....
Tank effluent	0.50	0.50	1.00	....	0.50	....	....	0.30	....
Roughing filter effluent	....	....	....	....	....	....	....	....	....
Coke filter effluent, nitrates as N	0.48	0.32	0.48	0.32	0.32	0.48	0.65	0.43	....
Rainfall	....	....	....	....	....	....	....	....	....

General Remarks—This week there has been no purification of the tank effluent. At the time of my visit no disagreeable odor was noticeable at any point about the works, and there was nothing to which objection could be properly made on account of its appearance. The grounds are inclosed by an iron fence, and are neatly kept. It may be that conditions are not as favorable during the hot months, although I was informed that no nuisance was created at any time.

On December 24, in company with the Superintendent and Chemist, Dr. Gilbert J. Fowler, I visited the Manchester works at Davyhulme. These are the principal works belonging to this city, and are one of the largest plants in England and in the world. Manchester also operates two other smaller plants, the Withington works at Chorlton Cum Hardy, which was placed under its control in 1904, when Withington was incorporated as a part of the city, and a still smaller one at Moss Side.

The plant at Chorlton Cum Hardy is located on the banks of the River Mersey and discharges its effluent into it. The city owns 81.5 acres of land at this place, but only 25.5 acres are in use, the remainder being rented out for agricultural purposes. The site was originally purchased for a sewage farm, but was never used as such.

The process adopted for treating the Withington sewage is sedimentation followed by purification on first and second contact beds. The population draining to these works is about 60,000, the average daily dry weather flow being about 4,200,000 gallons, the dry weather flow alone being about 3,000,000 per day. The plant consists of four centrifugal pumps for pumping the contents of a low level sewer, dynamos, motors for working the screens, two detritus tanks, two sedimentation tanks, sludge pits and presses, ten first-contact beds, 2,900 square yards each in area, ten second-contact beds, 2,900 square yards each in area, and two storm water beds, 12,493 square yards in area. The power for operating the plant is obtained from two Lancashire boilers heated by a refuse destructor furnace.

The total cost of treatment at this plant per million gallons of sewage flow is stated to have been for the year ending March 27, 1907, £2 10s. 5.8d. This cost is high. The works occupy a great area of lands considering the work they do, and altogether did not seem to be worthy of careful study.

The other small plant mentioned above at Moss Side, makes use of chemical precipitation followed by treatment of the effluent upon land. The purification effected is only about 53 per cent. It is the intention to take the small amount of sewage coming to this plant to the main plant at Davyhulme for treatment in the near future.

The works at Davyhulme cover at present an area of 103.4 acres, although they are being rapidly enlarged to include a considerable area of second contact beds. The city owns at the site a total of 214 acres, which will eventually be placed in use. This land is divided as follows:

	Acres
Storm water, detritus and septic tanks	10.1
Buildings and sludge tanks, etc.	15.0
Wharves, storage, etc.	5.0
Contact beds	46.5
Storm water beds	26.8

Land purchased for second contact beds	30.5
Available land not in use	80.1
<b>Total</b>	<b>214.0</b>

The processes in use consist of detritus tanks and screens which are cleaned by revolving rakes operated by steam power, where the raw sewage entering from the main sewer is freed from its suspended mineral matter and the coarser portions of its suspended organic matter. This arrangement is in duplicate, one on each side of the main sewer, so that either one may do the work while the other is shut off for repair. The detritus is dredged out by a chain bucket dredger, from which it is loaded into cars and removed.

Manchester catch basins are not provided with catch pits. Everything entering them is discharged directly into the sewer. In consequence a large quantity of mineral matter from the street washing collects in the detritus chamber; as much as 100 tons per week and 50 tons in twenty-four hours in times of storms have been removed. From the detritus chamber the ordinary dry weather flow passes to septic tanks, of which there are twelve. Each tank measures 300 by 100 feet in area, and is about 7 feet 2½ inches deep to the top of the overflow weir. The water capacity of these twelve tanks is 15,820,500 imperial gallons. There are also four similar tanks for storm water, giving a total tank capacity of 20,320,500 imperial gallons. These tanks are built entirely of concrete, with brick dividing walls and floors, sloping to outlet valves. They were nearly all originally built as chemical precipitation tanks, but were remodeled as septic tanks in 1901, the original scheme of treating the sewage by chemical precipitation and upon land before discharge into the Manchester Ship Canal not being considered satisfactory. The storm water tanks are brought into use only in times of storm, the intention being to treat five times the volume of the dry weather flow, after which the diluted sewage will flow untreated into the canal. Sewage is allowed to rest in the septic tanks for a period of from eight to ten hours, when it is drawn off to single contact beds. Twenty-two million seven thousand imperial gallons of sewage per day has been passed through these twelve tanks during the year ending March 27 last, with the result that 91,717 tons of sludge was deposited, or 11 tons 9 cwt. per million gallons. During the same period 75,402 tons of sludge was removed from the sedimentation or storm water tanks, which were operated at the average rate of 13,605,000 gallons per day. Thus 15 tons 5 cwt. of sludge per million gallons of storm water was deposited.

It appears that only a small percentage of sludge is liquefied or gasified by bacterial action, doubtless because of the large percentage of manufacturing wastes contained in the sewage, which are inimical to bacterial growth. These trade wastes are chiefly from breweries, dye and bleach works, galvanizing works, grease refineries, tanneries, rubber goods works, tripe dressing works and mineral water factories. They are in times of dry weather about 5 per cent. of the total volume of sewage.

The sludge flows by gravity or is pushed by squeegees into an outlet channel through which it flows to two 300-gallon ejectors, which raise it by an air pressure of 35 pounds per square inch to two sludge tanks, a vertical height of 32 feet, located on the banks of the canal. From the tanks it flows by gravity through a cast-iron, 24-inch outlet pipe to a sludge steamer, by which it is deposited beyond the Mersey Bar. The capacity of this steamer is 1,000 tons. The distance it travels to deposit the sludge is 61 miles. During the last year it made 163 trips, disposing of 176,314 tons of sludge, which average about 85 per cent. water. The average cost of the disposal of sludge in this manner was 10s. 6.2d. per ton. It should be said, however, that only about two-fifths of this cost was incurred at the works, the remainder being the cost of the long trip to sea, tolls, etc., which in an ordinary plant could be largely avoided. A small amount of sludge has also been pressed and an attempt made to dispose of it to farmers, with poor success. At the time of my visit the presses were idle. This is not remarkable when it is considered that septic sludge for at least two years after its removal from the tanks is absolutely worthless as a manure. On the other hand, suspended matter passing a filter bed or deposited therein has a high manurial value.

The sludge steamer has been in use since 1897. Her dimensions are as follows:  
 Length of deck, 243 feet 6 inches.  
 Breadth, moulded, 38 feet.  
 Depth, moulded, 14 feet 6 inches.  
 Draft, loaded, 10 feet.  
 Draft, light, 7 feet.

The crew consists of master, first and second mates, 6 seamen, first, second and third engineers, 3 greasers, 3 firemen. The wages of this crew amount to about \$351 per week. I am unable to give the original cost of this steamer.

The effluent of the septic tanks is led to single contact beds, of which there are 46 acres, laid out in one-half acre beds. These beds during the last year have treated septic sewage at the rate of 478,400 imperial gallons per acre per day, including all periods of rest.

The average daily flow of sewage to the works during this time was 35,614,000 imperial gallons. The average daily flow per capita has varied from 55.02 to 75.54 imperial gallons. The greatest daily flow during storm recorded during the year was 102,193,000 gallons. All sewage except 97,231,000 gallons, which was diluted beyond the 5 to 1 limit was treated.

The total cost of treatment in filtration beds, including labor, maintenance, renewals and sundry expenses, was 16s. 7.2d. Deducting the renewal charges, the cost of filtration alone was 7s. 4.1d. per million.

Storm water effluent from the four sedimentation tanks is applied to storm water contact beds, of which there are twenty-nine whose total area is 26.8 acres.

Progress is being made in the construction of second contact beds similar to the first contact beds, and it is designed to treat the septic tank effluent by double contact as rapidly as these beds can be completed.

Land has been purchased at Flixton, as shown on the accompanying map, and the money provided for the immediate construction of 29 acres of these beds. It is intended that there shall ultimately be 46 acres. They will nearly duplicate the first contact beds in construction, so that no detailed description of them needs to be given. It is probable that treatment of contact bed effluent upon land will be abandoned, inasmuch as the character of the effluent of the double contact is satisfactory. I append hereto table showing the results obtained up to March 27, 1907, in this plant, both from primary and secondary contact beds.

DAVYHULME WORKS.

HALF ACRE SECOND CONTACT BED.

Table XVII.—Showing Quantity Dealt With and Chemical Composition of Filtrate Obtained.

Quarter Ending	Four Hours' Oxygen Absorption.		Free and Saline Ammonia.		Albuminoid Ammonia.		Chlorides (in Terms of Cl).		Nitrate (in Terms of NH <sub>3</sub> ).		Nitrate (in Terms of NH <sub>3</sub> ).		Incubation Test.				Total Quantity Dealt with, Gallons.	Average Quantity Dealt with per Acre per Day, Gallons.				
	Primary Effluent.	Secondary Effluent.	Primary Effluent.	Secondary Effluent.	Primary Effluent.	Secondary Effluent.	Primary Effluent.	Secondary Effluent.	Primary Effluent.	Secondary Effluent.	Three Minutes' Oxygen Absorption.		Putrescibility.		Dissolved Oxygen Taken Up in 48 Hours at 80° F. (9 vols. of Tap Water and 1 vol. of Sample).							
											Before Incubation.	After Incubation.	Primary Effluent.	Secondary Effluent.	Primary Effluent.	Secondary Effluent.						
June 27, 1906	2.52	.72	2.26	.82	.28	.08	13.4	12.9	tr.	.025	.025	1.10	1.41	.33	2.21	.30	53/53	0/53	58%	12%	35,573,000	782,000
September 26, 1906	2.46	.65	2.27	.82	.225	.075	13.0	12.9	tr.	.025	.01	1.16	1.35	.28	2.20	.24	56/56	0/57	54%	11%	34,577,000	760,000
December 26, 1906	2.86	.94	2.12	1.05	.23	.095	13.0	12.9	.01	.015	.05	.865	1.70	.47	2.11	.34	50½/51	0/53	56%	17%	21,171,000	465,000
March 27, 1907	3.63	1.14	2.78	1.45	.31	.11	15.0	14.4	tr.	.01	.06	.75	2.14	.57	2.78	.44	72/73	½/74	80%	24%	22,140,000	487,000
Average	2.87	.86	2.36	1.04	.26	.09	13.6	13.3	tr.	.02	.04	.97	1.65	.41	2.33	.33	231½/233	½/237	62%	16%	113,461,000	623,000
Average for year ending March 28, 1906	2.12	.65	1.72	.95	.15	.06	13.7	13.7	.02	.05	.07	.68	1.14	.31	1.33	.24	213½/249	2/249	....	....	....	723,815

Purification Effected.

	Four Hours' Oxygen Absorption, Secondary Effluent.	Albuminoid Ammonia, Secondary Effluent.
Calculated on primary effluent.....	70%	66%
Corresponding purification for year ending March 28, 1906.....	70%	60%
Calculated on raw sewage.....	89%	88%
Corresponding purification for year ending March 28, 1906.....	90%	90%

The first contact beds are supplied by main and subsidiary supply channels, 18 and 16 feet, and 6 and 5 feet in width, respectively. Underneath these channels are built the draw off channels. Sewage is admitted to and drawn from these beds at the centres of the longer sides, the valves being located in pairs on opposite sides of the channels, to facilitate distribution and operation. Surface channels radiate from the valves as centres to all portions of the beds, and under drainage channels nearly parallel to them converge at the same point. Sewage is admitted over a weir to the surface channels, which are lined with fine material, which arrests the settlement of the sewage into the body of the bed until it has had time to flow the whole length of the channels and distribute itself evenly over the surface. The drainage channels are shallow channels left in the concrete floor and covered with slabs of stone laid even with the bottom of the tank and with wide open joints to permit easy entrance of the sewage.

The side walls of the tanks are of concrete, about 1 foot thick. The floors are of concrete 6 inches thick, and the filling is of steam cinders from which the fine material has been removed by screening, and from which the coarsest material is used to cover the bottom, especially the drains. The slope of the floor toward the outlet pipe is 2½ inches in the width of the bed. The average depth of the cinders is 3 feet 4 inches. The beds normally received 3 fillings per day, with the sewage at times standing a few inches above the surface.

The storm-water beds are operated in the same manner. They are located adjacent to the first contact beds. Their construction is similar, except that in many cases where the earth is suitable the concrete floor has been omitted. The cinder bed is only 2 feet 6 inches in thickness, and is of material which appears not to have been screened at all, or very carelessly screened. These beds, together with the sedimentation tanks, have a capacity of 14,000,000 gallons before flow commences. This is said to contain the entire storm flow for five hours. They are designed to be operated at the rate of 2,900,000 gallons per acre per day. The under drains are generally brick channels. The plant also includes a machine for washing cinders from clogged beds, with a capacity of 150 tons of cinders per day; an engine for operating the dredge and rakes in the detritus chamber and screen chamber, dynamos for lighting the grounds and buildings, air compressors for operating the sludge ejectors and sludge presses, and pumps for supplying hydraulic pressure to these presses. A lime house with the necessary machinery for preparing and applying chemicals to the sewage is now in disuse, as are also the sludge presses.

At the time of my visit the primary contact beds had been in operation nearly five years continuously. They had clogged so badly with suspended matter in the effluent from the septic tanks that their farther operation without the removal and washing of the cinders was not thought advisable. The operation of washing cinders was under way. They were loaded upon ordinary dump cars and brought to the washing machine by donkey engines, a system of light tracks having been laid on nearly all sides of the beds. They were dumped upon a platform from the cars and a stream of raw sewage turned upon them as they were shoveled upon a graduated vibrating screen laid at such slope that the different grades of material, from the finest at one end to the largest size clinkers at the other, fell into separate cars standing below. Some of the material had broken down and gone to pieces, but that which was still hard and fit for use was run back to the beds for farther use.

The original cost of this material, placed in the beds, was 3s. 6d. per cubic yard. The cost of washing and replacing it was 1s. 4d. per cubic yard, so that placed in the beds and good for a period of use of ten years, its total cost was 5s. per cubic yard. In New York broken trap rock, delivered on the site of the work, can be had for considerably less, and would prove to be much more satisfactory for use.

These beds were built very shallow, I am informed, because it was thought best to avoid all pumping if possible, and the outlet sewer was so low that this would have been impossible had they been made deeper. As a consequence, the area of land required is very great. It seems doubtful, too, whether the beds can ever be operated without clogging badly every few years, so that the material will have to be entirely removed and washed (an expensive and nasty operation), unless settling tanks are provided for the septic tank effluent, or chemical precipitation be substituted for septic action. Contact beds as a means of sewage purification are no longer in as great favor as formerly, although their use under certain circumstances is still considered advisable. I gained the impression that were this plant to be duplicated at the present time, sprinkling filters would, no doubt, be used, even though it would be necessary to lift the sewage a few feet by pumps; that much work appears to have been done that had been thrown aside, and that it is doubtful if the present plant in any of its parts would be duplicated. No smell was noticeable at any point about the works, and the effluent appeared to be clear and satisfactory.

By far the most extensive and notable sewage purification plant in Great Britain, perhaps the most notable one in the world, is at Birmingham, in the valley of the Tame River.

For fifty years and more Birmingham has been in the business of sewage purification, and in that time has tried almost every system known that has had any popularity or success. This history is ably set forth in a lecture delivered before the students of the Birmingham University by the present Engineer, Mr. John Watson, in 1903, but is too long for repetition here. It is sufficient to say that all processes have been cast aside in favor of the present one, as too expensive and unsuited to deal with the vast amount of sewage which comes to the plant.

The territory lying in the valleys of the Tame and Rea Rivers, which drains to this plant, including, of course, the City of Birmingham, which alone has a population of approximately 580,000, covers an area of about ninety square miles, and contains a population of a little less than 900,000. The dry weather flow of sewage from this district is not far from 32,000,000 United States gallons daily, not as great as that at Manchester, but somewhat more concentrated, owing to the smaller water consumption. Under the requirements of the Local Government Board of the Tame and Rea drainage district, the city has been acquiring land for this purpose for years, until at the present time it now owns six miles of the valley of the Tame River, an area of more than 2,800 acres. The increase in population of the district was so great that, according to their Engineer, to keep pace with this increase during the last year would have necessitated the purchase of one and one-quarter acres of land per week. This, of course, could not go on indefinitely, and the adoption of bacterial purification has been definitely decided upon. The works are in two main divisions. A portion of them is at Saltley, where the original works were located, and where originally all the sewage was treated. A portion, and that by far the most interesting, is about five miles farther down stream along the Tame River, just below the Village of Minworth. The land belonging to the city is also located in this vicinity.

The present Saltley works are the final result of the growth and adaptation of the old works to new processes for a number of years, and would not, I understand, be duplicated in the construction of a new plant. The works at Minworth are according to the latest ideas in such matters, and are considered to be good permanent construction.

The main outlet sewer at Saltley discharges into a head channel, from which it flows into five sedimentation tanks, each holding about 1,250,000 gallons. Some sludge, I understand, is deposited in the head channel, but nearly all the suspended matter is carried into the sedimentation tanks. These tanks, which were originally chemical precipitation tanks, are divided by two partitions, perpendicular to the direction of flow into three compartments. The first two compartments cover about one-half the area of each tank. The third covers the other half. They are separated by submerged weirs and floating scum boards. Nearly all the coarser suspended matter, and practically all of the suspended mineral matter, is caught in the first compartment, and is

removed once a week by dredging after the surface water has been pumped off into the sewer. This sludge is taken to the land and covered without much delay. A much finer deposit is obtained in the second chamber. This deposit is removed by sludge pumps at somewhat longer intervals, and is forced through a force main several miles in length to the land which is trenched for its reception. It is covered promptly with earth. Preliminary septic action takes place in the third chamber, and the sludge is only removed at comparatively long intervals, when it is pumped on to the surface of the land, where it is allowed to lie for some time without nuisance, as it is without odor. These tanks are roughly 100 by 300 feet in area, and contain a depth of sewage of about six feet. It requires about five hours to pass through the tanks. From these tanks the effluent passes into twenty septic tanks. A portion of these tanks are 60 feet by 100 feet by 6 feet in dimensions, and part of them are 100 feet by 100 feet by 6 feet in dimensions. Their total capacity is 8,700,000 gallons. From the septic tanks the sewage passes through a conduit about five miles in length, and with a fall of two feet per mile, to the works at Minworth. It requires about three hours to pass through this conduit, and septic action is continued for that length of time. Septic sludge is pumped from the tanks to land where it is allowed to lie for some time. It is eventually ploughed under and the land is sown to some such crop as cabbage, rye grass, mangel wurzels, turnips, etc. At the time of my visit several acres had been covered with sludge, which had apparently been drying out for several weeks. It was stated that for one season at least, nothing would grow upon this sludge if it were not turned under and thoroughly covered with the soil.

The walls of the various tanks and the various connecting channels are built of Birmingham blue brick; the floors are of concrete. The lawn, with driveways, paths and some shrubbery about the tanks, presented a neat appearance, and no odor was observable.

At the Saltley works four 1-acre sprinkling filter beds were in operation, with septic tank effluent, which was pumped to a small reservoir, the surface of which was several feet above the surface of the beds. They were operated under a 6-foot head. Sewage was pumped to this reservoir by a small centrifugal (8-inch) pump, which was run by an electric motor. These beds are 6 feet deep. They are placed below the surface of the ground, but are surrounded by a wall and channels for filtered effluent. The body of the beds is of cinders, from which the fine material up to one-half inch in diameter had been screened out, averaging about 1½ inches in diameter. Sewage was distributed over the surface of the beds by light, specially cast 4-inch pipe laid on the surface of the cinders and spaced 9 feet, centre to centre. At 9-foot intervals spray nozzles were inserted in the upper surface of the pipe, which threw a fine spray about 3 feet high and 4½ feet radially, distributing the sewage quite uniformly over the bed in the form of a fine rain. The effluent was quite clear and would not putrefy or give off any odor. It was allowed to run to the river Tame without further treatment. The side walls of these beds were of rough stone laid up without mortar. They rest upon a floor of concrete 6 inches thick, and are underdrained by a specially burned tile which stands upon four legs, has a flat top about 12 inches square, and is cut away about one-half inch on each side to admit the water freely from above. These tiles were about 1 inch thick. I was informed that they were not satisfactory, because the flat top allowed material to lodge. The four legs rarely gave an even bearing on the concrete floor, and many of the tiles were thus broken, and the surfaces not being glazed, allowed fungoid growths which tended to clog the passages. The jets were operating at the rate of about 200 gallons per square yard, or about 1,000,000 gallons per acre per day. I attach hereto a sketch of the nozzle used. With the effluent of the septic tanks these nozzles clogged badly with suspended matter, and two men were constantly employed in freeing them. It seems to me it would not be a difficult matter to design a much more satisfactory nozzle and one that would require no attention.

Cinders are obtained at no cost by giving a free dump for this material and screening out the fine and unsuitable portions. The fine stuff is used for filling low land. It might also be used to advantage on heavy or clay land.

At the present time an extensive area (at least 10 acres) of storm water filters is under construction. They are to be similar to those described above, except that the surface of the cinders is to be covered with 1 foot of 1½-inch broken stone, to prevent breaking up and compacting of the surface of the beds caused by walking over them in attending to the spray jets. The bottom of the beds will be drained by rows of tiles set 5 feet apart, the spaces between the rows and around the tiles being filled with coarse gravel. A pumping station for lifting the effluent of the sedimentation tanks to the surface of these beds is under construction.

I understand that all storm water up to six times the dry weather flow is to be passed through sedimentation tanks, though not necessarily through septic tanks, and is to be pumped upon these beds. They are designed to operate at a much higher rate than the regular beds. All storm water beyond six times the dry weather flow will pass untreated to the river. About nine times the dry weather flow reaches the works in times of storm. There are to be no side walls to these storm beds. They are to be extended as rapidly as possible until a sufficient area is obtained.

Power is obtained for the operation of the sludge pumps, cinder screens, small pump for four acres of filters, sludge dredge, agricultural machinery, lighting, etc., from electric current, steam power for generating which is obtained from a refuse destructor station located at the entrance to the grounds. The refuse destructor is operated by the Board of Health, and is an object of great interest in itself. As I saw it in operation there were four grates upon which refuse was burned as it was brought from the street. No fuel was mixed with it to assist in burning, and heat was furnished to two 80-horsepower boilers of the horizontal Lancashire type, the steam from which was used to generate electric power from two 175-kilowatt dynamos. There are four 80-horsepower boilers, two of which can be heated by coal when refuse destruction is not going on. The cinders and clinkers are removed by boat on a canal which lies at the side of the building. No nuisance was created and the plant was kept in a clean and wholesome condition.

At the Saltley works a resident manager has a small office. There are buildings containing blacksmith shop, stables, tool storage rooms, sludge pumps, etc. There was no unpleasant odor anywhere, and the manager assured me that although he lives on the grounds he was never annoyed by an odor.

The slope of the River Tame between the Saltley and Minworth works is 10 feet per mile. The conduit carrying septic tank effluent has a slope of 2 feet per mile. At Minworth, therefore, the conduit is 40 feet above the river, and sewage can be distributed, without pumping, over the beds and to any of the lower portions of the farm.

The conduit discharges into five Dortmund tanks or circular tanks, with bottoms sloping from the side to the centre at an angle of 45 degrees. These tanks are 44 feet in diameter and 32 feet deep. The capacity of each is about 200,000 gallons. The period of rest in these tanks is about four hours, and much of the suspended matter in the septic tank effluent settles out. From the bottom of each tank a pipe drain is taken, so that the sludge which accumulates can be run off directly to the land. The settled liquid is taken from these tanks for distribution over the sprinkling filters from troughs laid at the surface and across the centre of the tanks. The capacity of the five tanks is 6,000,000 gallons per day. Other tanks were under construction, so that the total flow could be passed through them. The entrance from the conduit into the tanks is 18 feet below the surface. The walls are of brick and the bottoms are of concrete. I did not learn the amount of sludge collected in these tanks. It is considerable, but enough still remains to clog this particular style of nozzle badly. On the twenty acres of sprinkling filters in operation at Minworth ten men were constantly employed attending to clogged jets.

The sprinkling filters are laid out, the older ones in one-half acre and the newer ones in one acre beds. The filtering medium is a hard, durable broken stone of 1½-inch commercial size and of the same size throughout the beds. It is approximately 7 feet in depth. The side walls are similar to those of the filters already described, and the floors are of 6 inches of concrete, sloping uniformly about 2½ inches per 100 feet. The drainage system above this concrete floor is of semicircular vitrified tiles, with a half inch lug along each edge and ½ inch spaces at the ends for the entrance of water. They are 6 inches in length and 1 inch in thickness. They are laid closely side by side, so that the distance centre to centre is 9 inches. These tiles are built under the side walls on both sides of the beds and thus serve to aerate them. They discharge into a brick channel which borders the beds on the lower side. Some of these beds have been in operation for four years without any attention, and it is thought they will never require cleaning. The filtering medium is coarse and fully as much suspended matter is found in the effluent as in the liquid entering, so that they are apparently discharging the suspended matter without appreciable accumulations of it in the beds. The distributing system is similar to that already described. If a more satisfactory nozzle were

in use the beds would be a machine working perfectly and with almost no expense for attention. These beds may be operated at as high a rate as 2,000,000 gallons per acre per day. It seems as if this should be possible with 7-foot filters and sewage that has had such careful preliminary treatment. A new nozzle is in use, which by a slight turn of the stem can be entirely closed, allowing any portion of a bed to be shut off at any time. This is a great improvement on the old one, but does not do away with the difficulty of clogging.

The filtering area is being extended rapidly, and the new filters are constructed upon the same plan as the old.

The effluent from the filter beds is passed into a series of sedimentation tanks before being discharged into the river. These tanks are built on much the same plan as the Dortmund tanks, except that they are square and pass the effluent over a weir at the sidewall. The suspended matter in the effluent from the beds is nearly all caught in these tanks and pumped to the land from time to time. Sprinkling filter effluent is admitted to these tanks at a point near the bottom of the vertical side walls. The liquid rises to pass away over the weir at a velocity of about 12 feet per hour.

I attach hereto photographs showing the construction of these tanks and the sprinkling filter beds, which will assist in a better understanding of the foregoing explanation.

I have purposely omitted any description of the farm, because as an adjunct of the purification plant it is used only for the disposal of sludge. It is a necessary evil, no other adequate means of sludge disposal being at hand.

Mr. Watson states that the quantity of suspended solids in the sewage coming to the works is now about 270,000 cubic yards per annum. 7,000 cubic yards of this is taken from the detritus tanks as road grit, slack, etc., which contains about 50 per cent. of moisture. 70,000 cubic yards of putrid sludge from sedimentation basins has to be buried promptly. 124,000 cubic yards is taken from the septic tanks. The remainder, therefore, must be taken from the Dortmund tanks and the final sedimentation tanks, or passes away in the final effluent, or is destroyed by bacterial action in the septic tanks.

Mr. Watson states that although he expected to be able to destroy a large percentage of the sludge in the septic tanks, he has found that only 10 or 12 per cent. has actually been destroyed. Doubtless this is due in part at least to the large percentage of manufacturing wastes coming to the works, which are in some cases highly acid, and if not inimical to bacterial life, do not furnish favorable food for their greatest activity and growth.

The only building at present at the Minworth works is a small office for the chemist and engineer in charge of the works.

I transmit herewith sketches of spray nozzles and samples of the crude sewage and final effluent at these works, also a table showing average results of analyses of sewage and effluents from these works during the year 1906.

Table of Analyses Showing Average Composition of Sewage and Effluents from the Purification Works of the Birmingham Tame and Rea District Drainage Board During the Year 1906. Results Expressed in Parts per 100,000.

Nature of Sample.	Crude Sewage.					
	Suspended Solids.	Free and Saline Ammonia.	Albuminoid Ammonia.	Nitrates and Nitrites as Nitrogen.	Oxygen Absorbed.	
					Unfiltered.	Filtered.
Saltley sewage.....	41.1	4.749	1.390	0.589	24.912	15.414
Rea sewage.....	48.9	4.181	1.604	0.707	30.513	19.567
Hockley sewage.....	50.6	3.872	1.563	1.177	27.016	15.759
Aston sewage.....	45.1	4.711	1.637	0.650	25.019	14.452
Average crude sewage	47.8	4.397	1.582	0.819	27.537	16.997

Nature of Sample.	Saltley Tank Effluents.					
	Suspended Solids.	Free and Saline Ammonia.	Albuminoid Ammonia.	Nitrates and Nitrites as Nitrogen.	Oxygen Absorbed.	
					Unfiltered.	Filtered.
Roughing tank effluents.	21.1	4.741	0.985	0.613	21.175	14.997
Septic tank effluents....	22.5	5.859	0.938	0.462	19.187	13.276

Nature of Sample.	Land Effluents.					
	Suspended Solids.	Free and Saline Ammonia.	Albuminoid Ammonia.	Nitrates and Nitrites as Nitrogen.	Oxygen Absorbed.	
					Unfiltered.	Filtered.
Castle Bromwich.....	Trace	1.957	0.170	0.965	1.694	....
Plants Brook.....	Trace	0.658	0.092	....	0.796	....
Minworth.....	Trace	3.729	0.204	0.564	2.466	....
Water Orton.....	Trace	3.542	0.162	0.656	1.884	....
Curdworth (Conduit 5).	Trace	3.452	0.291	1.276	2.397	....

Nature of Sample.	Biological Treatment.					
	Suspended Solids.	Free and Saline Ammonia.	Albuminoid Ammonia.	Nitrates and Nitrites as Nitrogen.	Oxygen Absorbed.	
					Unfiltered.	Filtered.
Curdworth septic sewage.	29.6	5.855	1.069	....	16.959	....
Silt tank effluent.....	5.7	5.733	0.685	....	10.412	8.295
Combined biological effluent.....	7.0	3.471	0.330	2.112	2.525	....
Separator tank effluent..	1.8	3.789	0.234	1.704	2.010	....

Average purification in land effluent on crude sewage:	
On albuminoid ammonia basis.....	Per Cent. 88.4
On oxygen absorbed basis.....	93.3

Note—The roughing tanks are used as fermentation tanks as well as the septic tanks.

Some mention should also be made of four circular sprinkling filter beds one-quarter acre in area each, which were fitted with revolving sprinklers, two of which were operated by mechanical power. These beds are 7 feet in depth. They receive septic tank effluent, and their effluent is passed to the river Tame without further treatment. They are composed of different materials and are interesting chiefly in a historical way. They will not be duplicated in the further extension of this plant. Two of the beds were idle at the time of my visit, as they required too much power for their operation. It is sufficient to say that they are fitted with sprinklers of the Scott Moncrief-Mather & Platt and the Adams types. Descriptions and illustrations of these may be found in a number of standard works upon the subject.

I spent one day at the works at Barking and Crossness on the Thames, where the sewage from the whole city of London is treated.

The sewage coming to the Barking works on the north bank of the Thames amounts to 168,000,000 gallons, and that coming to the Crossness works to 96,000,000 gallons daily. This vast amount of sewage is treated by chemical precipitation and

sedimentation only. About 4.0 grains of lime and 1.25 grains of copperas per gallon being used in the treatment. The effluent from the sedimentation tanks is allowed to flow directly to the river at a point about fourteen miles below the City of London, and the sludge is pumped to elevated sludge tanks, from which it flows by gravity to 1,000-ton sludge steamers, by which it is taken to sea. After leaving the precipitation tanks, which have a capacity of about 26,000,000 gallons, the settled sewage passes to tidal basins having a capacity of about 40,000,000 gallons. The sludge is removed from the precipitation tanks by hand labor. It is pushed by squeegees into channels, through which it runs to sludge settling tanks and is pumped to the elevated sludge tanks, or directly to the boats, as most convenient. All of these tanks except the sludge tanks are covered and are provided with a multitude of manholes for ventilation while they are cleaned. Chemicals are added to the sewage in the main sewers at a point several hundred feet upstream from the precipitation tanks, where a large building containing an extensive plant of machinery is located for preparing and applying the chemicals. The sewage arrives at Barking through 5-9 foot barrels laid in embankment.

More than 2,500,000 tons of sludge are taken to sea annually. Great quantities of lime and copperas are consumed annually (about 22,000 tons of the former and 6,000 tons of the latter).

It should be said that the sewage before entering the precipitation tanks passes through a screen with about one-half inch openings to remove the coarse suspended matter. These screens are cleaned by rakes by hand labor, and great quantities of foul smelling sludge are accumulated near the screens and removed to the sludge steamers. A storehouse for tools, a chemist's and superintendent's office and buildings for the storage of chemicals are provided at Barking.

The general impression that I gained of these works is they are somewhat neglected. They are not kept in neat condition and are foul smelling even in mid winter. In summer the nuisance must be considerable, and it must be the breeding place for a pest of flies and mosquitoes. The works are not in the immediate vicinity of residences, and this condition can be tolerated until a new system of treatment can be put in operation.

Under the direction of the London County Council experiments were undertaken in 1892 to determine the practicability of treating this sewage by sedimentation tanks and contact beds. It was decided from the results of these experiments that it was perfectly practicable to do this, and to do away with the use of chemicals altogether. The experimental contact bed used by Mr. Dibdin is still in use at Barking, but is in a state of bad repair.

The London County Council has purchased a large tract of land adjacent to the Barking works, preparatory to the design and construction of filter beds, but I was told it was probable that contact beds would not be used because of the great area of land required and the tendency of these beds to become clogged after a few years of use. The adoption of sprinkling filters would necessitate an enormous amount of pumping, because of the low elevation of the outfall sewers. Plans for the bacteriological treatment of this sewage both at Barking and at Crossness are under way, however, though the details of the plan to be adopted have not been worked out.

There is little information to be gained from the London works at present that would be of value in the design of sewage works in this borough or elsewhere, and there is no part of the process that would be suitable for adoption here. Certain it is that conditions such as I found at Barking would not be tolerated here within miles of a residential district.

The sewage disposal plant at Devizes in the southwest of England is interesting from the fact that it was designed by Dibdin, one of the foremost English authorities upon this subject, and is often referred to by him as an example of a double contact system which is operating successfully and promises to do so indefinitely. The quaint and ancient appearance of the town seems to bear out the statement that it is rich in historical interest from the days of the Roman invasion and William the Conqueror. It has a population of about 5,000 and is located at the top of a steep slope which faces the north and is fully 200 feet above the valley below. There is no water course of any size into which the purified effluent can be discharged, and it is used for a part of the year for irrigation on the neighboring farms. The water supply amounts to only about 20 gallons per capita per day and the sewage is very concentrated. The sewage disposal plant is located about 100 feet lower, in elevation, on the slope of the hill and about one-half mile from the business portion of the town. There are four primary contact beds and four secondary contact beds, each 100 feet square and 4½ feet deep. The filtering medium of the primary contact beds is slate, the refuse material from the quarries, which is laid up so that there is an air space of about one inch between the layers. The pieces of slate are irregular in size and average about one-half inch in thickness. Sewage is admitted to these beds from a channel which passes along the upper side of the beds, without screening or sedimentation. The coarser suspended matter is caught on the surface of the slate and is swept up, carted away and buried. Sewage rests in the primary contact beds for a period from 2½ to 3½ hours. It is then drawn off into the secondary contact beds and given a period of rest of from 3½ to 4½ hours. The beds are given a few hours of rest before refilling. I gained the impression that they are not operated very regularly. The filtering medium in the secondary contact beds is comparatively fine cinders, only the finest material having been screened out. It ranges in size from about 3-16 to ½ inch in size. Both walls and bottoms of the beds are of concrete. The channels leading to and from them are also of concrete.

Storm water in excess of three times the dry weather flow is treated upon storm-water beds of slate similar to those described above, but is not given second contact. The effluent at the time of my visit had a decided color and a strong sewage odor, and was apparently not well purified. I was told that this was the last drainings from the bed which had been recently emptied, and was not a fair sample of the average effluent. It seems as if the rate of application of sewage is so low that it should not be a difficult matter to keep the beds in the best of condition and to obtain very fair results. The beds had been in continuous operation for several years, and I was told that they had not silted up appreciably. No repairs or renewals had been made in that time, except to take up and occasionally renew the top layer of cinders. No regular analyses are made of the sewage or effluent, and I was not able to learn what degree of purification was obtained. No offensive odor was noticeable. I understood that these tanks were originally built as chemical precipitation tanks, and that the sludge was pressed and disposed of to farmers. The sludge presses are now idle and only two laborers are employed to care for the beds. There did not seem to be more than enough work for one.

The use of slate in the primary contact beds is a decided novelty, but I do not judge that it would be suitable for a more extensive plant, or one which must be operated at a reasonably high rate.

The last disposal plant that I visited was at Hampton on Thames, a village of about 6,000 inhabitants, located on the south bank of the Thames, some distance below London. The site of the village is a low sandy plain, the elevation of which is so slight that the use of Shone ejectors was resorted to, to enable the sewers to be given proper grades.

The system of purification employed is the septic tank and triple contact beds. The coarse suspended matter is removed by screening before the sewage enters the septic tank.

There is nothing remarkable about the contact beds. The body of the beds is of cinders, which appear to be quite fine, varying in size from one-eighth inch to perhaps three-quarters inch in size. These beds in the seven years of operation have clogged seriously and have required thorough cleaning. The effluent at the present time is of good quality chemically. In appearance it is clear and sparkling.

The chief interest in the plant is in the rather novel form of septic tank and the fine facilities for experimental work. The septic tank is covered with a thin concrete roof. It is of concrete throughout and is at a sufficient elevation to permit the effluent to flow by gravity to the contact beds, and the sludge to the point of disposal. Sludge is run into trenches in a fairly light soil, dug about 2 feet in width and nearly 2 feet deep. It is covered with earth as soon as it has drained sufficiently to bear the weight of earth.

The cross section of the septic tank is as follows: The tank is divided into two main chambers F and E. Sewage is admitted through the inlet pipes C at a distance below the surface depending upon the proportion of the influent which is to pass over the weir B, and what proportion it is desired to pass downward into the chamber E, and over the weir A. Suppose it is desired to pass one-fifth of the whole over the weir A and four-fifths over the weir B. Then the length of weir A is made one-fifth of the whole width of the tank, and the weir B is made four times this length. The weirs are of course both on the same level. The inlets C are so placed that four-fifths of the volume of the chamber is above their

level and one-fifth is below this level. This arrangement is thought to cause less disturbance in the flow than would otherwise occur. The suspended matter in the sewage which is deposited in the tank is all carried downward into chamber E and is drawn off at frequent intervals through pipe D by simply opening a valve. Practically all gas evolved from the deposited sludge passes out through the central chamber, with the result that the disturbance of the deposited sludge which is ordinarily responsible for much of the suspended matter which is carried away in the effluent, is confined entirely to the central chamber from which only one-fifth of the effluent escapes. It is claimed that by this arrangement the effluent of the tank contains much less suspended matter than that of the ordinary septic tank, and can be applied without sedimentation to sprinkling filters without serious danger of clogging.

The gas which collects in this central chamber is deodorized by discharging upward through a bed of cinders about 4 feet deep, through which clear water is allowed to trickle from above.

The bottom of the tank should also be sloped lengthwise at the same angle as the sides, so as to form pockets, from the bottom of each of which a sludge pipe should be led to a main sludge collector.

It is not apparent that it is necessary to cover any portion of this tank, unless it is desired to collect and purify the gases, when the central portion alone may be covered.

Dr. Travis, who is carrying on the experimental work at Hampton, and to whom I am indebted for much courtesy, spent nearly a whole day with me in examination of this work and in explanation of his theories of bacterial action in the purification of sewage.

For experimental purposes he has built a septic or hydrolytic tank similar in cross section to the sketch shown above, and has placed adjacent to it (end to end) what he has named a hydrolysing tank, the whole as shown in the following sketch. The walls of these tanks are of glass, so that all the operations can be observed easily. One wall of the septic tank is a longitudinal section through the centre. Its operation and design is similar to that of the tank described above. The hydrolysing tank is a rectangular tank which receives the effluent from the septic tank and across which transversely are placed plates which are spaced at such intervals and are inclined at such an angle that gas arising from the deposited sludge follows the underside of the plates and suspended matter settling to the bottom, and colloidal matter adhering to the upper surfaces of the plates follows the upper surfaces and is not disturbed by rising gas bubbles. A much more rapid deposition of solid matter is said to take place in consequence.

Dr. Travis states that the tank as a whole, has a capacity of 42.8 cubic feet, but with the ordinary deposit of sludge the capacity is reduced to 30 cubic feet. The sewage consumes three hours in passing through the tank, and suspended matter is reduced from 35 parts to 1 part per 100,000, and albuminoid nitrogen is reduced 58.5 per cent.

The simple observation of these phenomena, however, is not his main purpose in building these tanks. It is his contention that bacterial action is responsible for the disappearance of a much smaller amount of sludge than has heretofore been claimed by sanitary engineers. He concedes that the formation of gas is due to the changes in organic matter brought about by bacteria, and that a certain amount of organic matter is rendered harmless by this change, but he is of the opinion that liquefaction of suspended or colloidal matter does not take place to any great extent. In substantiation of this he claims to be able to account for all, or nearly all, of the organic matter in suspension, and in the colloidal state, as sludge, either screened out, deposited in the septic tank, deposited in the filter bed, passed away in the final effluent or gasified in the septic tank, hydrolytic action being little or nothing.

It is also claimed that sedimentation of suspended matter is greatly hastened by what is termed "adsorption," or the attraction of surfaces; also that much colloidal matter is converted into suspended matter by the same principle, and that, therefore, it is not justifiable to say that because the effluent from a filter contains as much suspended matter as the influent (though in a different form), no accumulation of solid matter is taking place within the filter. "Adsorption" is nothing more in my opinion than molecular attraction, i. e., the attraction that matter has for other matter within a certain radius. Such attraction will sometimes cause a chip to adhere to the side of a boat.

If this theory is true it will perhaps cause some modification in the design of septic tanks, so that as great an extent of surfaces as possible may be presented for the attraction of colloidal matter. A system of fine screens is contemplated in these tanks to provide these surfaces.

Dr. Travis also has a small experimental sprinkling filter 5 feet 6 inches deep at work for the purpose of determining the rate at which they silt up when operated under similar conditions and the rate of flow through filters, and for other purposes. The filter has an area of 10 square yards, and is divided into six compartments, which are filled with material of different sizes, viz.: 1½ inches, 1 to 1½ inches, ½ to 1 inch, ¼ to ½ inch, ⅛ to ¼ inch, and ⅛ inch respectively. The first five compartments contain clinkers; the last one contains saggars, such as are used in the Hanley filters.

Much more might be written in regard to the work at Hampton, which it is not proper to make a part of this report. His own writings in the Transactions of the Institution of Civil Engineers, the Civil and Mechanical Engineers Society, the Contract Journal and other English publications may be referred to for farther details.

I was unable to visit the sewage purification plant at Dublin as intended, but the following data in regard to it was obtained by you after a careful inspection.

The general arrangement of the plant is well shown by the accompanying photographs. Purification is effected by chemical precipitation, in which lime alone is used as a precipitant, at the rate of about four grains per gallon. The effluent after precipitation is discharged directly into the Liffey, where it empties into Dublin Bay.

The City of Dublin has a population of 331,000, and the dry weather flow of the sewers draining the city proper is not far from 12,000,000 gallons per day, or about 36 gallons per capita, including ground water which enters the sewers. The new disposal works were completed in September, 1906. Previous to that time, as far back as 1868, and particularly after the introduction of the water carriage system in 1879, the discharge of the Dublin sewage befouled the river to such an extent that means were sought to abate the nuisance. The city not having sufficient funds to carry out any adequate scheme, nothing was done for many years, or until permission was obtained in 1892 from the Local Government Board to make the loan necessary for carrying out the work.

The sewage is delivered at the pumping station by a main intercepting sewer, which was built at the same time as the disposal works. Before entering the pump well the sewage passes through fine screens made of ½-inch inclined bars, which are cleaned by hand rakes. Much of the mineral matter in suspension and heavy detritus is caught in a catch pit built near the screen chamber. The sewage is lifted 23 feet to an 8-foot channel leading to the precipitation tanks. There are four 22-inch centrifugal pumps run by vertical triple expansion engines, each having a capacity of 15,000,000 gallons. These are kept at work constantly. There are also two small 7-inch centrifugal pumps driven by vertical compound engines, each one capable of lifting 5 per cent of the dry weather flow for use in making lime water. The lift is about 50 feet. The total capacity of the entire pumping plant is 62,214,000 gallons, per twenty-four hours. Steam is furnished by four Lancashire boilers, 28 feet long and 7 feet in diameter, fitted with automatic stokers and two economizers. These boilers work under a pressure of 140 pounds per square inch. There are also one set of small Worthington pumps for delivering the milk of lime to the point where it is applied to the sewage, and a set of sludge pumps delivering sludge to the high level sludge tanks, both of which are electrically driven. There are 18 precipitation tanks, each 94 feet square, the combined capacity of which is 6,500,000 gallons. Sewage is admitted through penstocks at the end of each tank from a central channel between the two rows of tanks. Six of these tanks are in daily use; 3 are cleaned daily and 9 are maintained for the treatment of storm water. It is designed to treat an amount of storm water equal to or twice the dry weather flow, or the equivalent of ¼ inch falling in twenty-four hours. All storm water in excess of this amount is passed directly to the Liffey without treatment.

The outfall weirs, extending the whole width of the tanks, discharge into an outfall channel, which conveys the clarified sewage directly to the harbor. In cleaning a tank, the inflowing sewage is shut off, and the supernatant liquid drawn off through an outlet pipe, which is fitted with hinged arms and floats attached so that only the surface liquid can escape. A gate is then opened connecting with the sludge sewer, which lies directly beneath the inlet channel, and the sludge is pushed by squeegees into this channel; thence it flows directly to the low level sludge tanks and is pumped to elevated sludge tanks, from which it flows by gravity to a sludge boat, and is taken to the Irish Channel, a distance of about eight miles, for dumping. About 350 tons

of sludge per day is so removed. The sludge tanks and culvert have a capacity of eight times this amount. The underground sludge tanks are provided with outlet pipes, the elevation of which is regulated by floats, so that as much as possible of the liquid in the sludge may be drawn off and returned to the sewer for farther treatment.

The plant for mixing lime is quite similar to those found in a number of English cities. The lime is brought to the works in bulk, and placed in storage, the standard of purity frequently adopted elsewhere is lime containing not less than 85 per cent of pure calcium oxide. From the storage bins the lime is loaded into small steel cars, which are lowered by a hoist into slaking pits. They are discharged into hoppers after slaking, from which the lime runs over screens to remove stones and other impurities. The screened lime falls into pits, from which it is elevated to the mixers. In the mixers it is converted into the milk of lime, and is conveyed back to the inlet sewer, where it is applied to the sewage.

The buildings about the plant include a pump and boiler house, with provision for coal storage and with stack 125 feet high; house for the Superintendent and lime mixing house. Provision is also made for a tool house and machine shop, where small repairs can be made.

The walls and doors of the precipitation tanks are entirely of concrete. The various buildings are of brick.

The sludge steamer is a twin-screw steamer, with a sludge capacity of 350 tons. She is entirely of steel, and is of the following dimensions: Length, 148 feet; breadth, 31 feet; depth, 12 feet 9 inches. She is fitted with watertight compartments, so as to be practically unsinkable; comfortable quarters for the officers and crew, and machinery of ample power, so that she is considered seaworthy in all sorts of weather. Her cost was £11,139, or about \$54,250. The entire cost of the works up to date, including £65,000 for land, the cost of large intercepting sewers, buildings, machinery, etc., is £508,000, or about \$2,473,960. Some of the items of expense in building the plant are as follows:

	£	s.	d.
Sludge boat .....	11,139	00	00
Land .....	65,000	00	00
Intercepting sewers .....	36,066	00	00
	26,668	00	00
8-foot sewer high line and 18 tanks, etc.			
Tanks, etc., Pearson & Son, cont. 4.....	103,963	00	00
Additional work on basins, etc.....	17,000	00	00
Low level outfall sewer and siphon.....	136,000	00	00
Engines and pumps.....	11,014	00	00
Boilers .....	4,620	00	00
Pumping station, dwelling house and auxiliary works.....	29,466	00	00
El. motors .....	197	10	00
Lime plant .....	12,712	00	00
Tidal flap valves.....	490	00	00
Self-acting shutters .....	95	09	00
Wiring for lighting buildings.....	402	01	07
	436,833	00	07

The entire area of the land owned by the corporation at the site of the plant is a little more than seventy-two acres. The works themselves occupy only a portion of this land, however.

The degree of purification effected by this plant cannot be very high. It must consist principally in the removal of a large percentage of the suspended solids. It is no doubt ample in this case, where the effluent is discharged into a tidal estuary into which the Liffey discharges a quantity of fresh water, and which, being confined by walls on the north and south, has a rapid current seaward at each ebb tide. It is also claimed that the ebb tide in the Irish Channel beyond the Poolbeg Lighthouse sets strongly to the southward, so that the sewage is carried well away from the vicinity of the harbor.

In conclusion, I beg to say that the design of every disposal plant presents a separate problem which requires an independent and careful study. It is not safe to say because a certain system is in use, with apparently good results in one city, that, therefore, it may be safely adopted in entirety for another. Different conditions will require different treatment to obtain the most economical and otherwise satisfactory results. The degree of purification required may be different. Facilities for the disposal of sludge may be different. The expense of pumping may make one system less desirable than another. The cost of land or of chemicals will also have an influence in determining the system to be used. As a matter of fact, the whole question is largely an economic one. There are a number of processes by which a satisfactory degree of purification may be obtained if the question of expense is disregarded. So far as I can judge, the general tendency in England seemed to be toward the abandonment of all chemical processes in favor of bacteriological ones, especially when the effluent was to be discharged into portable waters and a comparatively high degree of purification is required. This is no doubt due, in part at least, to the large cost of chemicals, and to the fact that this process produces more sludge than any other. When the discharge is into salt water chemical precipitation still finds some favor.

Treatment on land is also in less favor than formerly, except as a means of sludge disposal. This is due to the low rate at which sewage can be applied to average soil for an indefinite time with good results and the great areas which must be used in consequence. Then, too, it compels the municipality to go into the business of farming (on a comparatively large scale if the soil is not suitable, and to some extent even under the most favorable conditions of soil and climate), with its multiplicity of operations and a certainty of a loss as the net result.

Local government boards do not insist as rigorously as heretofore that any system adopted shall include land treatment, though in some cases no other means of sludge disposal are at hand and it cannot be altogether dispensed with.

In all systems the most vexatious problem to solve is the proper disposal of sludge. It is a question of sludge everywhere; sludge as coarse suspended matter screened from the raw sewage; sludge that must be removed from the sedimentation tank or the septic tank; sludge that clogs the filter bed or escapes in the final effluent. In all cases it is responsible for a large part, and in some cases the larger part of the expense of operating the plant.

The theory that sludge possesses a manurial value great enough to ensure a margin of profit over the cost of pressing and preparing it for application to land has been entirely exploded. I saw no place where the sludge presses were not idle and was assured that all attempts to dispose of it as a fertilizer had resulted in loss. Septic tank sludge has no manurial value, at least for a year or two after its removal from the tank. Sludge from the filter bed had a high manurial value, but apparently the cost of preparing it for sale is greater than any return that can be obtained from it. Fortunately, the disposal of sludge at the plants in this borough will never be a very difficult undertaking, because it can be delivered to sludge scows within a short distance and taken to sea.

The biological processes almost invariably include some form of septic or sedimentation tank (sometimes chemical precipitation tank) for preliminary treatment, and either contact beds (single, double or triple) or sprinkling filters for final treatment. Except where pumping can be altogether avoided by the use of contact beds and land is available at small expense, sprinkling filters have several points of superiority. Sewage can be treated at three or four times as great a rate per unit of area as on contact beds. By the use of proper materials clogging can be almost entirely avoided. They require somewhat less attention in operation and their effluent is of a more uniformly high character.

At the present time they are undoubtedly more popular than any other form of filter. The controversy over the proper size and grading of materials used in them is not yet settled. It is still claimed by some that fine materials with shallow beds give superior results, but the tendency seems to be toward the adoption of deep beds and coarse materials in the best plants, principally I believe because of their greater capacity and less liability to silt up.

The discharge from the various works in this borough is into salt water, and the degree of purification need not be as great as would otherwise be the case. A recent opinion of the Corporation Counsel seems to uphold the statement that the laws of the State do not require it. The State Board of Health makes a regular inspection of these plants and assumes a certain amount of authority over their operation. I am given to understand that the discharge of crude sewage into Jamaica Bay is also

prohibited by law. Whatever the requirements of the law may be held to be, the discharge of such a large volume of crude sewage in a neighborhood where quantities of shell fish are obtained for the market, and where the waters of bathing beaches of such importance as those at Coney Island and other points to the eastward would be fouled, should not be allowed.

The city owns 70 acres of land at the East New York plant, which is sufficient for a suitable disposal works. At Coney Island the space owned by the city is more restricted. This and the other fact that the works being located almost in the heart of the resort should be so designed that no nuisance either from odor or appearances will result, will have an effect upon the process employed. I believe that chemical treatment should be entirely done away with at East New York. Screening, sedimentation tanks and sprinkling filters, the sludge being removed by sludge scows, would give ample purification for an indefinite time in the future, and at an expense for operation not greater than the present one, except as the population grows and the volume of sewage to be treated increases. The annual appropriation for the maintenance of this plant at present is a little more than \$35,000. At Coney Island if sufficient land is available the same process would be satisfactory. It may be that the screened effluent could be economically pumped to sea, or that chemical precipitation could be advantageously employed as an adjunct to the process employed. It should be given farther study before a decision is arrived at, and the advice of Mr. Hering, the Consulting Engineer to the Board of Estimate and Apportionment in sewer matters, obtained. The decision of the United States Circuit Court of Appeals on January 7, 1908, affirming the validity of the process patents of the Cameron Septic Tank Company, may have an effect hereafter upon the advisability of adopting any process of purification that comes within the range of these patents.

With your approval the work of designing these two plants will be undertaken as soon as it can be reached.

I wish to acknowledge my indebtedness to Mr. Hering for his advice as to disposal works to be visited, and for letters of introduction to officials in charge of these works, which he kindly furnished me, and to you for your kindness and assistance in numerous ways. The various engineers, chemists and managers of works at the disposal works visited extended every possible courtesy, and I consider myself under obligation to them all.

Yours respectfully,  
(Signed) E. J. FORT, Chief Engineer of Sewers.

It may be added that the design of a disposal plant for the Twenty-sixth Ward sewer system has already been undertaken, and by the end of the season should be well along toward completion if not entirely completed. It is a work which requires care and considerable study in working out details. It should not be hastened, therefore, more than is consistent with careful consideration of every detail. I am convinced that sedimentation tanks and trickling filters preceded by careful screening is a proper process to employ and will give the most satisfactory results in operation, both in economy and in the character of the results obtained. The cost of the plant will be large (it may be in excess of \$400,000, although this figure is not given as a careful estimate) but the area to be benefited is also large and the assessment will not be a heavy burden.

In order to satisfactorily determine the results that can be expected in actual practice in the purification of ordinary domestic sewage of American cities by the use of trickling filters working under varying conditions of climate, depth of filter, fineness of material, strength and character of sewage, quantities treated per unit of area per day, preliminary treatment of sewage necessary or desirable (that is whether the best results are obtainable by screening alone, by screening followed by sedimentation or septic treatment). Experimental work on a large scale has recently been carried on at a number of places, and the results are becoming available for general use. After the classic experiments which were carried out at Columbus, Ohio, perhaps the most recent and important are those under way at Baltimore, under the direction of the Chief Engineer of the Sewerage Commission, and those at Boston, in connection with the Massachusetts Institute of Technology.

The main conclusions reached up to this time from these experiments are as stated by Messrs. Winslow and Phelps.

First—For the purification of Boston sewage "that the trickling bed offers the most practical method of treatment"; that "with good distribution a trickling bed 8 feet deep will operate successfully at all seasons under local weather conditions," when operated at the rate of 2,000,000 gallons per acre per day. Under these conditions 93 per cent. of all samples of the effluent were non-putrescible and could be discharged into open water without objection.

Second—The septic tank may be used as an adjunct to the trickling beds with excellent results, a period of seven (7) hours being a sufficiently long one. "Thus operated, an open tank will remove 40 per cent. of the total suspended solids and 60 per cent. of the fixed suspended solids; its effluent shows a decrease of about 25 per cent. in organic nitrogen in solution, and a corresponding increase in free ammonia." Four-fifths of the organic solids deposited were destroyed and disappeared either as gas or in solution. The tank under these conditions would need cleaning about once in two years.

Third—The septic tank need not be used at all in the treatment of Boston sewage, inasmuch as the results of spraying crude sewage upon the bed were even more satisfactory than those obtained with septic sewage.

The effluent was less frequently putrescible. Odors produced by spraying septic sewage were entirely avoided. Deposits in filters were reduced.

The cost of septic tanks could be entirely saved. "Modern devices for ensuring a thorough preliminary screening should, however, be installed."

Fourth—Bacterial purification of the effluent can be effected by the use of chloride of lime at an estimated cost of \$1.50 per million gallons.

A report upon the results of the most recent investigations at this experiment station concludes with this statement: "It seems clear, however, that the combination of trickling filters and chemical disinfection will solve the Boston sewage problem satisfactorily, and in the light of present knowledge these two methods are the most efficient and economical available for the purpose."

It is stated by Mr. George A. Johnson, who had immediate charge of the work, that the results obtained from the Columbus experiments show conclusively that the best method of treatment for adoption in that city is as follows:

"1. Preliminary clarification of the sewage in basins holding on the average about an eight (8) hour flow, and operated on the basis of the septic treatment."

It is assumed that this treatment will be preceded by thorough screening, and no doubt with as fine screens as it may be found practicable to operate in a self-cleansing manner.

"2. Purification of the septic effluent to a non-putrescible state by sprinkling filters at an average net rate of 2,000,000 gallons per acre daily."

The filters used were 5 feet in depth, and contained material ranging in size from one-half inch to 2 inches.

The tendency of more recent practice seems to be toward the use of deeper beds with higher rate of treatment (the beds designed for Baltimore are to be 9 feet in depth) up to at least 3,500,000 gallons per acre per day. Coarser material up to 2 inches or 3 inches in diameter is also advocated, with the idea that they can thus be made almost entirely, if not entirely, self-cleansing.

Filters of broken stone, all of which will pass a screen of 1 mesh per linear inch, 40 per cent. a screen with one-half-inch mesh and about 4 per cent. a screen with one-quarter-inch mesh and 10½ feet deep, have been in operation at Lawrence for more than eight years.

They have received raw sewage at the average rate of a little more than 1,500,000 gallons per acre daily, and have so far shown no tendency to clog, and give promise of satisfactory operation for fifteen years at least without cleansing. The amount of solid matter lodged within them is about one-half pound per cubic foot of filtering material. They have given a uniformly well purified effluent. At times they have been operated at rates much greater than that given above, with good results. At present one of these filters is operated at the rate of 4,000,000 gallons per acre per day, with sewage from which much of the suspended matter has been removed by sedimentation. The effluent is generally quite satisfactory.

"3. Final clarification of the effluent of the sprinkling filters in basins holding an average flow of about two (2) hours."

The necessity of this last process would depend in any case upon the degree of purification and clarification desired.

Where the effluent is to be discharged into salt water, where questions of sludge, deposit or pollution of shell fish beds do not enter, it would be entirely unnecessary.

Another most important conclusion reached at Columbus is that sprinkling filters can be operated successfully under the most severe weather conditions to which that climate is subject.

The bacterial removal averages about 90 per cent. of those in the crude sewage. In deeper beds it would be considerably in excess of this.

The Baltimore experiments have not yet proceeded far enough to reach final conclusions, but the results obtained up to the present time are important. These experiments are not mere laboratory investigations, but are results obtained with a working sprinkling filter plant taking care of about 80,000 gallons of sewage per day. Of especial interest are their results in investigating the best size of stone for use and the rate of flow with different sizes and depths of filter which may be maintained and a non-putrescible effluent secured.

The rate of flow per acre of filter bed, in their experiments, has varied between 2,000,000 gallons and 5,000,000 gallons, the effluent being generally non-putrescible.

A general statement of the results obtained under different conditions is as follows:

Quality of Effluent.	Depth of Stone.	Size of Stone.
Seldom non-putrescible .....	12 feet.	4 inches to 6 inches.
Practically never non-putrescible.....	9 feet.	4 inches to 6 inches.
Never non-putrescible .....	6 feet.	4 inches to 6 inches.
Non-putrescible on average.....	12 feet.	2 inches to 4 inches.
Non-putrescible on average.....	9 feet.	2 inches to 4 inches.
Putrescible on average.....	6 feet.	2 inches to 4 inches.
Practically always non-putrescible.....	12 feet.	1 inch to 2 inches.
Little worse than 12-foot bed.....	9 feet.	1 inch to 2 inches.
Fifty per cent. of sample non-putrescible.	6 feet.	1 inch to 2 inches.
Always non-putrescible .....	12 feet.	½ inch to 1½ inches.
About same as with beds 12 feet deep of 1-inch to 2-inch stone.....	9 feet.	½ inch to 1½ inches.
Non-putrescible about one-half time. Result being a little better than with beds 6 feet deep of 1-inch to 2-inch stone .....	6 feet.	½ inch to 1½ inches.

Preliminary treatment consists of sedimentation in tanks from two to six hours; the results seem to be as good with the short period as with the longer one.

Mr. G. W. Fuller recently stated before the Boston Society of Civil Engineers, in commenting upon the results of the Columbus experiments, that "one of the most characteristic features of the sprinkling filter \* \* \* is its ability to operate at various rates with sewage of different strengths, but which bring about the same load as to organic matter, other things being equal."

"In other words, here is a style of filter which will take care of the sewage of as many people per acre with the dilute American sewage as it will with the concentrated European sewage." (It may be added that there is some evidence to show that a certain degree of dilution is beneficial to its operation, both in the degree of purification obtained and the actual quantity of organic matter that can be handled.)

"This is an advantage the significance of which is not yet fully appreciated. It is hardly feasible yet to name the standard load per acre-foot, as that depends largely upon questions of street wash, trade waste and climatic conditions, as well as upon the question of whether it is desired to secure a high removal of bacteria or simply secure a non-putrescible effluent."

If, however, climatic conditions are comparable and the character of the sewage is carefully determined by analysis, it seems as if the time had nearly arrived when the proper load per acre-foot could be given with sufficient accuracy without extended experiments to enable such a plant to be intelligently designed and to give ample assurance of its satisfactory operation. This is supposing that trade wastes of an unusual character are not present to an appreciable amount.

Analysis of the domestic sewage as it reaches the Twenty-sixth Ward plant shows that it compares in strength with that experimented with at Lawrence, Columbus and Boston, as follows:

Composition of Crude Sewage, in Parts Per Million.

	Suspended Solids.		Organic Nitrogen, "Kjeldahl."		Free Ammonia.
	Total.	Fixed.	Total.	Solution.	
Boston .....	135	44	9.10	5.80	13.90
Columbus .....	1,048	829	9.10	3.40	11.40
Lawrence .....	.....	.....	10.70	5.90	46.50
Twenty-sixth Ward, Brooklyn.....	577	286	14.70	10.20	41.44

	Nitrites.	Nitrates.	Oxygen Consumed.		Oxygen Dissolved.
			Total.	Solution.	
Boston .....	0.05	0.20	56	43	3.40
Columbus .....	0.08	0.20	58	29	....
Lawrence .....	.....	.....	35	..	....
Twenty-sixth Ward, Brooklyn.....	0.60	0.10	..	..	1.60

Without discussing in detail the characteristics of this sewage as shown by this analysis, it may be said that although it appears to be quite concentrated and stale, it has sufficient similarity to those with which it is compared to guarantee that it can be treated satisfactorily upon properly designed beds 7 to 9 feet in depth, at a comparatively high rate, and that bacterial purification may be accomplished, at a reasonable cost, to a sufficient degree to safeguard the shellfish industry in Jamaica Bay by chemical disinfection of the effluent.

Details relating to maintenance in the several purification works throughout the Borough are given in the following tabulated statement:

Twenty-sixth Ward Disposal Works.	
Gallons pumped, Engine No. 1.....	1,839,842,400
Gallons pumped, Engine No. 2.....	1,566,868,160

**Materials Used.**  
Waste, 413 pounds; machine oil, 280 gallons; cylinder oil, 668 gallons; white oil, 700 gallons; sulphuric acid, 9,828 pounds; oxide of manganese, 4,156 pounds; salt, 5,824 pounds; per chloride of iron, 5,376 pounds; quick lime, 4,099 barrels; phenyl, 320 gallons; coal, 817 670-2240 tons; soil removed, 2,246,390 cubic feet.

Thirty-first Ward Disposal Works.	
Station No. 2.	
Gallons pumped, engine No. 1.....	253,094,802
Gallons pumped, engine No. 2.....	415,322,550

**Materials Used.**  
Waste, 74 pounds; machine oil, 26 gallons; cylinder oil, 63 gallons; white oil, 105½ gallons; sulphuric acid, 144 pounds; oxide of manganese, 64 pounds; salt, 84 pounds; per chloride of iron, 712 pounds; quick lime, 603 barrels; phenyl, 250 gallons; sal. soda, 180 pounds; coal 547 330-2240 tons; boiler compound, 329 pounds; fluid sludge removed, 180,544 cubic feet.

Station No. 3.

Gallons pumped, engine No. 1.....  
 Gallons pumped, engine No. 2..... 262,767,060

Materials Used.

Waste, 87½ pounds; machine oil, 11½ gallons; cylinder oil, 47 gallons; white oil, 169 gallons; sulphuric acid, 1,764 pounds; oxide of manganese, 774 pounds; salt, 1,039 pounds; per chloride of iron, 527 pounds; quick lime, 516 barrels; phenyl, 139 gallons; boiler compound, 114 pounds; coal, 353 tons; liquid sludge removed, 2,059,742 cubic feet.

Station No. 4.

Gallons pumped, engine No. 1..... 70,959,375  
 Gallons pumped, engine No. 2..... 582,127,610

Materials Used.

Cylinder packing, 13 pounds; waste, 178 pounds; machine oil, 95 gallons; cylinder oil, 53 gallons; white oil, 274 gallons; sulphuric acid, 2,162 pounds; oxide of manganese, 992 pounds; salt, 1,302 pounds; boiler compound, 10 gallons; boiler compound, 147 pounds; quick lime, 510 barrels; phenyl, 91 gallons, coal, 463 649-2240 tons; fluid sludge removed, 116,850 cubic feet.

Revision of Adopted Drainage Plans and Preparation of Plans for Areas for Which Sewer Systems Have Not Heretofore Been Designed.

The topography of the Borough is such that, in order to provide proper drainage for the whole area, it must be divided into numerous drainage districts, each one of which, in nearly all cases, has its own separate and independent outlet. Each drainage district, therefore, contains an independent and complete system of sewers. Tidewater can be reached on three sides of the Borough. The older portion of the Borough, where the sewer systems are nearly completely built and have been so in most cases for some years, is divided into thirty-nine drainage districts. Drainage plans have never been designed for some of the low lying land along the shores of the East River and Newtown Creek. At least two more drainage districts will be added to the above number when plans now under way for these lands are completed. The territory is to be improved in the near future and there is immediate need for drainage plans. These plans are now far advanced and will be completed during the coming summer. For the district along Newtown Creek a "separate system" of sewers will be necessary, because of the slight elevation of legal grades above tidewater and because the discharge of house sewage into Newtown Creek is prohibited by law. It will be necessary to pump the house sewage into existing sewers. This is explained more in detail in Mr. Hammond's report.

The suburban portion of the Borough, where by far the greater part of the sewers are not yet built, has been only partially provided with drainage plans. Sewers have never been designed for the low land along nearly the whole southern boundary of the Borough, extending in places some distance inland and comprising an area of several thousand acres. The design of sewers for this territory is more difficult than for any other portion of the Borough, and is proceeding rather slowly on that account.

The suburban area, for which sewers were designed some years ago, was divided into eleven drainage districts, in a number of which no sewers have been built, and in some of which only the outlets have been built. Where outlet sewers have not been built the drainage plan will be, or has been, entirely redesigned, and in nearly all cases a "separate system" of sewerage provided. To do this work thoroughly well is a large undertaking. The extent to which it has already progressed is explained in Mr. Hammond's report, attached hereto. The whole work should be well advanced toward completion before the end of the coming season. It should be understood that some of these drainage districts are of sufficient extent to support, and will in the near future support, a population of several hundred thousand people. The drainage system is as extensive and its design (outside of the problem of the proper disposal of the sewage) much more difficult than that of the average city of equal population. A population of 100 people per acre, for which the sewers are calculated, represents a purely residential development, about such as can be found in parts of the Twenty-third or Twenty-sixth Ward, and is as dense a population as can reasonably be expected for years to come.

Designed according to the assumptions given in Mr. Hammond's report, I believe these sewers should be sufficient for generations, if not for all time to come. Their capacity is full three times that of the old Brooklyn sewers. Several pumping plants must be built within the next few years, or before outlets can be provided for large drainage areas. Request will no doubt be made within the next year for the acquisition of small pieces of land upon which to locate these pumping plants. The first ones to be built should be those at Flatlands and Paerdegat avenues and at Avenue V and West Eleventh street. A number of auxiliary pumping plants will also be required to enable house sewage to be delivered at disposal works, where surface elevations are so slight that sewers cannot otherwise be laid at self-cleansing grades. These auxiliary plants can be placed at street intersections, entirely under the surface of the street, and it will be necessary to acquire no land upon which to locate them. The pumps can be operated by electricity and will require only a slight expense for supervision. Electric current may be generated at one of the larger pumping stations for the operation of the larger pumping plants, or it may be purchased directly from the Edison Electric Illuminating Company. Such pumping stations are now in successful operation in a number of cities. The recently built sewer system of New Orleans contains a number of them. Conditions are somewhat similar there to those in the southern portion of this Borough, so far as the topography of the drainage area is concerned, and their success and economy in operation is assured.

I wish to call attention again to the necessity of outlets for storm sewers at tide-water level at Avenue V, between West Tenth and West Eleventh streets, and at various points along the line of the projected Gravesend Ship Canal. Stryker Basin, Stillwell Basin and Gravesend Basin, as at present shown on the map of the City, may be dispensed with as storm water outlets, but Gravesend Basin should be replaced by a drainage canal, between West Tenth street and West Eleventh street, and extending between Avenue V and the Gravesend Ship Canal. The Gravesend Ship Canal itself, or at least a large portion of it, is also necessary for this purpose, and title to the property necessary should be acquired in advance of the construction of outlet sewers. The property required will undoubtedly increase in value hereafter, and there is every reason for proceeding with the matter now.

The old sewers in the developed portion of the Borough, as well as those still to be designed or built in the suburbs, will continue to present hydraulic and sanitary problems for solution for some years to come. As the system increases in extent and complexity and methods of sewage disposal are changed, and as new pumping stations are placed in operation, the maintenance of the system will become a more difficult and expensive undertaking, and will require more skill and care to produce satisfactory results.

The mileage of sewers built during the past year is not great compared with that of previous years. I believe, however, it is considerably in excess of that of any of the other four Boroughs of the City, and that in character it is excellent. Mr. A. S. Griffin, the Engineer in charge of Construction, deserves commendation for the results he has obtained. He has done his work quietly and without friction with those with whom he had to deal, and at all times active in the City's interests.

The amount of work accomplished in the office has been large. Mr. Hammond, Mr. Bartlett and Mr. Winslow have devoted themselves faithfully to their duties, with the sole purpose, I believe, of producing the best results for the Bureau and the City. The Engineers, so far as I know, are loyal to you as the head of the Bureau and proud of the position which they believe it occupies among the various Departments of the City Government.

My own work is a constant source of satisfaction and professional pride to me, and I take pleasure in acknowledging my indebtedness to my assistants for the spirit and thoroughness with which they have done their work, and to you and other members of the Borough President's staff with whom I have come in contact for constant kindness and consideration.

Yours respectfully,  
 E. J. FORT, Chief Engineer of Sewers.

Bureau of Sewers, Borough of Brooklyn,  
 Mechanics' Bank Building,  
 Borough of Brooklyn, March 1, 1908.

Mr. E. J. FORT, Chief Engineer:

Dear Sir—I respectfully submit the following report of the work done under my supervision for the year ending December 31, 1907.

The work of the year covered an unusually wide range of subjects and includes the redesign of a large area of the sewerage and drainage system of the Borough.

The work naturally divides itself into

1. Reports on petitions for sewer construction and estimates of cost.
2. Preparation of plans and specifications for letting contracts.
3. Changes of sewerage plan.
4. Design of new systems of sewerage and drainage.
5. Relief of existing sewers.
6. Examination and reports on subjects connected with sewerage system.

1. Reports and Estimates on Projected Sewer Improvements.

During the year there were made 184 reports regarding sewer improvements to precede paving, leading to the foundation of estimates aggregating \$1,172,000. In response to petitions for sewers and inquiries concerning sewer improvements, 295 reports were made leading to the formation of estimates aggregating \$2,152,000.

The total number of reports made concerning projected sewer improvements was 479 and the total estimated cost of the contemplated work \$3,324,000, which provided for the construction of 946 miles of sewers.

2. Preparation of Plans and Specifications for Letting Contracts.

On December 31, 1906, there remained 29 resolutions of the Board of Estimate and Apportionment, authorizing sewer improvements, plans and specifications for which had been ordered prepared, amounting in estimated cost to \$3,205,500. One of these resolutions concerned the construction of sewers in Bath avenue, from Twenty-first avenue to Twenty-third avenue, passing through a district requiring a change of plans, which has prevented the preparation of contract plans. The redesign of the sewerage system affected now is about completed, and this resolution will receive early attention; with this exception, plans and specifications have been prepared for all of the above mentioned resolutions. The aggregate estimated cost of the improvements covered by these 28 resolutions is \$3,010,700.

During the year 1907 there were 111 sewerage improvements authorized, having an estimated aggregate cost of \$809,300. Contract plans and specifications have been completed for 106 of these, and the five remaining have been held back pending changes of plan and redesign of portions of the sewerage and drainage map of the Borough. The five mentioned are:

1. Sewer in Ninety-eighth street, between East New York avenue and Hegeman avenue, etc.; estimated cost, \$426,200.
2. Basins at West Fifteenth street and Neptune avenue, etc.; estimated cost, \$20,000.
3. Sewer in Eighty-fifth street, between Bay Sixteenth street and Eighteenth avenue, etc.; estimated cost, \$10,700.
4. Basins at Ocean parkway and Sea Breeze avenue, etc.; estimated cost, \$6,100.
5. Sewer in Bay Thirty-fifth street, from Benson avenue to Eighty-sixth street; estimated cost, \$4,600.

The aggregate estimated cost of these five improvements is \$467,600. The changes of plan, for which they have been held, are nearly completed, and upon official adoption we shall be ready to proceed with the contract plans.

The estimated cost of the sewer improvements for which contract plans and specifications have been prepared during the year 1907, is \$3,820,000. They provide for the construction of 32.49 miles of sewer, 349 sewer basins and 12.36 miles of house connections. Plans and specifications for sewers to be built under private contract are not included in the above, and will add 1.48 miles to the length above stated, making the total, not including house connections, 33.97 miles, for which contract plans have been prepared.

During the year drainage plans, comprising 164 miles of sewers, have been redesigned.

Relief Sewers.

The storm relief sewers designed to render the main relief sewer system adequate and to rearrange the mains so as to take them out of the way of proposed subway construction, have constituted the most difficult and extensive designs of the year, as well as the most important.

The Board of Estimate and Apportionment, by resolution of July 14, 1905, provided for the construction of relief sewers and authorized the issue of \$2,000,000 Corporate Stock to provide therefor, but, prior to 1907, the only portion of this work for which plans were prepared was section 3, which is a 48-inch sewer in Carroll street, one block in length, for the relief of the Third avenue main sewer. In 1906 the general plans for the relief system were revised by this Bureau, and the new design was authorized by the Board of Estimate February 1, 1907, by resolution amending the resolution of 1905, and continuing the appropriation then provided.

On February 8, 1907, I was directed by you to prepare plans and specifications for letting the contracts and constructing the work.

Considerable field work was necessary before the details of the design could be determined upon. The nature of the substratum of the ground required to be examined before the proper form of foundations could be decided, and extensive surveys were necessary to correctly locate the various sewers which would require to be connected with the new work, or to be removed to make room for its construction. The various existing substructures, other than sewers, had also to be located, such as electric conduits, water pipes, etc.; and surveys made and soundings obtained at the outlets, showing the piers, bulkheads, depth of water, currents of water, etc.; changes of street grades were necessary in some places, and a complete change of plan for the drainage and sewerage of the districts whose outlets or other sewers were affected by the removal of existing sewers, due to the requirements of the new work.

The surveys for Division 2, Section 1, were finished March 22, 1907, and the wash borings April 30, 1907. The plans and specifications for this section were completed May 10, 1907. Bids were opened June 12. As the bids received appeared to be excessive, the lowest aggregating \$603,809, the President of the Borough rejected all bids. The plans were then revised, so as to permit the contractor to construct the work in tunnel, as this might extend the field of competition. At the same time an arrangement was effected with the property owners at the foot of Gold street, whereby the street grades could be sufficiently raised without claims for damages on their part, to permit carrying the main sewer nearer to the bulkhead line, before commencing the outlet twin section, thus effecting a large saving. At the same time it was decided, after considerable consultation, to call for selected hard burned brick invert lining, instead of vitrified brick lining. The plans had to be supplemented by a new set of details showing these changes and the construction in tunnel, and new specifications were prepared. The saving effected by these changes is estimated at \$31,040.63. The plans and specifications were again ready for letting July 10, and bids were opened July 28. The lowest bid received aggregated \$475,172.63, showing a saving of \$128,636.37 effected by the reletting. This section of the Gold street system consists chiefly of the outlet at the foot of Gold street and of sewer 150 inches to 168 inches in diameter in Gold street and in Johnson street, as far as Hudson avenue, where it joins Section 2.

Surveys for Section 4 of Division 2, comprising the storm sewer in Myrtle avenue, from Carlton avenue to Raymond street, were completed on March 22, and the plans and specifications were completed June 7, but it was decided not to let this contract until all the other contracts involved in the main lines of the relief sewers should be let.

Surveys for Section 2 and Section 3 were completed on June 25, and plans and specifications for both sections were completed August 23. Bids were opened September 25. These two sections comprise the remainder of the Gold street system. The main sewers in these sections are 138 inches to 144 inches in diameter, designed to be constructed in tunnel.

Division 1 of the relief sewers, which comprises the Wallabout Canal outlet for the Greene avenue main sewer, was divided by your instruction into three sections. Section 1 consists of the outlet chamber and the main sewer, designed to be equivalent to a circular section 186 inches in diameter, in Classon avenue, from the outlet chamber to Park avenue, and in Park avenue to Skillman street. Surveys and wash borings

for this section were completed September 23, and the plans and specifications were completed November 23. Surveys for Section 2 and Section 3 were completed about October 1, and plans and specifications for both of these sections were completed December 31. These three sections include the entire main line of relief sewer from Greene avenue to the Wallabout Canal. Section 2 begins at Park avenue and consists of 186-inch diameter sewer in Skillman street, from Park avenue to Myrtle avenue, then in Myrtle avenue, to Bedford avenue, where it changes to 180-inch, which size it continues in Myrtle avenue to Nostrand avenue, then in Nostrand avenue to Vernon avenue, and in Vernon avenue to Marcy avenue. Section 3 commences at Marcy avenue, and consists of 180-inch diameter sewer in Vernon avenue to Tompkins avenue, and in Tompkins avenue, from Vernon avenue to Greene avenue.

A most difficult problem was presented in the design for these sections after the plans had advanced far toward completion. The design called for circular brick sewer with a hydraulic grade line 180 to 186 inches above the invert line shown on the plans, as authorized by the Board of Estimate. When the plans were nearly finished, it was learned that the grade of the Lafayette avenue subway would be changed at Tompkins avenue, and soon after that changes had been made which required that the hydraulic grade of the sewer be lowered three (3) feet; we were obliged, therefore, to do much of our work over again, to abandon the circular section and design in its place a reinforced concrete section of the conduit form, of equivalent discharge capacity. This sewer is so designed that the vertical height of thirteen (13) feet remains the same throughout its length, and its capacity is increased as required by adding to its horizontal diameter wherever necessary.

The extent, estimated cost of the sewers, and the date of completion of plans and specifications are shown in the following table:

Relief Sewers, Divisions 1 and 2, Main Line.

Section.	Plans Completed, 1907.	Estimated Cost.
Division 1.		
1. Outlet chamber at Wallabout Canal, and 186-inch sewer in Classon avenue, from outlet to Park avenue, and in Park avenue, from Classon avenue to Skillman street, etc.....	Nov. 23	\$366,135 68
2. 186-inch sewer in Skillman street, from Park avenue to Myrtle avenue, and in Myrtle avenue to a point east of Bedford avenue; 180-inch sewer in Myrtle avenue, from a point east of Bedford avenue to Nostrand avenue, and in Nostrand avenue to Vernon avenue, and in Vernon avenue to Marcy avenue, etc.....	Dec. 31	380,650 10
3. 180-inch sewer in Vernon avenue, from Marcy avenue to Tompkins avenue, and in Tompkins avenue, from Vernon avenue to Greene avenue, including special connection with Greene avenue 120-inch storm sewer, etc.....	Dec. 31	354,296 95
Division 2.		
1. Outlet chamber at foot of Gold street, and 168-inch sewer to 150-inch sewer in Gold street, from outlet to Johnson street, and in Johnson street, from Gold street to Hudson avenue, etc.....	July 10	\$475,172 63
2. 144-inch sewer in Johnson street, from Hudson avenue to Raymond street, and in Raymond street to DeKalb avenue.....	Aug. 23	126,605 13
3. 144-inch sewer in DeKalb avenue, from Raymond street to South Portland avenue, in open cut, and 138-inch sewer in South Portland avenue, in tunnel, from DeKalb avenue to Hanson place.....	Aug. 23	214,365 73
4. 48-inch to 54-inch sewer in Myrtle avenue, from Carlton avenue to Raymond street.....	June 7	37,718 00
Estimated cost, Divisions 1 and 2.....		\$1,954,944 22

The design of these relief sewers involved an immense amount of detail work; all of the local existing sewers in the districts through which the new mains are to pass had to be carefully studied, and largely remodeled, and the requirements of the projected subways presented many intricate problems, which had to be solved in consultation with the engineers in charge of designing that work.

The Brooklyn and Queens Interborough Sewer.

This sewer provided an outlet for a large drainage area, the greater part of which lies in the Borough of Queens. The authorization calls for a sewer 180 inches in diameter, entering this Borough at St Nicholas avenue, and passing through St. Nicholas avenue to Scott avenue where it becomes 186 inches in diameter. This size it holds to the outlet at Scott avenue, and the head of Newtown Creek.

Surveys had been completed and the plans commenced previous to 1907, when I took charge of the design. The work was divided into two sections, and plans and specifications for both sections have been completed. The length of the main sewer in the two sections is 5,700 feet. Section 1 contains 3,300 feet, in which distance there is a fall in surface grade of 36 feet; several drops or falls were provided, as it was decided best not to allow the velocity of flow in a sewer of such a size to exceed 12 feet per second.

The estimated cost and date of completion of plans, etc., are as follows:

Sewer in Scott Avenue, etc.

Section.	Plans Completed, 1907.	Estimated Cost.
1. 180-inch sewer in St. Nicholas avenue, from borough line of Queens to Scott avenue, with drop chambers, etc., and by-pass connecting with Johnson avenue sewer system.....	July 25	\$295,659 00
2. Outlet chamber at head of Newtown Creek, 186-inch sewer and drop chambers in Scott avenue, from outlet chamber to St. Nicholas avenue.....	Dec. 3	278,726 80
Estimated cost, Sections 1 and 2.....		\$574,385 80

Additional details have been prepared as addenda to the plans for the Gowanus Canal-Flushing tunnel, including a complete architectural design and detail drawings for the proposed pumping station. Studies not yet completed have been made as to the proper pumping installation, to be located at the canal end of this tunnel.

Percentage Bidding.

During the year 1907 there were 24 contracts prepared to be let on percentage bids as a basis for competition. By this method the possibility of unbalanced bidding is obviated, as the bidder must offer to do the work proposed on a per cent. rate, which applies to each item of the unit prices, as shown in a carefully prepared Engineer's estimate.

Mr. John E. Hill, who has computed much of this data in a very satisfactory manner, has prepared the following comparative statement showing the average unit prices in the Engineer's estimates, and the average prices bid by contractors for the same items, under this method of bidding:

	Engineer's Estimate in Unit Prices.	Contractor's Average Price for 1907.
12-inch pipe sewer, per foot.....	\$2 20	\$2 28
15-inch pipe sewer, per foot.....	2 70	2 52
18-inch pipe sewer, per foot.....	3 00	3 00
24-inch pipe sewer, per foot.....	3 90	4 06
30-inch brick sewer, per foot.....	6 00	5 40
36-inch brick sewer, per foot.....	6 50	5 70

	Engineer's Estimate in Unit Prices.	Contractor's Average Price for 1907.
42-inch brick sewer, per foot.....	8 80	9 20
48-inch brick sewer, per foot.....	9 70	10 00
60-inch brick sewer, per foot.....	13 25	14 00
66-inch brick sewer, per foot.....	15 60	16 75
72-inch brick sewer, per foot.....	29 40	32 00
138-inch brick sewer, per foot.....	69 00	69 50
144-inch brick sewer, per foot.....	55 00	48 10
150-inch brick sewer, per foot.....	56 00	50 38
156-inch brick sewer, per foot.....	60 00	57 33
180-inch brick sewer, per foot.....	65 00	63 00
6-inch cast iron pipe, per foot.....	1 00	81
Basins built with sewers.....	140 00	136 00
Isolated basins.....	175 00	200 00
Manholes.....	55 00	55 00
House connection drains, per foot.....	1 00	95
Sheeting and bracing, per thousand feet.....	30 00	29 53
Foundation planking, per thousand feet.....	30 00	27 80
Piles, per foot.....	30	27
Fender piles, per foot.....	50	50
Sheet piling, per thousand feet.....	80 00	82 50
Pile capping, per thousand feet.....	40 00	37 50
Concrete, Class "B".....	6 00	5 92
Concrete, Class "A".....	12 00	11 20
Rip-rap, per cubic yard.....	1 00	75
Excavation, mud, per cubic yard.....	60	49

One peculiarity of percentage bidding, and possibly of all kinds of public bidding for contracts, is illustrated by Diagram 1, annexed to this report. This diagram shows that the greater the number of bidders competing, the closer will the average of the bids received agree with the Engineer's estimate. It also shows that the desirability of a contract, from the contractor's standpoint, has much to do with the prices bid. The same contractor will bid at the same time upon one contract at one set of unit prices, and upon another with quite a different set, for reasons known only to himself. Hence it is not to be expected that the bids of contractors will be consistent with each other, nor is it to be assumed that the contractors are correct in the proposed prices which are the cost, according to their estimate, when they differ from the Engineer's estimate.

In preparing such estimates, the Engineer has to assume that the contractor will have to purchase his materials in the open market, and pay the average price for cartage, etc.; also that he will be satisfied with a reasonable profit. All of these things are variable. A contractor may have materials on hand for the work, or contracts which enable him to obtain his materials at greater advantage than the Engineer can allow for. He may have men and plant which he wishes to keep employed, whether he makes a profit or not, in order that the cost of maintaining the plant may not be a loss; or he may think that the work offers extra risk and that this should be insured by figuring on a larger profit.

Indeed, it may be stated that where bids all agree nearly with the Engineer's estimate, there is ground for suspicion that the contractors are taking the Engineer's estimate and adding their profit, and not figuring for themselves.

The first estimate for percentage bidding was prepared in April, 1907. As this estimate affords a good example of the method, as well as of the prices estimated, I will give it in full:

Item 1, 245 linear feet of 12-inch pipe sewer, per linear foot, \$1.98.....	\$485 10
Item 2, 230 linear feet of 6-inch house connection drain, per linear foot, \$1.05.....	241 50
Item 3, 2 manholes, per manhole, \$50.....	100 00
Item 4, 1 sewer basin, at.....	130 00
Total.....	\$956 60

The successful bidder bid 104 per cent. and the final estimate was as follows:

Item 1, 242 linear feet 12-inch pipe sewer; per linear foot, \$1.98.....	\$479 16
Item 2, 229 linear feet 6-inch house connection drain, per linear foot, \$1.05..	240 45
Item 3, two manholes, per manhole, \$50.....	100 00
Item 4, one sewer basin, at.....	130 00
Total.....	\$946 61
Contractor received 104 per cent.....	987 59

3. Changes of Sewerage Plan.

During the year extensive changes of plan in the sewerage system have been prepared. The completed maps comprising an aggregate of 164 miles of sewers for which the system has been redesigned and the sizes and grades revised.

The reason for redesign of the sewerage system is so well stated in your letter of March 29, 1907, ordering me to proceed with the work that I beg to quote it in full. It is as follows:

"Mechanics' Bank Building, March 29, 1907.

"Mr. GEO. T. HAMMOND, Engineer of Design:

"Dear Sir—As you are aware, the legal plans for the sewers in nearly all of the outlying districts of this Borough were prepared when the practice was in vogue of figuring the capacity of sewers, using the invert grade line instead of the hydraulic grade line. This has resulted in plans which would produce sewers which would be submerged whenever the flow reached anything near the maximum capacity.

"The combined system was used in all of these plans, whereas, if proper house drainage is provided, in many cases a separate system will be necessary. Apparently many of these plans were never worked out carefully. The surface grades appear to be so low in many cases that the building of adequate sewers would be an impossibility without changing them. There are many problems that we shall find hard to solve in preparing contract plans for these sewers, unless further and extensive studies were made of the plans. The Board of Estimate and Apportionment has authorized sewer construction from time to time in almost every drainage district of the Borough. It seems to me absolutely necessary, therefore, for you to take up this matter at once, and to proceed as rapidly as possible to revise the legal plans of drainage, as far as this is practicable, considering the great number of outlets which have already been built in all of the outlying districts of the Borough.

"Kindly take this matter up at once.

"Yours respectfully,

"(Signed) E. J. FORT, Chief Engineer of Sewers."

In compliance with your instructions, as above given in detail, this important matter has been given very careful study, and has required the labor of about half of the force of Engineers and Draughtsmen in this office. The study developed many problems of the greatest complexity and difficulty, especially where outlets had already been constructed for sewerage districts which it was necessary to redesign. In some places the street grades, not settled upon at the time the original sewer plans were made, have been fixed and paved without regard to a proper system of sewerage.

The problem includes the disposal of sewage otherwise than by discharge into Jamaica Bay, and along the ocean front, and the location for purification plants, and also the pumping of sewage where this must be resorted to in consequence of local conditions.

The greater part of this work has been done by my assistants, Mr. Frank J. Conlon and Mr. J. C. Riedel, Assistant Engineers, who have given it the most careful study in connection with their many other duties. I cannot speak too highly of

their carefulness and devotion in all matters devolving upon them and their men, and I beg to take this opportunity to mention them.

In the method of design adopted for this work, we have observed the following rules which have met your approval:

1. Where the storm water and the sewage are separately provided for the sewerage shall be known as the separate system, and sewers taking sewage only shall be called sanitary sewers.

Where storm water and sewage are both admitted to the same sewer the sewerage shall be known as the combined system.

Sewers designed to take storm water only shall be known as storm sewers or drains.

2. The combined system shall be provided wherever practicable. Where it meets the requirements best, the two methods may be used in conjunction, the one to supplement the other. The combined system shall be used as far as possible in the upper or higher portions of the district, and carried down grade toward the outlet as far as the conditions permit. The limit being the lowest point at which the storm water can be intercepted by means of storm overflows, from which point a separate system shall be provided, the storm sewers or drains being at a higher elevation than the house sewers, and being provided with free outlets to tide water. The house flow or sewage shall be pumped wherever necessary, collecting wells and pumping plants being provided for this purpose, and the sewage carried by force mains to the proper point of disposal.

Where the combined system is impracticable, the separate system shall be provided.

3. Where the combined system is provided in conjunction with storm overflows to remove the storm water, the overflows shall be so designed that storm water will be excluded from the sanitary sewers, unless in consequence of local conditions, it shall be necessary to pump part of the storm water.

4. Designs calling for sewerage systems for the districts naturally draining into Jamaica Bay, Sheepshead Bay and Coney Island Creek, shall provide for the interception and removal of the dry weather flow, and the collection of the same at disposal works.

5. Quantity of flow to be provided for in the design of sanitary sewers:

The quantity shall be estimated by assuming the probable population to be expected when the area shall become fully developed, but shall not be assumed at less than one hundred (100) persons per acre. An area at present developed of the

same general character, as it is expected the area to be sewerred will become, shall be studied to ascertain its population per acre, and if it appears that one hundred (100) persons per acre will probably be exceeded, then the population which seems probable shall be taken as that for which the sewers shall provide. In determining this factor of the problem due weight shall be given to the probable increase in population likely to occur in a similar area. It shall be assumed that each person will use one hundred (100) gallons of water per day.

The assumed population per acre shall be multiplied by the one hundred (100) gallons of water supply per capita, and it shall be assumed that this quantity will reach the sewers in sixteen (16) hours.

The sanitary sewers from 8 inches up to and including 12 inches in diameter, shall be designed to run one-half (1/2) full, but the 18-inch size shall be continued in a line of sewer, until the computed flow would fill it seven-tenths (7/10) full. All sizes of sanitary sewers larger than 18 inches shall be designed to flow seven-tenths (7/10) full. The velocity shall not be less in these sewers than two and one-half (2 1/2) feet per second, and a uniform velocity shall be secured. The velocity may be permitted to increase toward the outlet but it shall not diminish.

Force mains shall be designed to flow full.

6. Hydraulic gradient.

All sewers shall be designed on the hydraulic grade and wherever grade is mentioned in connection with computation for sewer design hydraulic grade shall be understood, unless invert grade is specified. Where changes in size or shape are made in sewers, the hydraulic grade line shall be preserved, and it shall lie within the sewer channel, except in the case of inverted siphons or connections which are required by the design to be submerged. All changes of size shall be made by dropping the invert line or widening the sewer.

7. In obtaining the sizes of sewers Kutter's formula for velocity shall be used, and the coefficient "n" for pipe sewers shall be taken as .013. For brick sewers and concrete sewers "n" shall be taken as .015.

8. The quantity of flow to be provided for in the design of storm sewers and combined sewers shall be determined by means of McMath's formula for run-off taken in conjunction with the rainfall intensity curve which has been made up from the rainfall records taken by the automatic rain gauge in the Water Department located in the Municipal Building.

These sewers shall be designed to flow full. Wherever possible egg shape sections shall be adopted.

N. in Kutter equals .013 for 6-inch to 24-inch pipes.

Table of Discharges, Grades and Velocities for Sewers Running Full.

Table with 21 columns: Size, Area, Vel., F.P.S., 6-inch, 8-inch, 10-inch, 12-inch, 15-inch, 18-inch, 20-inch, 22-inch, 24-inch, Size, Area, Vel., F.P.S. Rows 2-16.

\*Off scale.

N in Kutter equals .015.

Brick or Concrete Sewers.

Table with 21 columns: Size, Area, Vel., F.P.S., 30-inch, 36-inch, 42-inch, 48-inch, 54-inch, 60-inch, 66-inch, 72-inch, 78-inch, 84-inch, Size, Area, Vel., F.P.S. Rows 2-16.

N in Kutter equals .015.

Brick or Concrete Sewers.

Table with 21 columns: Size, Area, Vel., F.P.S., 90-inch, 96-inch, 102-inch, 108-inch, 114-inch, 120-inch, 126-inch, 132-inch, 138-inch, 144-inch, Size, Area, Vel., F.P.S. Rows 2-16.

Sewers running 5/10 full, N in Kutter equals .013 for 6-inch to 18-inch pipe sewers.

Table of Discharges, Grades and Velocities for Sewers.

Size.	6-inch.		8-inch.		10-inch.		12-inch.		15-inch.		18-inch.		Size.
Area, Full Square Feet.	0.200.	Circ.	0.350.	Circ.	0.546.	Circ.	0.785.	Circ.	1.227.	Circ.	1.767.	Circ.	Area, Full Square Feet.
Area, 5-10 Full Square Feet.	0.100.		0.175.		0.273.		0.393.		0.614.		0.884.		Area, 5-10 Full Square Feet.
Velocity, Feet Per Second.	Discharge.	Grade.	Velocity, Feet Per Second.										
		Per Cent.											
2	0.20	0.65	0.35	0.42	0.55	0.29	0.79	0.22	1.23	0.155	1.77	0.12	2
2½	0.25	1.02	0.44	0.65	0.68	0.45	0.98	0.34	1.53	0.250	2.21	0.19	2½
3	0.30	1.50	0.53	0.97	0.82	0.68	1.18	0.50	1.84	0.350	2.65	0.27	3
4	0.40	2.65	0.70	1.63	1.09	1.18	1.57	0.86	2.45	0.640	3.53	0.48	4
5	0.50	4.10	0.88	2.65	1.37	1.85	1.96	1.38	3.07	1.00	4.42	0.77	5
6	0.60	5.90	1.05	3.80	1.64	2.68	2.36	2.00	3.68	1.45	5.30	1.10	6
7	0.70	8.20	1.23	5.30	1.91	3.65	2.75	2.75	4.29	1.96	6.18	1.52	7
8	.....	.....	1.40	6.70	2.18	4.70	3.14	3.60	4.91	2.55	7.07	1.95	8
9	.....	.....	1.58	8.40	2.46	6.00	3.53	4.50	5.52	3.30	7.95	2.50	9
10	.....	.....	.....	.....	2.73	7.50	3.93	5.70	6.14	4.00	8.84	3.10	10
11	.....	.....	.....	.....	3.00	9.00	4.32	6.80	6.75	4.90	9.72	3.75	11
12	.....	.....	.....	.....	.....	.....	4.71	8.10	7.36	5.80	10.60	4.40	12

Sewers running 7/10 full, N in Kutter equals .013 for 18-inch to 24-inch pipe sewers, and .015 for 30-inch to 36-inch brick or concrete sewers.

Size.	18-inch.		20-inch.		22-inch.		24-inch.		30-inch.		36-inch.		Size.
Area, Full Square Feet.	1.767.	Circ.	2.180.	Circ.	2.640.	Circ.	3.142.	Circ.	4.909.	Circ. and Egg.	7.069.	Circ. and Egg.	Area, Full Square Feet.
Area, 7-10 Full Square Feet.	1.319.		7.624.		1.967.		2.339.		3.660.		5.270.		Area, 7-10 Full Square Feet.
Velocity, Feet Per Second.	Discharge.	Grade.	Discharge.	Grade.	Velocity, Feet Per Second.								
		Per Cent.		Per Cent.									
2	2.64	0.10	3.25	0.09	3.93	0.07	4.68	0.07	7.32	0.07	10.54	0.05	2
2½	3.30	0.16	4.06	0.13	4.92	0.11	5.85	0.10	9.15	0.11	13.18	0.08	2½
3	3.96	0.22	4.87	0.18	5.90	0.16	7.02	0.15	10.98	0.15	15.81	0.12	3
4	5.28	0.40	6.50	0.33	7.87	0.29	9.36	0.26	14.64	0.27	21.08	0.21	4
5	6.59	0.62	8.12	0.50	9.84	0.45	11.70	0.41	18.30	0.42	26.35	0.33	5
6	7.91	0.90	9.74	0.70	11.80	0.65	14.03	0.60	21.96	0.60	31.62	0.46	6
7	9.23	1.20	11.37	1.00	13.77	0.90	16.37	0.80	25.62	0.82	36.89	0.62	7
8	10.55	1.60	12.99	1.30	15.74	1.20	18.71	1.10	29.28	1.10	42.16	0.83	8
9	11.87	2.00	14.62	1.65	17.70	1.50	21.05	1.31	32.94	1.35	47.43	1.05	9
10	13.19	2.50	16.24	2.00	19.67	1.80	23.39	1.60	36.60	1.65	52.70	1.30	10
11	14.51	3.00	17.86	2.50	21.64	2.15	25.73	1.92	40.26	2.25	57.97	1.55	11
12	15.83	3.51	19.49	3.00	23.60	2.60	28.07	2.30	43.92	2.40	63.24	1.80	12

Sewers running 7/10 full, N in Kutter equals .015 for 42-inch to 72-inch brick or concrete sewers.

Size.	42-inch.		48-inch.		54-inch.		60-inch.		66-inch.		72-inch.		Size.
Area, Full Square Feet.	9.621.	Circ. and Egg.	12.566.	Circ. and Egg.	15.904.	Circ. and Egg.	19.635.	Circ. and Egg.	23.758.	Circ. and Egg.	28.274.	Circ. and Egg.	Area, Full Square Feet.
Area, 7-10 Full Square Feet.	7.17.		9.36.		11.85.		14.62.		17.70.		21.06.		Area, 7-10 Full Square Feet.
Velocity, Feet Per Second.	Discharge.	Grade.	Velocity, Feet Per Second.										
		Per Cent.											
2	14.34	0.04	18.72	0.03	23.70	0.03	29.24	0.03	35.40	0.02	42.12	0.02	2
2½	17.93	0.07	23.40	0.05	29.63	0.05	36.55	0.04	44.25	0.03	52.65	0.03	2½
3	21.51	0.09	28.08	0.08	35.55	0.07	43.86	0.06	53.10	0.05	63.18	0.04	3
4	28.68	0.16	37.44	0.13	47.40	0.12	58.48	0.10	70.80	0.09	84.24	0.08	4
5	35.85	0.26	46.80	0.21	59.25	0.18	73.10	0.15	88.50	0.14	105.30	0.12	5
6	43.02	0.38	56.16	0.31	71.10	0.26	87.72	0.22	106.20	0.20	126.36	0.17	6
7	50.19	0.52	65.52	0.41	82.95	0.35	102.34	0.30	123.90	0.26	147.42	0.23	7
8	57.36	0.65	74.88	0.54	96.80	0.45	116.96	0.39	141.60	0.35	168.48	0.31	8
9	64.53	0.85	84.24	0.68	106.65	0.58	131.58	0.50	159.30	0.44	189.54	0.38	9
10	71.70	1.05	93.60	0.84	118.50	0.72	146.20	0.62	177.00	0.54	210.60	0.48	10
11	78.87	1.25	102.96	1.01	130.35	0.86	160.82	0.75	194.70	0.65	231.66	0.58	11
12	86.04	1.50	112.32	1.20	142.20	1.05	175.44	0.89	212.40	0.78	252.72	0.69	12

Dimensions of Equivalent Egg Shape Sewers.

Size.	Horizontal Diameter, Feet.	Vertical Diameter, Feet.	Horizontal Diameter—4, Feet.
12-inch.	0.844	1.266	0.211
15-inch.	1.052	1.578	0.263
18-inch.	1.261	1.891	0.315
20-inch.	1.396	2.094	0.349
24-inch.	1.677	2.516	0.419
30-inch.	2.094	3.141	0.524
36-inch.	2.511	3.766	0.628
42-inch.	2.927	4.391	0.732
48-inch.	3.354	5.031	0.839
54-inch.	3.771	5.656	0.943
60-inch.	4.188	6.281	1.047
66-inch.	4.604	6.906	1.151

4. Design of New Systems of Sewerage and Drainage.

The adopted sewerage plan does not cover the whole area of the Borough. Various extensive areas offering exceptional difficulties in design were omitted. Most of these districts are low lying and require separate systems of sewerage. Several of these districts have been under study during the year. Plans will soon be completed for the area lying at the head of Newtown Creek, and also for the area lying along the easterly side of Gowanus Canal, between Hamilton avenue and Twenty-third street, which will be a combined system; also for the area lying along the shore from Twenty-third street to Sixtieth street; also that portion of the Twenty-sixth Ward, lying below the present southerly portion of Map "S."

5. Relief of Existing Sewers.

The sewerage of a large portion of drainage Map "O," which is the Greenpoint portion of the Borough, has long and urgently required redesign, as the present sewers are inadequate.

I was directed by you on October 15, 1907, to undertake studies for a new system of relief sewers for the Greenpoint District. This work is in progress, but as it offers many extensive and complicated problems, it will be some time before a general design will be completed. The existing sewer system will, to a great extent, require redesign.

The sewer in North Twelfth street, from outlet to Union avenue, will have to be rebuilt of a larger size, and a general relief system intercepting the various sewers will have to be provided.

6. Examinations and Reports on Subjects Connected with the Sewerage System.

Much work has been done during the year on matters not readily classified, involving engineering problems connected with the design and maintenance of sewers. These matters include such subjects as the effect of projected subways on the existing sewerage system, a matter carefully studied in co-operation with the Sewerage Division of the Public Service Commission, and questions arising from damage suits, brought against the City in consequence of insufficient or inadequate sewerage, also the extent and nature of repairs made to pipe sewers; problems arising in the progress of proceedings to acquire land for sewerage purposes. Personal field examinations were made in many of these matters.

During the year many plans were made and maps prepared for the general use of the office not connected with design.

A general plan was prepared showing all of the built sewers in the Borough, with the correct location and size of each sewer. This was much needed as the last general map was prepared more than twelve years ago.

Table of Excessive Storms Occurring in the Borough of Brooklyn, 1899 to 1907 Inclusive.

All of the storms tabulated are of greater intensity than provision is made for in the existing sewerage system, which is adequate only for rainfalls not exceeding an intensity rate of one-half (1/2) inch per hour. Sufficient provision is made in all sewers designed during 1907 to carry off the rainfall which these storms show we must anticipate.

Q represents quantity of water in inches falling in time indicated.  
R represents rainfall rate in inches per hour.

Date of Storm.	10 Min.	20 Min.	30 Min.	40 Min.	50 Min.	60 Min.	120 Min.
June 25, 1899.....	0.46	0.70	0.74	.....	.....	.....	.....
July 8, 1899.....	0.31	0.32	0.33	0.34	0.48	0.59	1.42
*July 12, 1899.....	0.25	0.65	1.35	1.55	1.59	1.78	2.19
July 23, 1899.....	0.35	0.54	.....	.....	.....	.....	.....
August 2, 1899.....	0.54	0.57	0.59	.....	.....	.....	.....
August 5, 1899.....	0.15	0.48	0.51	.....	.....	.....	.....
August 10, 1899.....	0.12	0.37	0.62	0.64	0.66	.....	.....
August 10, 1899.....	0.35	0.61	0.94	1.05	1.08	1.24	1.41
September 2, 1899.....	0.12	0.34	0.47	0.50	0.53	0.65	1.38
September 3, 1899.....	0.23	0.83	0.90	.....	.....	.....	.....
May 21, 1900.....	0.10	0.13	0.21	0.42	0.86	0.92	1.12
May 31, 1900.....	0.10	0.58	.....	.....	.....	.....	.....
June 8, 1900.....	0.28	0.45	0.47	.....	.....	.....	.....
June 27, 1900.....	0.43	0.47	.....	.....	.....	.....	.....
July 6, 1900.....	0.30	0.39	.....	.....	.....	.....	.....
September 27, 1900.....	0.43	.....	.....	.....	.....	.....	.....
*October 13, 1900.....	0.20	0.42	0.57	0.66	0.72	1.16	1.22
November 8, 1900.....	0.29	0.34	.....	.....	.....	.....	.....
March 10, 1901.....	0.20	0.31	0.37	0.44	0.49	0.57	1.20
*July 5, 1901.....	0.63	0.89	1.07	1.07	1.16	1.29	2.01
August 24, 1901.....	0.24	0.35	0.48	0.67	0.86	.....	.....
August 24, 1901.....	0.82	0.99	1.12	1.29	.....	.....	.....
†June 21, 1902.....	0.40	0.58	0.64	0.65	.....	.....	.....
July 15, 1902.....	0.52	.....	.....	.....	.....	.....	.....
July 20, 1902.....	0.35	0.37	.....	.....	.....	.....	.....
August 1, 1902.....	0.35	0.41	.....	.....	.....	.....	.....
August 3, 1902.....	0.45	0.50	0.51	.....	.....	.....	.....
August 6, 1902.....	0.01	0.17	0.51	.....	.....	.....	.....
August 15, 1902.....	0.34	0.77	.....	.....	.....	.....	.....
August 17, 1902.....	0.36	0.55	0.57	.....	.....	.....	.....
June 29, 1903.....	0.35	0.43	0.47	0.82	0.97	1.24	1.40
*June 29, 1903.....	0.60	1.02	1.27	1.36	1.40	1.72	2.12
July 11, 1903.....	0.33	0.35	.....	.....	.....	.....	.....
July 22, 1903.....	0.30	0.58	.....	.....	.....	.....	.....
July 30, 1903.....	0.35	0.55	0.57	.....	.....	.....	.....
September 27, 1903.....	0.49	0.51	.....	.....	.....	.....	.....
October 8, 1903.....	0.23	0.37	0.60	0.77	0.99	1.13	1.39
March 18, 1904.....	0.44	.....	.....	.....	.....	.....	.....
July 5, 1904.....	0.34	.....	.....	.....	.....	.....	.....
July 6, 1904.....	0.25	0.42	0.60	0.61	.....	.....	.....
July 12, 1904.....	0.37	0.44	.....	.....	.....	.....	.....
July 28, 1905.....	0.36	0.37	.....	.....	.....	.....	.....
*August 1, 1904.....	0.16	0.76	1.01	1.62	1.79	1.80	2.08
August 10, 1904.....	0.04	0.78	1.05	.....	.....	.....	.....
August 10, 1904.....	0.18	0.31	0.60	.....	.....	.....	.....
August 20, 1904.....	0.10	0.28	0.34	0.40	0.50	0.52	2.08
September 14, 1904.....	0.12	0.30	0.45	0.60	0.70	0.79	1.20
September 14, 1904.....	0.36	0.56	0.65	0.66	0.80	0.97	1.32
*June 12, 1905.....	0.16	0.31	0.55	0.93	1.20	1.35	1.88
June 22, 1905.....	0.44	0.50	.....	.....	.....	.....	.....
July 10, 1905.....	0.95	1.88	2.08	.....	.....	.....	.....
July 30, 1905.....	0.11	0.56	0.82	0.91	.....	.....	.....
July 31, 1905.....	0.48	0.57	.....	.....	.....	.....	.....
August 13, 1905.....	0.22	0.56	0.93	1.01	1.09	.....	.....
September 2, 1905.....	0.12	0.31	0.40	0.58	0.81	1.01	1.11
September 3, 1905.....	0.25	0.39	0.45	0.49	0.65	0.71	1.11
September 3, 1905.....	0.02	0.08	0.40	0.69	0.98	.....	.....
May 27, 1906.....	0.29	0.72	.....	.....	.....	.....	.....
July 4, 1906.....	0.10	0.32	0.63	0.69	.....	.....	.....
July 21, 1906.....	0.21	0.31	0.52	.....	.....	.....	.....
August 7, 1906.....	0.40	0.85	1.13	.....	.....	.....	.....
August 11, 1906.....	0.36	.....	.....	.....	.....	.....	.....

Date of Storm.	10 Min.	20 Min.	30 Min.	40 Min.	50 Min.	60 Min.	120 Min.
*September 12, 1906.....	0.89	1.31	1.38	1.41	1.47	.....	.....
October 20, 1906.....	0.18	0.43	0.46	0.46	0.53	0.73	1.54
August 26, 1907.....	0.18	0.18	0.21	0.35	0.60	0.75	0.90
*September 11, 1907.....	0.40	0.78	0.80	0.81	0.81	0.82	.....
October 28, 1907.....	0.30	.....	.....	.....	.....	.....	.....
November 2, 1907.....	0.12	0.40	.....	.....	.....	.....	.....

\* Represents maximum storm of year.  
† Gauge broke.

During the year, many investigations and studies have been made under your direction; among these may be mentioned:

1. Concerning cost data and contract plans.
2. Concerning the materials of construction used in sewers.
3. Concerning the most available power and suitable design for the pumping plant to operate the Gowanus-Flushing tunnel, also for pumping plants at various locations, provided in connection with the design of the new sewerage maps; also as to methods of raising sewage by compressed air, etc.
4. Concerning the efficiency of all of the existing sewerage purification plants in this Borough, involving chemical examination of the various effluents, etc.
5. Concerning rainfall conditions and storm intensity, and the most available design of automatic recording rain gauges.
6. Concerning the various methods of sewage purification by biological means. The sterilization of sewage by copper sulphate and chlorine. The precipitation and purification of sewage by chemical means. The disposal of sludge. The availability of various methods of sewage treatment for local requirements.
7. Concerning waterproofing of sewers and methods of obtaining impervious pipe joints.
8. Concerning methods of cleaning sewers and apparatus for this purpose, etc.

In closing, a word should be added concerning the men engaged on the work under my supervision. All have performed their duties efficiently and with a spirit and interest in their work which you have often observed and commented upon. Mr. J. C. Riedel, Mr. E. J. Conlon, Mr. R. V. Hunt and Mr. J. E. Hill should be especially mentioned. I heartily extend my thanks to all of these gentlemen for their constant attention to their work and the good will and interest in their duties which they have at all times shown.

In conclusion, I beg to thank you for your unfailing kindness and assistance, and the courtesy by which you have made my position increasingly pleasant.

Respectfully yours,

GEORGE T. HAMMOND, Engineer of Design.

January 8, 1908.

Hon. JAMES DUNNE, Superintendent of Sewers:

Dear Sir—I respectfully submit my annual report of work done and material used in maintaining the sewage system in the Borough of Brooklyn, from January 1, 1907, to December 31, 1907, inclusive.

In submitting this report I beg to state that the work performed during the year of 1907, was done in a faithful manner by the men attached to this Bureau.

I would once more call your attention to the congested condition of the North Portland Avenue Repair Yard. The dimensions of this yard are 50 by 100 feet, and are entirely inadequate for the work of this Bureau.

We are forced to store all the material we keep on hand on the premises, together with several vehicles used in the work of this Bureau, and are compelled to take the horses out on the street when same are to be harnessed.

In urging your prompt consideration of this very important matter, I would respectfully suggest that this Bureau secure two new sites for repair yards, to cover the northern and southern sections of this Borough.

New sewer connection permits issued.....	5,238
Repairs to connection permits issued.....	1,322
Complaints received.....	1,530
Complaints attended to.....	1,302
Complaints referred to other Departments.....	65
Complaints found not needing attention.....	159
Complaints unfinished.....	4
Basins examined.....	42,327
Basins cleaned.....	24,389
Basins raised.....	13
Basins lowered.....	5
Basins relieved.....	114
Basins altered.....	62
Basins repaired.....	82
Basins connected to sewers.....	3
Basins cleaned of snow.....	9,674
Basin connections cleaned and repaired.....	186
Basin pans set, new.....	41
Basin pans reset.....	333
Basin built.....	1
Basin hoods set.....	21
Park basins built.....	2
Manhole covers put on, new.....	357
Manhole heads set.....	82
Manhole heads reset.....	42
Manholes lowered.....	13
Manholes cleaned.....	51
Manholes repaired.....	11
Manholes raised.....	21
Bulkheads removed and built.....	49
Cellars pumped out.....	6
Drains cleaned.....	7
Market pans and frames set.....	6
Deposit removed from basins, cubic yards.....	35,272
Sewers cleaned, pipe, feet.....	992,750
Sewers cleaned, brick, feet.....	21,800

Sewers repaired, pipe, feet.....	319
Sewers repaired, brick, feet.....	29
Sewers examined, brick, feet.....	2,112,462
Sewers examined, pipe, feet.....	19,850
Sewers relieved, feet.....	39
Sewage pumped, Twenty-sixth Ward Disposal Work, gallons.....	3,406,710,560
Sewage pumped, Thirty-first Ward Disposal Works, gallons.....	2,246,390
Fluid sludge removed, Twenty-sixth Ward Disposal Works, cubic feet...	1,137,999,806
Fluid sludge removed, Thirty-first Ward Disposal Works, cubic feet.....	2,450,646

Material Used.  
 Hard brick, 38,815; cement (barrels), 111; granite basin heads, 12; granite mud sills, 11; granite back sills, 5; granite check stones, 6; spruce plank, 2 by 9 by 13. 51; vitrified pipe (feet), 809; basin pans (new), 41; manhole heads, 83; manhole covers, 322; market pans and frames, 6; bluestone flags, 27; 12 inches, 1/8 bend, 1.  
 Average cost of cleaning basins, per basin, \$1.63.  
 Average cost of cleaning basins, cubic yard, \$1.12.  
 Respectfully submitted,  
 THOMAS J. MCGEE, Superintendent of Maintenance.

TABLE No. 1.

Contracts Entered Into During the Year 1907, Dating from January 1 to December 31.

Location of Work.	Nature of Work.	Contractor.	Date of Contract. 1907.	Contract Price.
Northeast and northwest corners of West Second street (Van Sicklen avenue) and Neptune avenue..	Basins .....	Jas. P. Graham.....	Jan. 14	\$420 00
Furnishing and delivering coal for various disposal works, for year 1907.....	Coal .....	Howard S. Bowns.....	Feb. 18	11,068 57
Furnishing rubber coats, boots, hose, etc.....	Rubber goods.....	J. W. Bulkley.....	Mar. 19	1,457 72
Furnishing manhole heads, covers, etc., for year 1907.....	Manhole heads, etc.....	David W. Binns.....	Mar. 25	1,483 13
Grand street (as extended), from South Fourth street to Hooper street.....	Sewer .....	Leo E. Kelly.....	Mar. 30	6,051 00
Furnishing lime, cement, etc., for year 1907.....	Lime, etc.....	W. M. Young.....	April 6	7,820 92
Reconstructing sewer outlet for the Kent avenue sewer at Division avenue.....	Reconstructing sewer.....	Donegan & Redmond.....	April 10	8,500 00
Furnishing forage for year 1907.....	Forage .....	Gasteiger & Schaefer.....	April 12	1,974 63
Furnishing and delivering drawing materials for year 1907.....	Drawing materials.....	Eugene Dietzgen & Co.....	April 25	2,133 60
Douglass street, from Plaza street to Underhill avenue.....	Sewer .....	Pasquale Porzio .....	May 9	2,339 25
Dredging Gowanus Canal.....	Dredging .....	R. G. Packard Company.....	May 9	16,066 00
Alterations and repairs to Caissons Nos. 2, 3 and 4, Coney Island.....	Alterations and repairs.....	Thos. F. Mechan.....	May 10	2,864 00
Fifty-fifth street, from Ninth avenue to Fort Hamilton avenue.....	Sewer .....	Murphy Brothers .....	May 15	3,229 99
Ninth street, northwest and southwest corners of Sixth avenue; northwest and southwest corners of Seventh avenue, etc.....	Basins .....	Chas. A. Meyers.....	May 17	2,220 00
Fourteenth avenue, from Seventy-fifth street to Seventy-ninth street.....	Sewer .....	P. J. McCauley.....	May 17	8,495 50
Fiftieth street, from Fourteenth avenue to Fifteenth avenue, with outlet sewers in Fiftieth street, etc., etc.....	Sewer .....	P. J. McCauley.....	May 17	12,771 50
Java street, from Provost street to Oakland street.....	Sewer .....	Jas. L. Carey & Co.....	May 20	2,595 30
South and east corners of Hamburg avenue and Grove street.....	Basins .....	Philip Hayes .....	May 20	450 00
Northwest corner of Norman avenue and Jewell street.....	Basins .....	Philip Hayes .....	May 20	225 00
Southwest corner of Kingston avenue and Degraw street.....	Basins .....	Jas. L. Carey & Co.....	May 20	275 00
Manholes in Seventy-sixth street, between Nineteenth and Twentieth avenues; in Seventy-seventh street, etc.....	Manholes .....	Daniel Douglass .....	May 20	34,574 00
Surf avenue, from West Eighth street to West Fifth street.....	Reconstructing sewer.....	Murphy Brothers .....	May 21	10,464 60
Neptune avenue, northeast and northwest corners of West Third street, etc.....	Sewer and basins.....	Murphy Brothers .....	May 23	7,976 80
Northerly corner of Eighteenth avenue and Bath avenue.....	Basin .....	Jas. L. Carey & Co.....	May 27	275 00
Northwest corner of Snediker avenue and Blake avenue.....	Basin .....	Chas. F. Vachris.....	May 28	182 00
Northerly corner of Stockholm street and St. Nicholas avenue.....	Basin .....	Chas. F. Vachris.....	May 28	202 00
East Twenty-second street, from Beverley road to Duryea place.....	Sewer .....	Chas. A. Meyers.....	May 28	960 00
East Twenty-eighth street, from Avenue F to Flatbush avenue.....	Sewer .....	Pasquale Porzio.....	May 28	1,850 75
Fiftieth street, from Eighth avenue to Fort Hamilton avenue, etc.....	Sewer .....	Chas. A. Meyers.....	May 28	14,835 25
Sixtieth street, from Fifteenth avenue to New Utrecht avenue.....	Sewer .....	Chas. A. Meyers.....	May 28	3,372 70
West street, from Forty-third street to Eighteenth avenue.....	Sewer .....	Pasquale Porzio.....	May 28	4,713 95
Hinsdale street, northeast and northwest corners of Blake avenue and Hinsdale street; northwest corner of Dumont avenue, etc.....	Basins .....	Chas. F. Vachris.....	June 1	1,039 50
Milford street, northeast and northwest corners of Belmont avenue and all four corners of Sutter avenue .....	Basins .....	Chas. F. Vachris.....	June 1	864 00
North and east corners of Bay Ridge avenue and Tenth avenue.....	Basins .....	Chas. F. Vachris.....	June 1	338 00
Northeast and northwest corners of Dorchester and Westminster roads.....	Basins .....	Chas. F. Vachris.....	June 1	304 00
Northeast corner of Erasmus street and Rogers avenue.....	Basins .....	Chas. F. Vachris.....	June 1	174 00
East corner of Tenth street and Second avenue.....	Basins .....	Chas. F. Vachris.....	June 1	186 00
Forty-fourth street, east and south corners of First avenue.....	Basins .....	Chas. F. Vachris.....	June 1	342 00
Northerly corner of Eighty-sixth street and Eighteenth avenue.....	Basins .....	Chas. F. Vachris.....	June 1	183 00
All four corners of White and Seigel streets.....	Basins .....	Chas. F. Vachris.....	June 1	568 50
Imlay street, from summit south of Commerce street to Commerce street.....	Sewer .....	Murphy Brothers .....	June 6	1,140 00
Forty-seventh street, from New Utrecht avenue to Twelfth avenue, etc.....	Sewer .....	Murphy Brothers .....	June 6	3,996 66
Fifty-third street, from Fort Hamilton avenue to Eleventh avenue.....	Sewer .....	Murphy Brothers .....	June 6	2,102 00
Southwest corner of Halsey street and Howard avenue.....	Basin .....	Philip Hayes .....	June 7	235 00
Newkirk avenue, from East Twenty-sixth street to Rogers avenue.....	Sewer .....	Chas. A. Meyers.....	June 7	1,155 80
South Fifth street and Driggs avenue, necessitated by approach to Williamsburg (new East River) Bridge .....	Sewer .....	Leo E. Kelly.....	June 12	5,746 95
Bay Fourteenth street, easterly corner of Bath avenue and northerly and easterly corners of Cropsey avenue .....	Basins .....	Chas. F. Vachris.....	June 12	404 00
Northerly and easterly corners of Nineteenth avenue and Eighty-fifth street.....	Basins .....	Chas. F. Vachris.....	June 12	404 00
Bay Fourteenth street, from Benson avenue to Eighty-sixth street.....	Sewer .....	Wm. M. Medill.....	June 13	3,075 80
Lincoln avenue, from Atlantic avenue to Ridgewood avenue.....	Sewer .....	Wm. M. Medill.....	June 13	3,590 00
Southwest corner of Buffalo avenue and Park place.....	Basin .....	Jas. L. Carey & Co.....	June 18	249 00
Morgan avenue, between Mecker avenue and Benton street, and outlet sewers in Beadel street between Morgan avenue and Vandervoort avenue, etc.....	Sewer .....	Jenks, Asserson Construction Company.	June 20	26,408 70
Fifty-first street, from Eighth avenue to Fort Hamilton avenue, with an outlet sewer, etc.....	Sewer .....	O'Grady Brothers .....	June 21	8,799 60
Eckford street, from Engert avenue to Manhattan avenue.....	Sewer .....	O'Grady Brothers .....	June 21	1,744 00
Northeast corner of Greenwood avenue and Gravesend avenue.....	Basin .....	Jas. L. Carey & Co.....	June 25	182 90
Southeast corner of Kent avenue and Kosciusko place.....	Basin .....	Jas. L. Carey & Co.....	June 25	249 00
Easterly and southerly corners of Fourth street and Eighth avenue.....	Basin .....	Jas. L. Carey & Co.....	June 25	477 48
Housman street, from Norman avenue to Nassau avenue.....	Sewer .....	Jas. L. Carey & Co.....	June 25	2,840 44
First avenue, from Fifty-seventh street to Fifty-eighth street, and an outlet sewer in First avenue, etc., etc.....	Sewer .....	Jas. L. Carey & Co.....	June 25	3,384 52

Location of Work.	Nature of Work.	Contractor.	Date of Contract. 1907.	Contract Price.
East Sixteenth street, from Beverley road to summit south thereof.....	Sewer .....	Jas. L. Carey & Co.....	June 25	664 80
Park place, from Buffalo avenue to Rochester avenue.....	Sewer .....	Jas. L. Carey & Co.....	June 25	4,510 61
Southerly corner of Bath avenue and Bay Thirteenth street.....	Basin .....	Daniel Douglass .....	June 28	224 00
Seventh avenue, from Forty-third street to Forty-fourth street.....	Sewer .....	Chas. F. Vachris.....	June 29	994 86
East Ninth street, from Ditmas avenue to Eighteenth avenue.....	Sewer .....	Murphy Brothers .....	June 29	2,003 65
East Nineteenth street, between Cortelyou and Dorchester roads.....	Reconstructing sewer.....	Murphy Brothers .....	June 29	3,475 85
Second avenue, from Wakeman place to Sixty-seventh street.....	Sewer .....	Joseph Paladino .....	July 30	993 75
Fort Hamilton avenue, south side, from East Fourth street to East Fifth street, etc.....	Sewer .....	E. M. Culp.....	July 31	1,861 82
Relief sewer in Gold street, from pierhead line to Johnson street, etc., Section 1, Division 2.....	Sewer .....	Rodgers & Haggerty.....	Sept. 17	475,186 98
Forty-third street, from Sixteenth avenue to West street.....	Sewer .....	Leo E. Kelly.....	Sept. 17	6,735 90
Fifty-sixth street, from First avenue to Second avenue.....	Sewer .....	Murphy Brothers.....	Sept. 17	2,257 00
Northerly corner of Twentieth avenue and Cropsy avenue.....	Basin .....	Chas. F. Vachris.....	Sept. 18	200 00
Twentieth avenue, northerly corner of Eightieth street, and Twentieth avenue, northerly corner of Eighty-first street.....	Basin .....	Chas. F. Vachris.....	Sept. 18	507 00
Fifty-eighth street, from Eighth avenue to Fort Hamilton avenue.....	Sewer .....	Curley Brothers.....	Sept. 18	5,248 00
Eighth avenue, from Thirty-ninth street to Fortieth street.....	Sewer .....	Collard & Bishop.....	Sept. 23	958 01
East Twenty-third street, from Beverley road to a point 220 feet north.....	Sewer .....	Collard & Bishop.....	Sept. 23	795 20
Northeast corner of Emmons avenue and East Twenty-sixth street.....	Basin .....	Leo E. Kelly.....	Sept. 24	274 00
Fifty-fourth street, from First avenue to Second avenue.....	Sewer .....	Murphy Brothers.....	Sept. 24	3,225 50
Seventy-fourth street, from Thirteenth avenue to Fourteenth avenue.....	Sewer .....	P. J. McCauley.....	Sept. 24	3,567 40
Northerly and westerly corners of Benson avenue and Bay Twentieth street, and sewer in Bay Twentieth street, etc.....	Sewer and basins.....	E. M. Culp.....	Sept. 25	2,537 16
New York avenue, from Martense street to Church avenue, etc.....	Sewer .....	Donlon Contracting Company.....	Sept. 25	5,372 75
East Seventh street, from Church avenue to Johnson street.....	Sewer .....	Donlon Contracting Company.....	Sept. 25	4,487 50
Seventeenth avenue, from Fifty-sixth street to Sixtieth street.....	Sewer .....	Leo E. Kelly.....	Sept. 25	9,565 01
Fifty-fifth street, from Sixth avenue to Seventh avenue.....	Sewer .....	Donlon Contracting Company.....	Sept. 25	3,233 75
Commerce street, from Columbia street to Richards street.....	Sewer .....	O'Grady Brothers.....	Sept. 30	2,202 25
Dobbin street, from Meserole avenue to Norman avenue.....	Sewer .....	James L. Carey & Co.....	Sept. 30	2,997 50
Ten Eyck street, from Bushwick avenue to Waterbury street.....	Sewer .....	James L. Carey & Co.....	Sept. 30	2,650 70
Shore road, from Ninety-second street to Oliver street.....	Sewer .....	James L. Carey & Co.....	Sept. 30	1,695 00
Blake avenue, from Williams avenue to Alabama avenue.....	Sewer .....	James L. Carey & Co.....	Oct. 1	1,275 11
Chester street, from Blake avenue to Hunterly road.....	Sewer .....	James L. Carey & Co.....	Oct. 1	1,542 11
Forty-ninth street, from Tenth to Fort Hamilton avenue.....	Sewer .....	James L. Carey & Co.....	Oct. 1	1,080 76
Sixtieth street, from Eighth to Ninth avenue.....	Sewer .....	Donegan, Redmond Company.....	Oct. 1	2,720 34
Northeast corner of Argyle road and Dorchester road.....	Basin .....	Chas. A. Meyers.....	Oct. 1	183 00
Northeast corner of Church avenue and Rogers avenue.....	Basin .....	Chas. A. Meyers.....	Oct. 1	212 00
Southwest corner of East Eleventh street and Hinckley place.....	Basin .....	Chas. A. Meyers.....	Oct. 1	197 00
Southeast corner of Bushwick avenue and Metropolitan avenue.....	Basin .....	Hammond & Sloane, Incorporated....	Oct. 2	175 00
Northwest and southeast corners of Belmont avenue and Miller avenue.....	Basin .....	Hammond & Sloane, Incorporated....	Oct. 2	340 00
Southeast corner of Chester street and Dumont avenue.....	Basin .....	Hammond & Sloane, Incorporated....	Oct. 2	175 00
Northwest corner of Clarkson street and Nostrand avenue.....	Basin .....	Hammond & Sloane, Incorporated....	Oct. 2	160 00
Southeast corner of Sixth street and Eighth avenue.....	Basin .....	Hammond & Sloane, Incorporated....	Oct. 2	175 00
Southerly and easterly corners of Forty-third street and First avenue.....	Basin .....	Hammond & Sloane, Incorporated....	Oct. 2	350 00
Northeast and northwest corners of East Twelfth street and Ditmas avenue.....	Basin .....	Hammond & Sloane, Incorporated....	Oct. 2	290 00
Northwest corner of East Twelfth street (Westminster road) and Slocum place.....	Basin .....	Hammond & Sloane, Incorporated....	Oct. 2	175 00
South and east corners of Sixteenth avenue and Cropsy avenue.....	Basin .....	Hammond & Sloane, Incorporated....	Oct. 2	349 00
Eighty-third street, from Second to Narrows avenue, etc.....	Sewer .....	Joseph Paladino .....	Oct. 5	6,171 60
One Hundredth street, from Third avenue to Fort Hamilton avenue.....	Sewer .....	P. J. McCauley.....	Oct. 5	4,690 00
Scott avenue, from Newtown Creek, north of Metropolitan avenue, to St. Nicholas avenue, etc., Section 1.....	Sewer .....	Henry Newman .....	Oct. 9	295,659 00
Montgomery street, between summit west of Nostrand avenue and Nostrand avenue, etc.....	Sewer .....	Jas. L. Carey & Co.....	Oct. 10	1,867 51
Eighty-fifth street, from Third avenue to Fourth avenue.....	Sewer .....	Jas. L. Carey & Co.....	Oct. 10	2,673 26
Flatbush Avenue Extension, westerly side, from Nassau street to Fleet street, etc., etc., Section 1..	Sewer .....	Jas. L. Carey & Co.....	Oct. 12	50,733 72
Flatbush Avenue Extension, westerly side, from Nassau street to Fleet street, etc., etc., Section 2..	Sewer .....	Jas. L. Carey & Co.....	Oct. 12	19,915 23
Second avenue, from Sixtieth street to Sixty-fourth street.....	Sewer .....	O'Grady Brothers .....	Oct. 15	6,256 75
Roebing street, north corner of South Fourth street; north and west corners of South Third street, etc., etc.....	Basins .....	Jas. H. Holmes.....	Oct. 15	4,256 00
West Fifth street, all four corners, Sheepshead Bay road.....	Basins .....	Murphy Brothers.....	Oct. 17	856 00
Southeast and southwest corners of Neptune avenue and West Sixth street, etc.....	Basins .....	Murphy Brothers.....	Oct. 17	1,070 00
Northeast and southeast corners of Neptune avenue and West Seventeenth street.....	Basins .....	Murphy Brothers.....	Oct. 17	428 00
Eighty-second street, from First avenue to Second avenue.....	Sewer .....	Chas. A. Meyers.....	Oct. 18	2,707 22
Both sides of Fort Hamilton avenue, from Eighty-eighth to Ninetieth street, with outlet sewer, etc..	Sewer .....	P. J. McCauley.....	Oct. 18	7,492 25
Wythe avenue, from North Fifteenth street to North Thirteenth street.....	Sewer .....	Donlon Contracting Company.....	Oct. 31	4,845 50
Senator street, between Third avenue and Fourth avenue.....	Private sewer.....	Thos. J. Gerehardt.....	*Jan.,	.....
Gravesend avenue, westerly side, beginning at Webster avenue and extending northerly 114 feet...	Private sewer.....	McDonald & Weales.....	*May 17	.....
Thirteenth avenue, from Fifty-third street to New Utrecht avenue.....	Private sewer.....	The Donegan Redmond Company....	*May 29	.....
Sheridan avenue, from Glenmore avenue to Conduit avenue.....	Private sewer.....	J. L. Carey.....	*June 13	.....
Blake avenue, from Pennsylvania avenue to Sheffield avenue.....	Private sewer.....	Thos. Monahan .....	*July,	.....
Williams avenue, from Livonia avenue to Riverdale avenue.....	Private sewer.....	Thos. Monahan & Son.....	*Sept.,	.....
Eighty-second street, from First avenue to Narrows avenue.....	Private sewer.....	Paul C. Grenning Construction Com- pany .....	*Sept.,	.....
East Tenth street, from Caton avenue to Church avenue, and in Church avenue, etc.....	Private sewer.....	Jacob Manneschildt, Jr.....	*Sept. 13	.....
Snyder avenue, from East Thirty-first street to East Thirty-second street.....	Private sewer.....	Henry Newman .....	*Sept. 25	.....
Forty-fourth street, from a point 200 feet southeast of Seventeenth avenue to West street.....	Private sewer.....	E. M. Culp.....	*Oct. 9	.....
East Twelfth street, from Newkirk avenue to Foster avenue.....	Private sewer.....	Howard J. Lockwood.....	*Oct. 9	.....
Hampton place, from Sterling place to St. Johns place.....	Private sewer.....	Wm. Hettesheimer .....	*Oct. 21	.....
Robinson street, from Flatbush avenue to Bedford avenue.....	Private sewer.....	Chas. A. Meyers.....	*Nov. 13	.....

Total ..... \$1,209,466 32

\*Date approved, pursuant to section 395 of the Greater New York Charter.



No. 2.  
Completed During the Year 1907.

Brick.			Reinforced Concrete.					6-inch	Manholes.	Basins.	Basins	Cubic	Total Cost.	
48-inch.	54-inch.	60-inch.	78-inch.	102-inch.	108-inch.	120-inch.	132-inch.	132-inch.	144-inch.	House Con- nection Drain.		Reconnected.	Yards.	
....	....	....	....	....	....	....	....	....	....	....	2	....	....	\$4,398 10
....	....	....	....	....	....	....	....	....	....	812	6	....	....	2,677 12
....	....	....	....	....	....	....	....	....	....	360	4	1	....	1,211 68
....	....	....	....	....	....	....	....	....	....	448	15	9	....	2,118 89
....	....	....	....	....	....	....	....	....	....	616	7	2	....	5,287 39
....	....	....	....	....	....	....	....	....	....	....	....	....	....	3,384 82
....	....	....	....	....	....	....	....	....	....	....	....	....	....	3,234 95
....	....	....	....	....	....	....	....	....	....	8	2	....	....	1,422 41
....	....	....	....	....	....	....	....	....	....	154	3	....	....	1,003 83
....	....	....	....	....	....	....	....	....	....	....	2	....	....	1,397 23
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....	....	....	....	....	47.5	....	....	....	....	....	1	....	....	10,233 55
....	....	....	....	....	....	....	....	....	....	954	8	....	....	2,154 00
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....	....	....	....	....	....	....	....	....	952	....	7	....	....	1,513 63
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....	....	....	....	....	....	....	....	....	....	320	2	2	....	1,547 85
....	....	....	....	....	....	....	....	....	....	40	1	....	....	3,507 26
....	....	....	....	....	....	....	....	....	....	560	8	....	....	4,098 79
....	....	....	....	....	....	....	....	....	....	....	6	....	....	1,398 28
....	....	....	....	....	....	....	....	....	....	1,247	13	1	....	2,016 53
....	....	....	....	....	....	....	....	....	....	528	4	....	....	9,622 46
....	....	....	....	....	....	....	....	....	....	....	3	2	....	1,899 91
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1,344.0

253







Brick.								Reinforced Concrete.		6-inch House Connection Drain.	Manholes.	Basins.	Basins Reconnected.	Cubic Yards.	Total Cost.
48-inch.	54-inch.	60-inch.	78-inch.	102-inch.	108-inch.	120-inch.	132-inch.	132-inch.	144-inch.						
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....	....	....	....	....	....	....	....	....	....	....	....	13	....	....	1,898 03
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2,968.5	1,073	53	413	630.2	47.5	6	4	121	952	43,472	640	301	8	51,347	\$824,446 01

‡ Items reported in 1906.

TABLE No. 3.

Sewers, etc., Built on Commissioner's Order, Under Supervision of Bureau of Sewers, During the Year 1907.

Location of Work.	12-inch Pipe.	24-inch Pipe.	Cubic Yards.	Man-holes.	Park Basins.
Connecting manholes at Broadway and Stewart avenue .....	53	....	....	....	....
Bay Thirty-eighth street, between Benson avenue and Eighty-sixth street reconstruction .....	256	....	....	....	....
Manhole at Sheepshead Bay road and West Fifth street .....	....	....	....	1	....

Location of Work.	12-inch Pipe.	24-inch Pipe.	Cubic Yards.	Man-holes.	Park Basins.
Ocean parkway, west side, from Canal avenue to Coney Island Creek (temporary) .....	....	166	....	....	....
Paerdegat Basin excavation .....	....	....	144	....	....
Stagg Street Basin, Newtown Creek, dredging .....	....	....	1,890	....	....
Park Basin, northwest and southwest corners Church avenue and Nostrand avenue .....	....	....	....	....	2
Total .....	309	166	2,034	1	2

No. 4.

to December 31, 1907.

Reinforced Concrete.								Flushing Tunnel, 12-foot Brick.	6-inch House Connection Drain.	Manholes.	Basins.	Basins Reconnected.	Contract Price.	
30-inch.	36-inch.	42-inch.	48-inch.	54-inch.	60-inch.	96-inch.	102-inch.							
....	....	....	....	....	....	....	....	....	....	....	....	....	} \$50,733 72	
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....	....	....	....	....	....	....	....	....	....	....	....	....		
....	....	....	....	....	....	....	....	....	....	....	....	....	} 92,426 20	
....	....	....	....	601.0	596.0	....	....	....	....	....	....	....		
....	....	....	....	....	....	....	....	....	....	....	....	....		
....	....	....	....	....	....	....	....	....	....	....	....	....		
....	....	....	....	....	....	....	....	....	....	....	....	....	4,845 50	
....	....	....	....	....	....	....	....	....	....	....	....	....	2,202 25	
....	....	....	....	....	....	....	....	....	....	....	....	....	2,202 25	
....	....	....	....	....	....	....	....	....	1,019	7	2	....	3,225 50	
....	....	....	....	....	....	....	....	....	....	....	....	....	} 26,408 70	
....	....	....	....	....	....	....	....	....	....	....	....	....		
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....	....	....	....	....	....	....	....	....	....	....	....	....		
....	....	....	....	....	....	....	....	....	....	....	....	....	4,510 61	
....	....	....	....	....	....	....	....	....	826	8	1	....	2,650 70	
....	....	....	....	....	....	....	....	....	....	....	....	....	} 295,659 00	
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....	....	....	....	....	....	....	....	....	....	....	....	....	1,275 11	
....	....	....	....	....	....	....	....	....	....	....	....	....	6,256 75	
....	....	....	....	....	....	....	....	....	....	....	....	....	958 01	
....	....	....	....	....	....	....	....	....	....	....	....	....	9,565 01	
....	....	....	....	....	....	....	....	....	1,459	10	2	....	6,735 90	
....	....	....	....	....	....	....	....	....	603	15	2	....	} 14,835 25	
....	....	....	....	....	....	....	....	....	805	4	2	....		
....	....	....	....	....	....	....	....	....	770	4	4	....		
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....	....	....	....	....	....	....	....	....	226	2	1	....		
....	....	....	....	....	....	....	....	....	....	....	....	....	8,799 60	
....	....	....	....	....	....	....	....	....	....	....	....	....	3,233 75	
....	....	....	....	....	....	....	....	....	1,806	15	....	....	5,248 00	
....	....	....	....	....	....	....	....	....	....	5	1	....	4,487 50	
....	....	....	....	....	....	....	....	....	....	234	3	....	795 20	
....	....	....	....	....	....	....	....	....	....	960	6	1	....	2,120 00



Reinforced Concrete.								Flushing Tunnel, 12-inch Brick.	6-inch House Connection Drain.	Manholes.	Basins.	Basins Reconnected.	Contract Price.
30-inch.	36-inch.	42-inch.	48-inch.	54-inch.	60-inch.	96-inch.	102-inch.						
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,490	10	1	.....	5,372 75
.....	.....	.....	.....	.....	.....	.....	.....	.....	468	3	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	560	5	.....	.....	1,867 51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,903 76
.....	.....	.....	.....	779.0	.....	.....	.....	.....	.....	1	.....	.....	14,426 11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	5	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,707 22
.....	.....	.....	.....	.....	.....	.....	.....	.....	832	15	.....	.....	6,171 60
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	990	8	.....	.....	2,673 26
.....	168.0	567.0	937.0	.....	.....	.....	.....	.....	.....	13	9	.....	248,477 07
1,227.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	8	.....	
.....	.....	.....	.....	.....	.....	474.0	186.0	.....	.....	1	3	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,424	16	4	.....	54,477 75
.....	.....	.....	.....	.....	.....	.....	.....	.....	2,628	12	21	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,400	6	4	.....	28,432 18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	3	.....	4,690 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,492 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	200	8	2	.....	2,537 16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34,574 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	574	.....	.....	1,542 11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	10,464 60
.....	.....	.....	.....	.....	.....	.....	.....	.....	159	8	.....	.....	475,186 98
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46	.....	17	715,471 70
.....	.....	.....	.....	.....	.....	.....	.....	2,133	.....	7	.....	.....	4,256 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	275 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	249 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	477 48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	175 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	350 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	568 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	175 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	249 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	340 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	214 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	182 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	212 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	175 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	290 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	160 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	275 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	224 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	349 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	175 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	856 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,070 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	428 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	274 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,974 63
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,820 92
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,398 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,483 13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,133 60
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36,600 00
1,227.0	168.0	567.0	937.0	1,380.0	596.0	474.0	186.0	2,133	21,487	922	104	17	\$2,273,536 26

Location of Work.	Pipe.					Brick.					Manholes.
	9-inch.	12-inch.	15-inch.	18-inch.	24-inch.	36-inch.	48-inch.	90-inch.	120-inch.	144-inch.	
Seventeenth avenue, at Sixtieth street.....	.....	.....	.....	.....	.....	50	.....	.....	.....	.....	1
Fifty-third street, at Nineteenth avenue.....	.....	.....	.....	.....	.....	.....	55	.....	.....	.....	1
East Nineteenth street, from Cortelyou road to Dorchester road.....	.....	701	.....	55	.....	.....	.....	.....	.....	.....	7
East Thirty-first street, at Church avenue.....	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Thirty-first street, at Tilden avenue.....	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nostrand avenue, at Beverley road.....	.....	86	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seventy-ninth street, at Eighteenth avenue.....	33	60	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eighty-fourth street, at Twentieth avenue.....	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	.....
Twenty-first avenue, from Eighty-fourth street to Eighty-sixth street.....	.....	413	.....	.....	.....	.....	.....	.....	.....	.....	2
Eighty-sixth street, at Fifteenth avenue.....	.....	130	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flatbush avenue, west side, from Avenue L to Flatlands avenue.....	.....	.....	.....	.....	.....	.....	836	.....	.....	.....	1
Flatbush avenue, west side, at Avenue J.....	.....	.....	.....	.....	.....	.....	60	.....	.....	.....	.....
Surf avenue, from West Fifth street to West Eighth street.....	.....	895	.....	.....	.....	.....	.....	.....	.....	.....	8
Temporary sewer at Ocean parkway, west side, from Canal avenue to Coney Island Creek.....	.....	.....	.....	.....	166	.....	.....	.....	.....	.....	.....
Bay Thirty-eighth street, from Eighty-sixth street to Benson avenue.....	.....	256	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	68	5,634	1,515	720	166	50	951	6	125	952	80

Payments made to contractors during the year 1907.....	\$416,191 81
Engineering and inspection during the year 1907.....	67,453 72
Cost.....	\$483,645 53
Cost prior to the year 1907.....	194,639 40
Total cost of contracts.....	\$678,284 93

TABLE No. 6.

Built by Private Contract During the Year 1907, from January 1 to December 31.

*Date Approved.	Location of Work.	Map	Pipe Sewers.				6-inch House Connection Drains.	Man-holes.	Basins.
			12-inch.	15-inch.	18-inch.	24-inch.			
Oct. 21, 1907	Hampton place, from Sterling place to St. Johns place.....	Map L, District 24.....	278.3	....	....	....	250.0	4	1
Nov. 28, 1906	Eldert street, from Knickerbocker avenue to Irving avenue.....	Map O, District 37.....	20.4	11.0	....	....	756.0	2	..
June 13, 1907	Sheridan avenue, from Glenmore avenue to Conduit avenue.....	Map S, District 39.....	372.3	....	....	....	468.0	4	..
July, 1907	Blake avenue, from Pennsylvania avenue to Sheffield avenue.....	Map S, District 39.....	229.9	....	....	....	....	3	..
Sept., 1907	Williams avenue, from Livonia avenue to Riverdale avenue.....	Map S, District 39.....	537.2	....	....	....	299.0	6	..
			546.1	....	....	....	561.0	6	..
			536.3	....	....	....	561.0	6	..
Jan., 1907	Senator street, between Third avenue and Fourth avenue.....	Map T, District 40.....	234.3	....	....	....	363.0	4	..
			712.0	46.0	....	....	972.0	8	..
May 15, 1907	Gravesend avenue, west side, from Webster avenue northerly 114 feet.....	Map T, District 40.....	137.0	....	....	....	75.0	2	..
May 29, 1907	Thirteenth avenue, from Fifty-third street to New Utrecht avenue.....	Map T, District 40.....	380.0	....	....	....	540.0	3	2
Sept. 13, 1907	East Tenth street, from Caton avenue to Church avenue.....	Map T, District 40.....	642.0	35.0	....	....	500.0	7	..
			....	272.0	30.0	....	....	....	4
Sept. 25, 1907	Church avenue, from East Tenth street to East Eleventh street.....	Map T, District 40.....	235.0	....	....	....	480.0	3	..
Oct. 9, 1907	Snyder avenue, from East Thirty-first street to East Thirty-second street.....	Map T, District 40.....	....	405.0	....	....	603.0	4	..
Oct. 9, 1907	Forty-fourth street, from a point 200 feet southeast of Seventeenth avenue to West avenue.....	Map T, District 40.....	450.0	44.0	....	....	486.0	6	..
			....	....	....	820.0	....	7	..
Nov. 13, 1907	East Twelfth street, from Newkirk avenue to Foster avenue.....	Map T, District 40.....	700.0	41.0	....	....	407.0	8	..
Sept. 19, 1907	Robinson street, from Flatbush avenue to Bedford avenue.....	Map T, District 40.....	....	....	....	....	....	....	....
Sept. 19, 1907	Eighty-second street, from First avenue to Narrows avenue.....	Map T, District 40.....	....	....	....	....	....	....	....
Total .....			6110.8	854.0	30.0	820.0	7321.0	87	3

\*Pursuant to section 395 of Greater New York Charter.

TABLE No. 7.

Total Amount of Work Done on Construction of Sewers, from January 1, 1907, to December 31, 1907.

		Feet.	Miles.
9-inch pipe sewer.....	Public contract.....	797.0	0.151
12-inch pipe sewer.....	Public contract.....	51,359.9	9.727
15-inch pipe sewer.....	Public contract.....	13,041.8	2.470
18-inch pipe sewer.....	Public contract.....	10,787.8	2.043
24-inch pipe sewer.....	Public contract.....	5,606.0	1.062
		81,592.5	15.453
30-inch brick sewer.....	Public contract.....	1,848.0	0.350
36-inch brick sewer.....	Public contract.....	2,838.5	0.536
42-inch brick sewer.....	Public contract.....	1,318.3	0.250
48-inch brick sewer.....	Public contract.....	2,968.5	0.561
54-inch brick sewer.....	Public contract.....	1,444.5	0.274
60-inch brick sewer.....	Public contract.....	1,540.0	0.292
66-inch brick sewer.....	Public contract.....	45.0	0.009
78-inch brick sewer.....	Public contract.....	2,159.0	0.409
102-inch brick sewer.....	Public contract.....	630.2	0.120
108-inch brick sewer.....	Public contract.....	47.5	0.009
120-inch brick sewer.....	Public contract.....	6.0	0.001
132-inch brick sewer.....	Public contract.....	4.0	0.001
		14,849.5	2.812
30-inch reinforced concrete sewer.....	Public contract.....	1,227.0	0.232
36-inch reinforced concrete sewer.....	Public contract.....	168.0	0.032
42-inch reinforced concrete sewer.....	Public contract.....	567.0	0.107
48-inch reinforced concrete sewer.....	Public contract.....	937.0	0.178
54-inch reinforced concrete sewer.....	Public contract.....	1,380.0	0.261
60-inch reinforced concrete sewer.....	Public contract.....	596.0	0.113
66-inch reinforced concrete sewer.....	Public contract.....	474.0	0.090
102-inch reinforced concrete sewer.....	Public contract.....	186.0	0.035
132-inch reinforced concrete sewer.....	Public contract.....	121.0	0.023
144-inch reinforced concrete sewer.....	Public contract.....	952.0	0.181
		6,608.0	1.252
12-inch pipe sewer.....	Private contract.....	6,110.8	1.158
13-inch pipe sewer.....	Private contract.....	854.0	0.161
18-inch pipe sewer.....	Private contract.....	30.0	0.006
24-inch pipe sewer.....	Private contract.....	820.0	0.155
		7,814.8	1.480
Total .....		110,864.8	20.997

TABLE No. 8.

Total Amount of Sewers, etc., Reconstructed, Removed or Abandoned, from January 1, 1907, to December 31, 1907.

		Feet.	Miles.
9-inch pipe sewer.....	Public contract.....	33	0.006
12-inch pipe sewer.....	Public contract.....	5,634	1.067
15-inch pipe sewer.....	Public contract.....	1,515	0.287
18-inch pipe sewer.....	Public contract.....	720	0.136
24-inch pipe sewer.....	Public contract.....	166	0.031
		8,068	1.527
36-inch brick sewer.....	Public contract.....	50	0.010
48-inch brick sewer.....	Public contract.....	951	0.180
90-inch brick sewer.....	Public contract.....	6	0.001
120-inch brick sewer.....	Public contract.....	125	0.024
144-inch brick sewer.....	Public contract.....	952	0.180
		2,084	0.395
9-inch pipe sewer.....	Private contract.....	35	0.007
		35	0.007
Total .....		10,187	1.929

Increase in mileage during year 1907, 19.068 miles.

TABLE No. 9.

Number of Miles of Sewers Completed, from January 1, 1858, to December 31, 1907.

Size.	Miles.	Size.	Miles.
8-inch cast iron pipe.....	0.033	84-inch brick.....	3.079
9-inch pipe.....	4.547	90-inch reinforced concrete.....	0.082
12-inch pipe.....	368.039	90-inch brick.....	2.218
12-inch cast iron pipe.....	0.016	94-inch brick.....	0.190
14-inch cast iron pipe.....	0.058	96-inch brick.....	1.147
15-inch pipe.....	103.985	96-inch reinforced concrete.....	0.090
16-inch cast iron pipe.....	0.309	102-inch reinforced concrete.....	0.035
18-inch cast iron pipe.....	0.180	102-inch brick.....	0.999
18-inch pipe.....	69.501	108-inch brick.....	1.539
18-inch brick.....	0.001	120-inch reinforced concrete.....	1.161
20-inch cast iron pipe.....	0.002	120-inch brick.....	3.768
24-inch cast iron pipe.....	0.047	126-inch brick.....	1.193
24-inch pipe.....	25.235	132-inch brick.....	1.902
24-inch brick.....	10.518	132-inch reinforced concrete.....	0.078
30-inch cast iron pipe.....	0.033	138-inch brick.....	0.688
30-inch pipe.....	1.420	144-inch brick.....	3.300
30-inch brick.....	26.361	144-inch reinforced concrete.....	0.230
30-inch reinforced concrete.....	0.777	156-inch brick.....	0.760
36-inch cast iron pipe.....	0.027	162-inch brick.....	0.736
36-inch brick.....	23.063	168-inch brick.....	1.393
36-inch reinforced concrete.....	0.324	180-inch brick.....	1.767
42-inch wooden.....	0.122	187-inch brick.....	0.289
42-inch brick.....	12.241	Built Under Private Contract.	
42-inch reinforced concrete.....	0.163	9-inch pipe.....	4.660
48-inch cast iron pipe.....	0.249	10-inch pipe.....	0.088
48-inch wooden.....	0.315	12-inch pipe.....	48.712
48-inch brick.....	15.399	15-inch pipe.....	12.258
48-inch reinforced concrete.....	0.395	18-inch pipe.....	6.882
54-inch reinforced concrete.....	0.272	24-inch pipe.....	0.934
54-inch brick.....	7.654	30-inch brick.....	0.557
60-inch brick.....	11.085	36-inch brick.....	0.324
60-inch reinforced concrete.....	0.124	42-inch brick.....	0.050
66-inch brick.....	4.542	48-inch brick.....	0.140
72-inch brick.....	7.893	Total .....	803.326
78-inch brick.....	6.957		
78-inch reinforced concrete.....	0.190		

TABLE No. 10.

Number of Connections Made with Sewers, from 1859 to December 31, 1907.

Year.	Number.	Year.	Number.
1859 Connections made.....	422	1885 Connections made.....	3,162
1860 Connections made.....	1,695	1886 Connections made.....	3,093
1861 Connections made.....	4,896	1887 Connections made.....	3,295
1862 Connections made.....	3,168	1888 Connections made.....	3,302
1863 Connections made.....	1,984	1889 Connections made.....	3,937
1864 Connections made.....	1,301	1890 Connections made.....	3,168
1865 Connections made.....	1,519	1891 Connections made.....	3,137
1866 Connections made.....	3,605	1892 Connections made.....	3,068
1867 Connections made.....	2,922	1893 Connections made.....	2,245
1868 Connections made.....	3,286	1894 Connections made.....	2,174
1869 Connections made.....	3,501	1895 Connections made.....	3,440
1870 Connections made.....	2,972	1896 Connections made.....	3,696
1871 Connections made.....	2,861	1897 Connections made.....	3,300
1872 Connections made.....	2,845	1898 Connections made.....	2,562
1873 Connections made.....	5,276	1899 Connections made.....	2,608
1874 Connections made.....	3,648	1900 Connections made.....	2,478
1875 Connections made.....	2,786	1901 Connections made.....	2,244
1876 Connections made.....	2,237	1902 Connections made.....	2,093
1877 Connections made.....	2,110	1903 Connections made.....	2,444
1878 Connections made.....	1,999	1904 Connections made.....	4,526
1879 Connections made.....	1,908	1905 Connections made.....	5,888
1880 Connections made.....	1,664	1906 Connections made.....	5,884
1881 Connections made.....	1,872	1907 Connections made.....	5,238
1882 Connections made.....	2,058		
1883 Connections made.....	2,626		
1884 Connections made.....	3,079	Total .....	145,222

TABLE No. 11.  
Showing Results of Impact Tests on Sewer Pipe During the Year 1907.

Test No.	Size, Inches.	Kind.	Weight of Hammer, Pounds.	Length of Drop, Inches.	No. of Blows, First Crack.	No. of Blows, Total Failure.	Remarks.
1724	6	Vitrified..	10	6	7	12	Crack across crown, hub to spigot.
1725	6	Vitrified..	10	7½	3	7	Crack across crown, from centre to spigot.
1644	6	Vitrified..	10	7½	4	6	Crack across crown, hub to spigot.
1520	6	Vitrified..	10	6	4	9	Crack across crown, centre to spigot.
1522	6	Vitrified..	10	7½	2	5	Crack across crown, centre to spigot.
1484	6	Vitrified..	10	7½	2	4	Crack across crown, centre to spigot.
1787	6	*Vitrified..	10	7½	5	11	Crack across crown, hub to spigot.
1666	6	Vitrified..	10	7½	2	4	Crack across crown, centre to spigot.
1764	6	Fire clay.	10	6	9	13	Crack across crown, centre to spigot.
1758	6	Fire clay.	10	7½	2	4	Crack across crown, centre to spigot.
1698	6	Fire clay.	10	7½	4	7	Crack across crown, centre to spigot.
1622	6	*Fire clay.	10	7½	5	9	Crack across crown, centre to spigot.
1762	6	Fire clay.	10	7½	4	10	Crack across crown, centre to spigot.
1252	12	Vitrified..	10	22	4	6	Crack across crown, hub to spigot.
1503	12	Vitrified..	10	22	3	4	Crack across crown, hub to spigot.
1517	12	Vitrified..	10	22	2	3	Crack across crown, hub to spigot.
1512	12	Vitrified..	10	22	2	3	Crack across crown, hub to spigot.
1499	12	Vitrified..	10	22	3	5	Crack across crown, hub to spigot.
1665	12	Vitrified..	10	22	1	5	Crack across crown, hub to spigot.
1611	12	Vitrified..	10	22	2	3	Crack across crown and invert from hub to spigot.
1609	12	Vitrified..	10	22	2	4	Crack across crown and invert from hub to spigot.
1707	12	Vitrified..	10	22	2	5	Crack across crown and invert from hub to spigot.
1708	12	Vitrified..	10	22	3	4	Crack across crown and invert from hub to spigot.

\* Three feet long.

Test No.	Size, Inches.	Kind.	Weight of Hammer, Pounds.	Length of Drop, Inches.	No. of Blows, First Crack.	No. of Blows, Total Failure.	Remarks.
1710	12	Vitrified..	10	22	3	9	Crack across crown and invert from hub to spigot.
1868	12	Vitrified..	10	12	2	10	Crack across crown, centre to spigot.
1702	12	Vitrified..	10	12	30	58	Crack in crown; weight then made hole in centre; V shaped crack in spigot.
1494	12	Vitrified..	10	12	6	12	Crack in crown; then parted in half.
1817	12	Vitrified..	10	12	5	10	Crack in crown, hub to spigot.
1816	12	Vitrified..	10	22	1	3	Crack in crown, hub to spigot.
1835	12	Fire clay.	10	12	17	25	Crack in crown, centre to spigot.
1813	12	Vitrified..	10	22	1	4	Crack in crown, centre to spigot.
1525	12	Fire clay.	10	22	2	4	
1497	12	Fire clay.	10	22	2	4	Crack in crown; parted in half.
1621	12	Fire clay.	10	22	2	3	Fire check in spigot end.
1627	12	Fire clay.	10	22	2	4	
1572	12	Fire clay.	10	22	2	4	
1827	12	Fire clay.	10	22	4	6	Crack in crown, centre to hub.
1829	12	Fire clay.	10	22	2	3	Crack in crown, hub to spigot.
1527	15	Fire clay.	10	22	2	4	
1531	15	Fire clay.	10	22	1	4	
1477	15	Vitrified..	10	22	4	11	
1156	15	Vitrified..	10	22	4	8	
1485	15	Vitrified..	10	22	3	5	
1662	18	Vitrified..	10	22	8	69	Crack in crown from centre to spigot, then to hub; repeated blows of hammer made hole in top and weight fell through; two very fine cracks from hole to spring line.
1871	18	Vitrified..	10	22	5	18	Invert spigot end.
1478	18	Vitrified..	10	22	12	20	
1879	18	Fire clay.	10	22	6	13	

TABLE No. 12.

Showing Results of External Crushing Tests on Sewer Pipe During the year 1907.

Size.	Total Number Tested.	Number Tested to Required Pressure Without Breaking.	Number Tested to Destruction.	Average Pressure, Pounds Per Linear Foot of Pipe.	Highest Result, Pounds Per Linear Foot of Pipe.	Lowest Result, Pounds Per Linear Foot of Pipe.	Number of Failures.	Percentage of Failures.	Number Passed Test.	Percentage Passed.
6-inch.....	417	291	126	4,275.51	7,167	2,128	12	2.86	405	97.14
9-inch.....	7	4	3	3,983.00	4,845	2,852	1	14.29	6	85.71
10-inch.....	4	3	1	5,593.00	5,593	5,593	..	..	4	100.00
12-inch.....	433	299	134	4,696.05	7,144	2,244	4	0.92	429	99.08
15-inch.....	125	68	57	5,045.80	6,755	3,218	16	12.80	109	87.20
18-inch.....	91	52	39	6,311.20	12,211	3,230	8	8.79	83	91.21
24-inch.....	34	24	10	9,866.30	14,239	7,780	..	..	34	100.00
Total.....	1,111	741	370	.....	.....	.....	41	3.69	1,070	96.31

Test for Water Department.

Size.	Total Number Tested.	Number Tested to Required Pressure Without Breaking.	Number Tested to Destruction.	Average Pressure, Pounds Per Linear Foot of Pipe.	Highest Result, Pounds Per Linear Foot of Pipe.	Lowest Result, Pounds Per Linear Foot of Pipe.	Number of Failures.	Percentage of Failures.	Number Passed Test.	Percentage Passed.
30-inch.....	1	.....	1	9,088.00	.....	.....	.....	.....	.....	.....

TABLE No. 13.

Showing Work on Sewers in the Borough of Brooklyn by the Rapid Transit Commission, Now the Public Service Commission, to December 31, 1907.

Location and Size.	New Sewer Built.		Old Sewer Removed.		New Sewer Basins Built.		Old Sewer Basins Removed.	
	During 1907.	Total to December 31, 1907.	During 1907.	Total to December 31, 1907.	During 1907.	Total to December 31, 1907.	During 1907.	Total to December 31, 1907.
Fulton Street, from Borough Hall to Flatbush Avenue—								
12-in. vitrified pipe.	1,320	2,680	3-ft. 6-in. by 2-ft. 8-in. brick	35	12	19	1	20
15-in. vitrified pipe.	..	196	2-ft. 8-in. by 2-ft. 3-in. brick	1,068	..	..	..	..
18-in. vitrified pipe.	140	780	15-in. vitrified pipe..	701	..	..	..	..
24-in. vitrified pipe.	24	24	12-in. vitrified pipe..	2,532	..	..	..	..
8-in. cast-iron pipe..	82	177	.....	.....	.....	.....	.....	.....
12-in. cast-iron pipe.	19	34	.....	.....	.....	.....	.....	.....
18-in. cast-iron pipe.	103	827	.....	.....	.....	.....	.....	.....
24-in. cast-iron pipe.	60	60	.....	.....	.....	.....	.....	.....
3-ft. 6-in. by 2-ft. 4-in. brick.....	124	252	.....	.....	.....	.....	.....	.....
Total.....	1,872	5,030	.....	4,336	.....	.....	.....	.....
Flatbush Avenue, from Fulton Street to Atlantic Avenue—								
12-in. vitrified pipe.	186	629	12-in. vitrified pipe..	1,875	..	..	3	10
15-in. vitrified pipe.	110	155	15-in. vitrified pipe..	320	..	..	..	..
18-in. vitrified pipe.	110	110	18-in. vitrified pipe..	782	..	..	..	..
14-in. cast-iron pipe.	305	305	4-ft. by 3-ft. brick...	50	..	..	..	..
Total.....	711	1,199	.....	3,027	.....	.....	.....	.....
Court Street at Jorammon Street—								
3-ft. 6-in. by 2-ft. 4-in. brick.....	5	105	24-in. by 18-in. brick.	115	..	1	..	1
20-in. cast-iron pipe.	..	12	.....	.....	.....	.....	.....	.....
18-in. cast-iron pipe.	..	12	.....	.....	.....	.....	.....	.....
Total.....	5	129	.....	.....	.....	.....	.....	.....

Location and Size.	New Sewer Built.		Old Sewer Removed.		New Sewer Basins Built.		Old Sewer Basins Removed.			
	During 1907.	Total to December 31, 1907.	During 1907.	Total to December 31, 1907.	During 1907.	Total to December 31, 1907.	During 1907.	Total to December 31, 1907.		
Jorammon Street at Borough Hall—										
12-in. vitrified pipe.	142	295	.....	.....	105	180	1	1		
Lafayette at Fleet Street—										
3-ft. 6-in. by 2-ft. 4-in. brick.....	23	973	12-in. vitrified pipe..	..	836	..	..	..		
24-in. cast-iron pipe.	23	63	.....	.....	.....	.....	.....	.....		
Total.....	46	1,036	.....	.....	836	.....	.....	.....		
Hudson Avenue—										
4-ft. 6-in. by 3-ft. brick.....	40	2,362	12-in. vitrified pipe..	..	966	..	..	..		
36-in. cast-iron pipe.	84	84	15-in. vitrified pipe..	..	745	..	..	..		
4-ft. 6-in. by 1-ft. 4-in. steel.....	26	26	3-ft. 6-in. by 2-ft. 4-in. brick	..	480	..	..	..		
15-in. vitrified pipe.	..	30	.....	.....	.....	.....	.....	.....		
Total.....	150	2,502	.....	.....	2,191	.....	.....	.....		
Nevis and Livingston Streets—										
3-ft. 6-in. by 2-ft. 4-in. brick.....	..	252	12-in. vitrified pipe..	..	182	..	..	..		
18-in. vitrified pipe.	..	359	15-in. vitrified pipe..	..	247	..	..	..		
3-ft. by 2-ft. brick...	..	..	.....	.....	.....	.....	.....	.....		
Total.....	..	611	.....	.....	557	.....	.....	.....		
Flatbush Avenue at Fourth Avenue—										
15-ft. circular brick.	270	270	15-ft. circular brick..	112	112	..	..	..		
Grand total..	3,196	11,072	.....	.....	217	11,354	13	21	4	32

Decrease in mileage to December 31, 1907, 0.054 mile.

TABLE No. 14.

Showing Results of Absorption Tests on Sewer Pipe During the Year 1907.

Size and Kind of Pipe.	No. of Tests.	Average Weight of Sample After 24 Hours at 212° Fahrenheit. Grams.	Average Increase of Sample After 7 Days in Water. Grams.	Average Per Cent. Increase.	High Per Cent. Increase.	Low Per Cent. Increase.
6-inch vitrified.....	31	859.55	33.58	3.91	6.99	1.79
6-inch fire clay.....	3	533.47	24.43	4.58	5.84	3.92
6-inch cement.....	2	1,274.07	89.55	6.52	6.62	6.38
9-inch fire clay.....	9	897.84	30.25	3.37	4.13	2.92
10-inch vitrified.....	1	875.90	23.30	2.66	2.66	2.66
10-inch fire clay.....	1	517.50	17.10	3.30	3.30	3.30
12-inch vitrified.....	324	1,011.31	41.12	4.07	7.08	1.42
12-inch fire clay.....	7	580.40	26.17	4.51	5.41	3.23
12-inch cement.....	5	1,348.12	90.13	6.69	7.59	6.02
15-inch vitrified.....	128	1,151.46	42.92	3.73	6.01	1.30
15-inch fire clay.....	7	748.56	38.66	5.17	5.71	4.32
15-inch cement.....	4	1,553.11	115.85	7.46	9.36	6.02
18-inch vitrified.....	68	1,659.03	59.08	3.57	5.86	1.64
18-inch fire clay.....	1	2,774.80	107.90	3.89	3.89	3.89
18-inch cement.....	3	1,813.00	119.17	6.57	6.97	5.19
24-inch vitrified.....	32	1,466.68	53.46	3.64	6.05	2.00
24-inch cement.....	4	2,116.89	142.54	6.73	8.11	5.37

TABLE No. 15.

Showing Results of Tests of Cements Used in Sewer Construction During the Year 1907.

Brand.	1 Day, Neat.		7 Days, Neat.		7 Days, 3 to 1.		7 Days, 2 to 1.		28 Days, Neat.		28 Days, 3 to 1.		28 Days, 2 to 1.	
	Number of Tests.	Average Pounds.												
Adirondack.....	60	256	60	480	5	147	56	258	5	592	2	210	4	341
Alpha.....	35	365	35	693	5	254	30	405	18	797	3	275	5	485
Alsen.....	85	199	85	611	32	217	54	340	17	698	6	253	11	438
Atlas.....	156	390	156	657	4	211	156	422	15	695	1	351	14	495
Bath.....	5	383	5	660	2	216	3	438	..	..	..	..	..	..
Dragon.....	1	234	1	537	..	..	1	283	..	..	..	..	..	..
Edison.....	1	282	1	562	..	..	1	294	..	..	..	..	..	..
Heiderberg.....	12	400	12	677	5	274	7	457	4	707	4	337	..	..
Hudson.....	25	299	25	578	3	215	23	351	..	..	..	..	..	..
Ironclad.....	20	340	21	697	8	215	13	374	7	736	2	263	5	440
Lehigh.....	53	293	53	603	6	194	47	357	12	710	4	286	8	472
North Hampton.....	4	285	4	624	..	..	4	363	..	..	..	..	..	..
Penn Allen.....	7	338	7	573	1	281	6	414	1	581	1	348	..	..
Pennsylvania.....	26	305	26	656	2	173	24	392	3	787	2	249	1	393
Reliance.....	23	295	23	511	1	136	21	291	3	696	..	..	3	466
Saylor.....	4	197	4	499	..	..	4	276	1	575	..	..	1	320
Trowel.....	2	113	2	447	..	..	2	249	1	621	..	..	1	373
Whitehall.....	1	327	1	652	..	..	1	452	..	..	..	..	..	..

BOARD OF EDUCATION.

Stated Meeting, Wednesday, December 9, 1908.

A stated meeting of the Board of Education was held on Wednesday, December 9, 1908, at 4 o'clock p. m., at the hall of the Board, Park avenue and Fifty-ninth street, Borough of Manhattan.

Present—Egerton L. Winthrop, Jr., President, and the following members: Mr. Barrett, Dr. Bruce, Mr. Cosgrove, Mr. Coudert, Mr. Cannon, Mr. DeLancey, Mr. Dresser, Mr. Ferris, Mr. Francolini, Mr. Freifeld, Mr. Gillespie, Mr. Greene, Mr. Haase, Mr. Harrison, Dr. Haupt, Mr. Higgins, Mr. Holland, Mr. Hollick, Mr. Ingalls, Mr. Jonas, Mr. Kanzler, Mr. Katzenberg, Mr. Man, Mr. March, Mr. May, Dr. McDonald, Mr. O'Donohue, Mr. Partridge, Mr. Schaedle, Mr. Sherman, Mr. Somers, Mr. A. Stern, Mr. M. S. Stern, Mr. C. J. Sullivan, Mr. J. E. Sullivan, Mr. Suydam, Mr. Thomas, Mr. Vandenhoff, Mr. Wilsey, Mr. Wingate—41.

Also City Superintendent Maxwell.  
Absent—Mr. Aldcroft, Mr. Crowninshield, Mr. Kelley, Mr. M. J. Sullivan, Mr. Thompson—5.

Contracts were awarded as follows:  
Appropriating the sum of seven thousand and sixty-four dollars (\$7,064) from the following-named funds, said sum to be applied in payment of the contracts to be entered into by the Committee on Buildings, for and on behalf of the Board of Education, with the following-named contractors, for the purposes mentioned and in the sums specified:

Special School Fund, 1908, General Repairs:	
BOROUGH OF BROOKLYN.	
For Glass to Be Furnished to the Various Schools.	
Pittsburgh Plate Glass Company .....	\$4,304 00
BOROUGH OF QUEENS.	
For Glass to Be Furnished to the Various Schools.	
Pittsburgh Plate Glass Company.....	429 00
Special School Fund, 1908, Support of the Nautical School:	
BOROUGH OF MANHATTAN.	
For Installing Heating Apparatus in the Nautical School on the Recreation Pier at the Foot of East Twenty-fourth Street.	
John Hankin & Brother .....	1,647 00
Total Special School Fund .....	\$6,380 00
Bond issue authorized April 3, 1908, as amended April 10, 1908, School Buildings, Providing Fire Protection:	
BOROUGH OF THE BRONX.	
For the Erection of Outside Stone Stairs, etc., at Public School 28.	
John Fury .....	684 00
Grand total .....	\$7,064 00

—requisition for the sum of six hundred and eighty-four dollars (\$684) being hereby made upon the Comptroller.

But no part of said appropriation authorized by this resolution to be paid until the Committee on Buildings shall have filed the contracts to be entered into by it, for

and on behalf of the Board of Education, with the contractors named, said contracts to be in the form approved by the Corporation Counsel, and with such security for the faithful performance of the same as shall be satisfactory to the Comptroller; the rules of this Board in regard thereto and as to the payments to be made on account thereof to be complied with.

Approving and ratifying the action of the Committee on Supplies in making no awards for and striking from the list the following: Items Nos. 5009 to 5061, both inclusive; 5122, 5128, 5260 to 5267, both inclusive; 5315 to 5329, both inclusive; 5398, 5630, 5794, 5798, 6038, 6268, 6269, 6269a, 6270, 6271, 6272, 6293, 6294, 6295, 6296, 6297, 6298, 6299, 6378, 6419, 6572a, and confirming and ratifying the awards of contracts made by the Committee on Supplies for special and general supplies required for use in the day and evening high schools and day and evening elementary schools of The City of New York, in the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond, under the jurisdiction of this Board, during the year 1909, and that said contracts shall continue in force and effect until the first day of January, 1910; but no payments to be made on account of said contracts until the Committee on Supplies shall have filed the contracts to be entered into by it, for and on behalf of the Board of Education, with the contractors mentioned in the statement of awards hereto annexed; said contracts to be drawn and approved in the usual manner, in compliance with law and the rules of the Board of Education applicable thereto.

Approving and ratifying the action of the Committee on Supplies in awarding the contract for furnishing and delivering to the Department of Education 850 gross tons of anthracite coal, more or less, and 500 gross tons of bituminous coal, more or less, for use in the schools in The City of New York, as follows:

Item No. 1—S. Tuttle's Sons & Co., at \$3.75 per ton of 2,240 pounds.  
Item No. 2—S. Tuttle's Sons & Co., at \$3.84 per ton of 2,240 pounds.  
Item No. 3—S. Tuttle's Sons & Co., at \$3.95 per ton of 2,240 pounds.  
Item No. 4—S. Tuttle's Sons & Co., at \$3.90 per ton of 2,240 pounds.

Said coal to be delivered in accordance with the terms of the advertisement and to be, in the case of the anthracite coal, Susequehanna, Pittston or Buck Mountain coal, and in the case of the bituminous coal to be coal known to the trade as "Gem" high grade; but no payments to be made on account of said contract until the Committee on Supplies shall have filed the contract to be entered into by it, for and on behalf of the Board of Education, with the contractors named; said contract to be drawn and approved in the usual manner, in compliance with law and the rules of the Board of Education applicable thereto.

Approving and ratifying the action of the Committee on Supplies in awarding the contract for furnishing and delivering rakes for the day and evening high schools and day and evening elementary schools of The City of New York, in the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond, for the year ending December 31, 1908, as follows:

Six hundred rakes, teeth five-eighths of an inch apart, equal to sample (each rake to be complete with handle similar to sample), at \$1.35 each, to Putnam & Co.  
Seventy-five rakes, teeth three-eighths of an inch apart, equal to sample (each rake to be complete with handle similar to sample), at \$1.50 each, to Putnam & Co.

But no payments to be made on account of said contract until the Committee on Supplies shall have filed the contract to be entered into by it, for and on behalf of the Board of Education, with the contractors named; said contract to be drawn and approved in the usual manner, in compliance with law and the rules of the Board of Education applicable thereto.

Requesting the Public Service Commission for the First District to take such action as may be necessary and proper to prevent the carrying out of the expressed intention of the Staten Island Rapid Transit Railroad Company to do away with the reduced rates heretofore prevailing for school pupils in the Borough of Richmond; and transmitting a copy of the foregoing resolution immediately to said Commission, and authorizing and requesting the Committee on Supplies to make every possible effort to secure the continuance of the present rates of fare for school pupils in said Borough.

Approving and ratifying the action of the Committee on Supplies in promoting George McG. Archibald, Clerk in the Bureau of Supplies, from Grade 1C (\$480 per annum) to Grade 2 (\$600 per annum), to take effect December 9, 1908, subject to the rules and regulations of the Municipal Civil Service Commission (the grades specified being those which appear in the schedule of salaries and grades adopted by the Board of Estimate and Apportionment on December 13, 1907).

Amending sections 113 and 114 of the By-Laws of the Board of Education and the captions thereof so as to read as follows:

H.—TRUANT SCHOOLS, PARENTAL SCHOOL AND UNGRADED CLASSES.

1.—Teacher in a Truant School or the Parental School, or of an Ungraded Class.  
Sec. 113. To be eligible for license as Teacher in a truant school or the Parental School, or as Teacher of the ungraded class, the applicant must have the following qualification:  
Three years' experience in teaching.

2.—Principal of a Truant School or the Parental School.  
Sec. 114. To be eligible for license as Principal of a truant school or the Parental School, the applicant must have one of the following qualifications:  
(a) The qualifications required for Principal of an elementary day school.  
(b) Five years' experience in teaching or supervision; at least two of these must have been devoted to teaching or supervising in truant schools or to work of a kindred nature.

Resolved, That subdivision 22 of section 65 of the By-Laws of the Board of Education and the caption of said subdivision be and they are hereby amended so as to read as follows:

Truant Schools—Parental School.  
22. Principals and Teachers in truant schools and in the Parental School shall be paid in accordance with the following schedules:

Schedule XXIV.—Principal of a Truant School, if Boarded and Lodged.  
First year of service, \$1,800; second year of service, \$1,900; third year of service, \$2,000; fourth year of service, \$2,100.

Schedule XXV.—Principal of the Parental School, if Provided with Unfurnished Lodgings.  
First year of service, \$2,700; second year of service, \$2,800; third year of service, \$2,900; fourth year of service, \$3,000.

No increase in the salary of a Principal of the Parental School or of a truant school for any year shall be made unless the service of such Principal shall have been approved after inspection and investigation as fit and meritorious by a majority of the Board of Superintendents.

Male Teachers in truant schools and the Parental School, and male Teachers of ungraded classes, who hold regular elementary school licenses, shall be paid in accordance with Schedule VI.

Male Teachers holding special truant school licenses shall be paid in accordance with the following schedule:

Schedule XXVI.  
First year of service, \$900; second year of service, \$975; third year of service, \$1,050; fourth year of service, \$1,125; fifth year of service, \$1,200; sixth year of service, \$1,275; seventh year of service, \$1,350; eighth year of service, \$1,425; ninth year of service, \$1,500; tenth year of service, \$1,575; eleventh year of service, \$1,650; twelfth year of service, \$1,725; thirteenth year of service, \$1,800.

The minimum salary shall be \$900, the maximum \$1,800, and the rate of annual increase \$75.

No regular Teacher in a truant school or the Parental School shall receive a salary greater than that fixed for the seventh year of service, nor a salary greater than that fixed for the twelfth year of service, unless and until the service of such Teacher shall have been approved after inspection and investigation as fit and meritorious by a majority of the Board of Superintendents.

Female Teachers in truant schools who hold regular elementary school licenses shall be paid in accordance with Schedule V.

Female Teachers holding special truant school licenses shall be paid in accordance with Schedule IV.

Substitutes serving in the truant schools and the Parental School shall receive \$3 per day of actual service.

Women Inspectors of ungraded classes shall receive a salary of \$1,800 per annum.

Regularly appointed Teachers assigned as additional Teachers shall be paid in accordance with Schedule III. Other persons assigned as additional Teachers shall be paid at the rate of \$3 per day of actual service.

Mr. Harrison addressed the Board, after which Dr. Haupt moved that the second resolution attached to the report of the Committee on By-Laws and Legislation be amended (1) so that the subcaption of Schedule XXV. shall read "Principal of the Parental School, if provided with lodgings and maintenance," and (2) by inserting, after the paragraph relating to "Substitutes serving in the truant schools and the Parental School," a paragraph reading as follows:

"Male or female Teachers in the Parental School, when employed therein as Teachers or Instructors in the evening, shall receive maintenance in addition to their regular salaries."

Authorizing the Board of Superintendents to use six classrooms in Public School 13, Borough of Richmond, as an annex to the Curtis High School.

Approving the suspension of Margaret Doherty, a Teacher in Public School 33, Borough of Manhattan, by District Superintendent O'Shea, on charges of neglect of duty, the charges dismissed, and the Committee on Elementary Schools relieved from further consideration of the matter, this Teacher's resignation having been accepted by the City Superintendent.

Approving and ratifying the action of the Committee on Elementary Schools in finding Harry Roistacher, a Teacher in Public School 19, Borough of Manhattan, guilty of having violated subdivision 1 of section 48 of the By-Laws, prohibiting corporal punishment. Fining said Harry Roistacher forty days' pay, said forty days to be considered as beginning on the day of his suspension, November 17, 1908, and requesting the Board of Superintendents to transfer the said Harry Roistacher to some other school.

Approving and ratifying the action of the Committee on Elementary Schools in finding Alexander Fichandler, Acting Principal of Public School 2, Boys, Borough of Manhattan, guilty of the charge of inflicting corporal punishment in violation of the provisions of section 48 of the By-Laws, and in deciding that he be reprimanded for the same.

Restoring said Alexander Fichandler to duty as of the date of his suspension, November 24, 1908, and that he receive pay from the date of said suspension, and approving and ratifying the action of the Committee on Elementary Schools in dismissing the charges of inflicting corporal punishment in violation of the provisions of section 48 of the By-Laws, preferred against Abraham Morris, a Teacher in Public School 2, Boys, Borough of Manhattan.

Appointing Albert Sonberg, of No. 206 Spring street, Borough of Manhattan, an Attendance Officer, at a salary of \$900 per annum, the appointment to take effect upon assignment to duty by the City Superintendent of Schools.

Appointing the following named persons to the positions for which they have been respectively nominated in the evening recreation centres for the season of 1908-1909, or for such portion thereof as may be deemed necessary, their appointments to take effect upon assignment to duty by the City Superintendent of Schools and their services to continue for such time as the same may be required:

Adele W. Weisstock, Teacher of English; Moses Leder, Librarian.  
Approving the action of the Committee on Special Schools in finding James W. Allen, employed as an Attendance Officer in the Borough of Richmond, guilty of the charges of neglect of duty and misconduct preferred against him by Darwin L. Bardwell, District Superintendent of Schools, and dismissing the said James W. Allen from the service of the Board of Education of The City of New York.

Requesting the Board of Estimate and Apportionment to transfer the sum of twelve thousand dollars (\$12,000) from the Special School Fund for the year 1908 and from the item contained therein entitled Care of School Buildings and Grounds, which item is in excess of its requirements, to the item also contained within the Special School Fund for the year 1908 entitled General Repairs, Borough of Manhattan, which item is insufficient for its purposes.

Appropriating the sum of thirty-five dollars (\$35) from the account entitled Athletic Fields under the Jurisdiction of the Board of Education, said sum to be applied in payment of bill of Charles Cochar for furnishing a coal box for the Athletic Field, Borough of Brooklyn.

Appropriating the sum of three hundred and five dollars and seventy-five cents (\$305.75) from Corporate Stock, Bond Issue authorized by Board of Estimate and Apportionment March 13, 1908, School Building Fund, Interior Construction and Equipment, subtitle No. 1, Borough of Brooklyn, said sum to be applied in payment of the bills to be incurred by the Committee on Buildings with the Superintendent of State Prisons, for and on behalf of the Board of Education, for grates, etc., for Public School 24, Borough of Brooklyn, as per our specifications, and at prices fixed by the State Board of Classification, as follows:

Two sets Mahony grates, 76 by 60 inches, 31 3/4 square feet, at \$4.50 per square foot .....	\$285 00
Four tie bars, 100 loose leaves, 461 pounds, at 4 1/2 cents per pound.....	20 75
	<hr/>
	\$305 75

—requisition for said sum being hereby made upon the Comptroller.

The following preambles and resolutions were adopted:  
Whereas, The Committee on Buildings is in receipt of estimates from contractors for additional work under their contracts, as follows (said additional work involving no extensions of time):

Estimate of C. L. Dooley, contractor, for alterations, repairs, etc., at Public School 72, Queens (for partitioning off the west walls and erecting and enclosing temporary stairs to basement), \$84.

Estimate of Calumet Construction Company, contractors, for general construction of Public School 101, Manhattan (for providing a pocket for a screen used in evening lectures), \$30.

Estimate of Calumet Construction Company, contractors, for general construction of Public School 30, The Bronx (for providing a pocket for a screen used in evening lectures), \$30.

Estimate of the Bottsford-Dickinson Company, contractors, for general construction of Public School 163, Brooklyn (for providing a pocket for a screen used in evening lectures), \$30.

Estimate of Clarke & Stowe, contractors, for general construction of Public School 160, Brooklyn (for providing a pocket for a screen used in evening lectures), \$30.

Estimate of James MacArthur, contractor, for general construction of Public School 84, Brooklyn (for extending chimney so that buckwheat coal can be used), \$665; and

Whereas, The Superintendent of School Buildings reports that these estimates are reasonable and that the work is necessary; therefore be it

Resolved, That the sum of eight hundred and sixty-nine dollars (\$869) be and the same is hereby appropriated from the following named funds; said sum to be applied in full payment for extra cost to the contractors hereinafter mentioned for additional work in connection with their contracts:

Corporate Stock Bond Issue Authorized by Board of Estimate and Apportionment April 24, 1908, School Building Fund, Construction and Improvement.	
Calumet Construction Company (Borough of Manhattan, subtitle No. 1) .....	\$30 00
Calumet Construction Company (Borough of The Bronx, subtitle No. 1) .....	30 00
The Bottsford-Dickinson Company (Borough of Brooklyn, subtitle No. 11).....	30 00
Clarke & Stowe (Borough of Brooklyn, subtitle No. 8).....	30 00
James MacArthur (Borough of Brooklyn, subtitle No. 4).....	665 00
	<hr/>
Total Corporate Stock .....	\$785 00
Special School Fund, 1908, General Repairs, Borough of Queens.	
C. L. Dooley .....	\$84 00
	<hr/>
Total, General Repairs .....	84 00
	<hr/>
Grand total .....	\$869 00

—requisition for the sum of seven hundred and eighty-five dollars (\$785) being hereby made upon the Comptroller.

Whereas, The Committee on Buildings has received an estimate, in the sum of \$48, from Gillis & Geoghegan, contractors, for heating and ventilating apparatus at Public School 17, Manhattan, for reinforcing the steel work in the heating chamber; and

Whereas, The Superintendent of School Buildings has reported that this estimate is reasonable and that the work is necessary; therefore be it

Resolved, That the sum of forty-eight dollars (\$48) be and the same is hereby appropriated from the proceeds of Corporate Stock Bond Issue authorized by the Board of Estimate and Apportionment March 13, 1908, School Building Fund, Interior Construction and Equipment, subtitle No. 2, Borough of Manhattan; said amount to be applied in full payment for extra cost to Gillis & Geoghegan, contractors, for additional work in connection with their contract, as hereinbefore stated; requisition for said sum being hereby made upon the Comptroller.

Whereas, On November 11, 1908 (see Journal, pages 2236-2237), resolutions were adopted declaring voided and forfeited the contracts of LeBaron B. Johnson for electric work at Public Schools 92 and 160, Borough of Manhattan; and

Whereas, Subsequent developments render reconsideration of said action advisable; therefore be it

Resolved, That the resolutions adopted on November 11, 1908, declaring voided and forfeited the contracts of LeBaron B. Johnson for electric work at Public Schools 92 and 160, Borough of Manhattan, be and they are hereby rescinded; and be it further

Resolved, That the said above mentioned contracts be and they are hereby restored to the said LeBaron B. Johnson.

Whereas, Ruth Sayer, a Teacher in Public School 85, Borough of Manhattan, was absent from school from March 23 to May 15, 1908, on account of a contagious disease which she claims she contracted in the performance of her school duties; and

Whereas, Under section 44 of the By-Laws of the Board of Education only a portion of this absence can be excused; therefore be it

Resolved, That so much of the absence of Ruth Sayer a Teacher in Public School 85, Borough of Manhattan from March 23 to May 15 1908 as is non-excusable under section 44 of the By-Laws be and it hereby is excused with pay and that all provisions of the By-Laws inconsistent herewith be and they hereby are suspended for the purpose of this resolution.

Whereas The Board of Superintendents has recommended that the absence of May M. Wiegand, a Teacher in Public School 19, Borough of Manhattan, from October 8 to November 6, 1908, be excused with pay; and

Whereas, It appears from a statement made in writing by the Principal of said school that her absence was due to an accident which occurred in the schoolyard while she was engaged in the discharge of her school duties; therefore be it

Resolved, That so much of the absence of May M. Wiegand, a Teacher in Public School 19, Borough of Manhattan, from October 8 to November 6 (inclusive), 1908, as is non-excusible under section 44 of the By-Laws of the Board of Education be and it hereby is excused with pay, and that all provisions of the By-Laws inconsistent herewith be and they hereby are suspended for the purpose of this resolution.

Whereas, Certain Teachers were permitted by resolution of the Board of Education to visit schools in England and elsewhere (see Journal, page 2095, et al.), during the period of eight weeks without loss of salary; and

Whereas, It appears that several of such Teachers have been unable to secure passage upon steamers sailing on dates such as to enable them to return upon the expiration of this time; therefore be it

Resolved, That the Board of Education hereby authorizes a special committee, consisting of the Chairman of the Committee on High Schools and Training Schools, the Chairman of the Committee on Elementary Schools and the City Superintendent, to excuse, with pay, the absence of such Teachers for a period not to exceed five days in excess of the time allowed them heretofore by the Board of Education for the purpose of visiting schools in England and on the Continent; and it is further

Resolved, That all By-Laws or parts of By-Laws inconsistent herewith be and they hereby are for this purpose suspended

Appropriating the sum of seven dollars (\$7) from the Special School Fund for the year 1908 and from the item entitled "Incidental and General Expense Fund," for reimbursing the Title Guarantee and Trust Company for furnishing the names of the owners of the property on the west side of Wyona street, between Blake and Sutter avenues, Borough of Brooklyn, in connection with the matter of making application to the Department of Water Supply, Gas and Electricity for laying a water main on the said street for the use of Public School 149.

Setting aside the following amounts from the accounts indicated for expenditure under the direction of the Committee on Buildings as set forth in section 31 of the By-Laws:

From Pianos and Repairs of, 1908, Borough of Manhattan, from Main account to Committee account.....	\$700 00
From Pianos and Repairs of, 1908, Borough of The Bronx, from Main account to Committee account.....	200 00
From Pianos and Repairs of, 1908, Borough of Queens, from Main account to Committee account.....	245 00

Approving and ratifying the action of the Committee on Buildings in appointing John McPherson as Inspector of Masonry at Public School 100, Borough of Manhattan, and Thomas D. Reilly as Inspector of Masonry at Public School 162, Borough of Brooklyn, said persons having been certified as eligible for appointment by the Municipal Civil Service Commission, and in fixing their compensation at \$33 and \$35 per week, respectively, the appointments taking effect December 7, 1908.

Suspending subdivision 2 of section 31 of the By-Laws for the purpose of paying the following bills, incurred under circumstances of an emergency nature:

Scientific Waterproofing Engineering Company, Morris High School, The Bronx, waterproofing part of cellar.....	\$160 00
James J. Cooke, Public School 17, Manhattan, making and installing gas fixtures throughout building, removing old gas fixtures from old building, altering and hanging the same in new building.....	335 99
Johnson Service Company, Hall of the Board, Manhattan, materials for repairing thermostats .....	95 07

Excusing the absence of the following named Principal and Teachers of Public School 20, Borough of The Bronx, caused by their attendance at the funeral of Mrs. Mary J. FitzGibbon, late 8B Teacher of said school, on the morning of December 2, 1908, with pay, and suspending all provisions of the By-Laws inconsistent herewith for the purpose of this resolution:

Mary A. Curtis, Minnie I. Meade, Mae F. Zobel.

Paying Sara E. Rhodes, a Teacher in Public School 190, Borough of Manhattan, in accordance with the second paragraph of subdivision 7 of section 44 of the By-Laws of the Board of Education for the time of her absence from September 26 to November 27, 1907, while employed as a Teacher in Public School 169, Borough of Manhattan, said absence having been occasioned by illness, and suspending all provisions of the By-Laws inconsistent herewith for the purpose of this resolution.

Granting, in accordance with a recommendation received from the Board of Superintendents, under date of December 5, 1908, permission for the holding of the afternoon session of the Washington Irving High School on December 17, 1908, in the hall of Cooper Union.

Authorizing in accordance with a recommendation received from the Board of Superintendents, under date of June 19, 1908, the transfer of the annex to the Wadleigh High School from Public School 90, Borough of Manhattan, to Public School 100, Borough of Manhattan, and the occupancy for such purpose of the two upper floors, or so much thereof as may be necessary, until needed for elementary school purposes.

Suspending in accordance with a recommendation submitted by the Board of Superintendents, the sessions of the evening high schools for the present term, after December 17, 1908, and all provisions of the By-Laws inconsistent herewith be and they hereby are suspended for the purpose of this resolution.

Closing in accordance with a recommendation submitted by the Board of Superintendents, the evening recreation centres on December 24, 25, 26 and 31, 1908, and January 1 and 2, 1909.

Approving the action of the Committee on Special Schools in accepting the resignation of Jacob Bosch, Cleaner in the Manhattan Truant School, taking effect December 1, 1908.

Approving the action of the Committee on Special Schools in accepting the resignation of Aaron D. Faber, Attendance Officer, taking effect October 24, 1908.

Approving and ratifying the action of the Committee on Care of Buildings in transferring the following named persons to the schools and on the dates indicated: Stephen Middleton, Janitor, from Public School 134, Manhattan, to Public School 80, Manhattan; annual salary, \$1,356, taking effect November 11, 1908.

Thomas Owens, Janitor-Steam Heating, from Public School 36, Manhattan, to Public School 15, Manhattan; annual salary, \$3,636, taking effect December 1, 1908.

Edward J. Farrell, Janitor, from Public School 50, Manhattan, to Public School 48, Brooklyn; annual salary, \$900, taking effect December 16, 1908.

Matthew J. Brown, Janitor-Steam Heating, from Public School 137, Brooklyn, to Public School 5, Brooklyn; annual salary, \$4,848, taking effect December 7, 1908.

Charles E. Bedell, Janitor, from Public School 33, Brooklyn, to Public School 137, Brooklyn; annual salary, \$2,820, taking effect December 7, 1908.

Martin Nolan, Janitor, from Public School 85, Manhattan, to Public School 103, Manhattan; annual salary, \$3,672, taking effect December 16, 1908.

James F. Doyle, Janitor-Engineer, from Public School 103, Manhattan, to Public School 85, Manhattan; annual salary, \$2,448, taking effect December 16, 1908.

Approving and ratifying the action of the Committee on Care of Buildings in making the following appointments, taking effect December 7, 1908, said appointments having been made from eligible lists submitted by the Municipal Civil Service Commission:

John F. O'Connor, Cleaner, Public School 6, Queens; annual salary, \$480.

Gilman T. Dedrick, Janitor-Engineer, Public School 8, Manhattan, annual salary, \$2,136.

Giving, in accordance with a request received from the President of the Borough of Manhattan, consent to the transfer of James Lorenzo, Cleaner in Public School 188, Borough of Manhattan, to the office of the President of the Borough of Manhattan.

Approving and ratifying the action of the Committee on Care of Buildings in increasing the compensation of James C. Walsh, Janitor of Public School 38 (new), Borough of Manhattan, for the care of Public School 38 (old), Borough of Manhattan, now used as an annex to Public School 8, from \$60 to \$75 per month, taking effect December 1, 1908, until the building is fully occupied, at which time the matter of the assignment of a permanent janitor will be considered.

Approving and ratifying the action of the Committee on Care of Buildings in relieving John F. O'Donnell, Janitor of Public School 80, Borough of Queens, from the temporary care of Public School 2, Borough of Queens, and in placing Henry Schmidt, Cleaner in Public School 2, Borough of Queens, in charge of said building, at a salary of \$1,080 per annum, to take effect December 16, 1908.

Approving and ratifying the action of the Committee on Care of Buildings in assigning Charles A. Shields, Janitor of Public School 75, Borough of Brooklyn, to the care of the new addition to said school, taking effect November 19, 1908, his compensation to be at the rate of \$50 per month until such time as the addition is entirely occupied.

Approving and ratifying the action of the Committee on Care of Buildings in increasing the compensation of Francis X. Polster, Janitor of Public School 44, Borough of Manhattan, for the care of Public School 111, Borough of Manhattan, used as a storehouse, from \$40 to \$50 per month, taking effect October 1, 1908.

Requesting the Municipal Civil Service Commission to amend the classification of non-competitive positions by including therein under the heading "Positions in the New York Nautical School, Board of Education," the following:

Yeoman. Suspending in accordance with a recommendation submitted by the Board of Superintendents, the sessions of the evening trade schools for the present term after December 17, 1908, and all provisions of the By-Laws inconsistent herewith for the purpose of this resolution.

On motion, all absent members were excused for non-attendance at this meeting.

On motion, the Board adjourned at 6.50 o'clock p. m.

A. EMERSON PALMER, Secretary.

BOARD OF EDUCATION.

New York, January 13, 1909.

The Board of Education has entered into contract with the following-named contractor during the week commencing January 11, 1909:

Table with 2 columns: Contractor and Address, Surety and Address. Row: Bacon & Co., Reid and DeKalb avenues, Brooklyn, American Surety Company, No. 100 Broadway.

FRED H. JOHNSON, Assistant Secretary.

BOARD OF EDUCATION.

New York, January 18, 1909.

The Board of Education has entered into contracts with the following-named contractors during the week commencing January 18, 1909:

Table with 2 columns: Contractor and Address, Sureties and Address. Rows: William G. Hill, No. 70 Wall street, The Empire State Surety Company, No. 84 William street; Superior Manufacturing Company, Muskegon, Mich., American Surety Company, No. 100 Broadway.

FRED. H. JOHNSON, Assistant Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

New York, November 12, 1908.

The following communications were received, action being taken thereon as noted, to wit:

From the Municipal Civil Service Commission (79075)—Authorizing the reassignment of Patrick Cain, Dock Laborer. Filed, Cain having been reassigned on November 7, 1908.

From the Fire Department—1 (79072). Requesting that the matter of driving fender and spring piles and cutting of gangway at the bulkhead platform, foot of One Hundred and Thirty-second street, Harlem River, be given immediate attention. Answered that the premises will be in suitable condition for the berthing of a fireboat on or before December 1, 1908.

2 (78696). Advising that it has a quantity of discarded hose on hand and asking whether this Department requires a supply. Request made for a supply of the hose.

From the Department of Health (78915)—Submitting report relative to the physical condition of Elizabeth Smith, Cleaner. Ordered paid for period of absence to end of November, 1908.

From the Department of Correction (78993)—Requesting the construction of a dock 50 feet by 35 feet in dimensions, between the storehouse and workhouse docks on the easterly side of Blackwells Island, East River. Order issued to Chief Engineer.

From the President of the Borough of Brooklyn—1 (79073). Stating that the Street Opening Bureau of the Corporation Counsel's office advises that application for the appointment of Commissioners in the proceedings to open North Henry street to Greene street, Brooklyn, will be made shortly.

2 (78778). Requesting the establishment of a bulkhead line, from Rockaway avenue to East One Hundred and Sixth street, Canarsie, Brooklyn. Answered that a bulkhead line at the locality in question is in existence at the present time.

From the War Department (79074)—Stating that the Department's request for the exclusion of sailing vessels from the area being dredged between Twenty-eighth and Thirty-sixth streets, Brooklyn, has been referred to the Supervisor of Anchorage. Filed.

From the Hencken & Willenbrock Company (78992)—Requesting permission to make repairs to the northerly half of the pier, foot of Ninety-fourth street, East River. Permit granted, work to be kept within existing lines and to be done under the supervision of the Chief Engineer. Chief Engineer directed to have repairs made to the south half of the pier by the Department Force.

From the New York and Long Branch Steamboat Company (78943)—Requesting permission to remove gates placed by them on the Bloomfield Street Pier, North River. Permit granted, work to be done under the supervision of the Chief Engineer.

From J. Schlenker (78863)—Requesting permission to store small boats on the trestle work northerly of West One Hundred and Thirty-eighth street, North River. Answered that the trestle is private property.

From the Superintendent of Ferries (79059)—Recommending that Thomas J. Burns and Joseph Le Febvre, Deckhands, be reprimanded for infraction of the rules. Both given a hearing, reprimanded and ordered reassigned to duty.

The request of the Excelsior Yacht Club (78960) for permission to erect a fence between Fifty-ninth and Sixty-first streets, Brooklyn, was denied.

The Mayor was requested to authorize the advertising and award of a new contract for insuring the ferry boats "Stapleton" and "Castleton," and a new contract for the services of horses, harness and driver for the municipal ferries.

In accordance with the request of the Interstate Lighterage and Transportation Company (79076), the Chief Engineer was directed to repair the pier foot of West Fiftieth street, North River, where damaged by the tug "Interstate" and to report the cost of the work for collection.

The Commissioners of the Sinking Fund in answer to their request (79007) were advised that no assignment of the premises within the lines of the marginal street, between Ninetieth and Ninety-first streets, East River, can be made.

The following Department orders were issued:

Table with 3 columns: Number, Issued To and For, Price. Rows: 24111. Babcock & Wilcox Company, stop valves, \$208 00; 24112. Christie Iron Works, packing (estimated), 697 00; 24113. Lebedjeff & Co., galvanized iron, 49 50; 24114. Montross & Clarke Company, rules and regulations, books, 67 23; 24115. J. Edward Ogden Company, hose, 118 00; 24116. Century Contracting and Supply Company, canvas, 29 50; 24117. J. Edward Ogden Company, cotton waste, etc., 221 55; 24118. Frank McCauley, bronze castings, 300 00.

DENIS A. JUDGE, Deputy and Acting Commissioner.



CHANGES IN DEPARTMENTS, ETC.

DEPARTMENT OF DOCKS AND FERRIES.

January 18—Michael J. Regan, formerly employed as a Blacksmith's Helper, died January 13, 1909. His name has been dropped from the list of employees.

The Municipal Civil Service Commission having approved of the transfer of James Murtha from the position of Sweeper in the Department of Street Cleaning to the position of Dock Laborer in this Department, the Commissioner has appointed said Murtha a Dock Laborer in this Department with pay at the rate of 31 1/4 cents per hour while employed, to take effect January 18, 1909.

TENEMENT HOUSE DEPARTMENT.

January 18—Transferred, James M. McAuliffe, No. 199 Kent street, Brooklyn, Office Boy, salary \$300 per annum, to Department of Finance. This transfer to take effect at the beginning of business January 16, 1909.

DEPARTMENT OF PARKS.

Boroughs of Manhattan and Richmond. January 15—Discharged, lack of appropriation, to take effect at close of work January 15, 1909:

- Park Laborer. Frank Walker, No. 85 Christopher street; Morris Brown, No. 69 Rivington street; Charles Brohm, No. 246 East One Hundred and Sixth street; Anthony Andre, No. 318 East One Hundred and Thirtieth street; Thomas Breslin, No. 397 Water street; Angelo Parnlo, No. 315 East One Hundred and Eleventh street; Peter Lee, No. 65 West Ninety-first street; John Cahill, No. 409 Hudson street; James P. Barry, No. 434 West Forty-seventh street; John McGuinness, No. 307 West One Hundred and Thirty-third street; Antonio Cipoletto, No. 306 East One Hundred and Fifth street; John McGreevy, No. 604 East Eighty-third street; Denis Bulman, No. 1688 Second avenue; Peter Plance, No. 456 West Forty fifth street; John Donnelly, No. 204 East Thirty-sixth street; George W. Holtje, No. 201 West Houston street; Ferdinand Schultze, No. 504 East Sixth street; Moe Morris, No. 217 East Sixty-sixth street; John Cuff, No. 460 West Thirty-first street; John J. Lyons, No. 98 Lafayette street; John Coyle, No. 447 East Eightieth street; Giacomo Cimino, No. 331 East One Hun-

dred and Fifteenth street; Michael Murphy, No. 508 East Sixteenth street; Charles McNeany, No. 452 West Fortieth street; John Walsh, No. 147 Macdougall street; Denis Rohan, No. 127 Cedar street; Michael Cummings, No. 231 East Twenty-sixth street; Innocenzo Beneventi, No. 55 Spring street; Meyer Seibel, No. 233 Second street.

Gymnasium Attendant. Frank Jaeger, No. 31 Broome street; Samuel Sedransky, No. 173 East One Hundred and Ninth street; Rudolph Friedman, No. 104 Avenue D.

Playground Attendant. Anna H. Perlman, No. 103 Rutledge street, Brooklyn; Katherine E. McConnell, No. 505 East One Hundred and Seventy-ninth street; Mary E. Rice, No. 247 East Twenty-first street.

Pay fixed January 1, 1909, John Walsh, Blacksmith's Helper, \$3 per day (to conform to Budget appropriation for 1909).

CORPORATION COUNSEL.

January 19—Appointed John M. Barrett, No. 10 West Ninetieth street, Manhattan, to the position of Assistant in this Department at an annual salary of \$3,000, to take effect January 18, 1909.

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. Hebbert, 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 6027 and 6028 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 5840 Gramercy. Warren A. Conover, Charles Buek, Lewis Harding, Charles G. Smith, Edward F. Coker, William A. Boring 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. 290 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. Cunnion, Thomas M. De Laney, Horace E. Dresser, Alexander Ferris, Joseph Nicola Francolini, George Freifeld, George I. Gillespie, John Greene, Lewis Haase, Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, James P. Holland, Arthur Hollick, Hugo Kanzier, Max Katzenberg, Edward Lazansky, 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. D.; 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. 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. Leipzig, Supervisor of Lectures. Claude G. Leland, Superintendent of Libraries. A. J. Maguire, Supervisor of Janitors.

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John H. Barry, M. D., Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.

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John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk; J. Walter Wood, M. D., Assistant Registrar of Records.

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DEPARTMENT OF PUBLIC CHARITIES.

PRINCIPAL OFFICE. Foot of East Twenty-sixth street, 9 a. m. to 4 p. m. Saturdays, 12 m. Telephone, 2350 Madison Square. Robert W. Hebbert, 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.

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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.

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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 3000 Worth.  
 Francis K. Pendleton, Corporation Counsel.  
 Assistants—Theodore Connolly, George L. Sterling, Charles D. Olendorf, William P. Burr, R. Percy Chittenden, David Runsey, 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 Widdecombe, 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. Booram, 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 Fay.  
 Secretary to the Corporation Counsel—Edmund Kirby.  
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 Telephone, 2948 Main.  
 James D. Bell, Assistant in charge.

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 No. 90 West Broadway, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
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 John P. Dunn, Assistant in charge.

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 Herman Stiel, Assistant in charge.

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 Geo. O'Reilly, Assistant in charge.

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 John P. O'Brien, Assistant in charge.

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 Frank A. Spencer, Secretary.  
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 Labor Bureau.  
 Nos. 54-60 Lafayette street.  
 Telephone, 2140 Worth.

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 Telephone, 640 Plaza.  
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 Stated meeting, Friday of each week, at 3 p. m.  
 Telephone, 3520 Main.

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 Telephone, 3100 Spring.  
 Theodore A. Bingham, Commissioner.  
 William F. Baker, First Deputy Commissioner.  
 Frederick H. Bugher, Second Deputy Commissioner.  
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 Wm. H. Abbott, Jr., First Deputy Commissioner.  
 Brooklyn Office (Boroughs of Brooklyn, Queens and Richmond), Temple Bar Building, No. 44 Court street.  
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 John McKeown, Second Deputy Commissioner.  
 Bronx Office, Nos. 2804, 2806 and 2808 Third Avenue.  
 Telephone, 967 Melrose.  
 William B. Calvert, Superintendent

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 Josiah A. Briggs, Chief Engineer.  
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 Thomas H. O'Neil, Superintendent of Sewers.  
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 Telephone, 1000 Tompkinsville.

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 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.  
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 Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.  
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 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.  
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 Telephone, 7 Tompkinsville.

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 Matthew F. Neville, Assistant Commissioner.  
 Frederick P. Simpson, Assistant Commissioner.  
 Frederick O'Byrne, Secretary.  
 Telephone, 241 Worth.

**COMMISSIONER OF RECORDS.**  
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 William S. Andrews, Commissioner.  
 James O. Farrell, Superintendent.  
 James J. Fleming, Jr., Secretary.  
 Telephone, 3900 Worth.

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 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, 2304 Franklin.

**PUBLIC ADMINISTRATOR.**  
 No. 119 Nassau street, 9 a. m. to 4 p. m.  
 William M. Hoes, Public Administrator.  
 Telephone, 6376 Cortlandt.

**REGISTER.**  
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 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, 2955-67—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. Ebstein, Deputy Register.  
 Telephone, 2830 Main.

**SHERIFF.**  
 County Court-house, Brooklyn, N. Y.  
 9 a. m. to 4 p. m.; Saturdays, 12 m.  
 Alfred T. Hobbey, Sheriff.  
 James P. Connell, Under Sheriff.  
 Telephone, 6845, 6846, 6847, Main.

**SURROGATE.**  
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 Edward J. Bergen, Chief Clerk and Clerk of the Surrogate's Court.  
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 Telephone, 3954 Main.

**QUEENS COUNTY.**

**COMMISSIONER OF JURORS.**  
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 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. Ewins.  
 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. Truax, 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, 6664 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. McAvooy, 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, Willard 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, Wednesdays 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  
rnest 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 Steiner, Daniel E. Finn, Frederick B. House, Charles N. Harris, Frederic Kernochan, Arthur C. Butts, Joseph E. Corrigan, Moses Herrman, Paul Krotel.  
Phillip Bloch, Secretary, One Hundred and Twenty-first street and Sylvan place.  
First District—Criminal Court Building.  
Second District—Jefferson Market.  
Third District—No. 60 Essex street.  
Fourth District—No. 151 East Fifty-seventh street.  
Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.  
Sixth District—One Hundred and Sixty-first street and Brook avenue.  
Seventh District—No. 314 West Fifty-fourth street.  
Eighth District—Main street, Westchester

**Second Division.**  
Borough of Brooklyn.  
City Magistrates—Edward J. Dooley, James G. Tighe, John Naumer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Furlong, Alfred E. Steers, A. V. B. Voorhees, Jr., Alexander H. Geismar, John F. Hylan.  
President of the Board, Edward J. Dooley, No. 318 Adams street.  
Secretary to the Board, Charles J. Flanigan, Myrtle and Vanderbilt avenues, and No. 648 Halsey street.  
**Courts.**  
First District—No. 318 Adams street.  
Second District—Court and Butler streets.  
Third District—Myrtle and Vanderbilt avenues.  
Fourth District—No. 186 Bedford avenue.  
Fifth District—No. 249 Manhattan avenue.  
Sixth District—No. 495 Gates avenue.  
Seventh District—No. 31 Snider avenue (Flatbush).  
Eighth District—West Eighth street (Coney Island).  
Ninth District—Fifth avenue and Twenty-third street.  
Tenth District—No. 133 New Jersey avenue.

**Borough of Queens.**  
City Magistrates—Matthew J. Smith, Joseph Fitch, Maurice E. Connolly, Eugene C. Gilroy.  
**Courts.**  
First District—St. Mary's Lyceum, Long Island City.  
Second District—Town Hall, Flushing, L. I.  
Third District—Central avenue, Far Rockaway, L. I.  
**Borough of Richmond.**  
City Magistrates—Joseph B. Handy, Nathaniel Marsh.  
**Courts.**  
First District—Lafayette place, New Brighton, Staten Island.  
Second District—Village Hall, Stapleton, Staten Island.

**MUNICIPAL COURTS.**

**Borough of Manhattan.**  
First District—The First District embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.  
Wahoupe Lynn, William F. Moore, John Hoyer, Justices.  
Thomas O'Connell, Clerk; Francis Mangin, Deputy Clerk.  
Location of Court—Merchants' Association Building, Nos. 54-60 Lafayette street. Clerk's Office open

daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Additional Parts are held at southwest corner of Sixth avenue and Tenth street and at No. 128 Prince street.  
Telephone, 6070 Franklin.

Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue and on the south and east by the southerly and easterly boundaries of the said borough, on the north by the centre line of East Fourteenth street, on the west by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.  
George F. Roesch, Benjamin Hoffman, Leon Sanders, Thomas P. Dinnean, Justices.  
James J. Devlin, Clerk; Michael H. Looney, Deputy Clerk.  
Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 2596 Orchard.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.  
Thomas E. Murray, James W. McLaughlin, Justices.  
Michael Skelly, Clerk; Henry Merzbach, Deputy Clerk.  
Location of Court—No. 314 West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone number, 5450 Columbus.

Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough; excluding, however, any portion of Blackwell's Island.  
Michael F. Blake, William J. Boyhan, Justices.  
Abram Bernard, Clerk; James Foley, Deputy Clerk.  
Location of Court—Part I., and Part II., No. 151 East Fifty-seventh street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone number, 5450 Columbus.

Fifth District—The Fifth District embraces the territory bounded on the south by the centre line of Sixty-fifth street, on the east by the centre line of Central Park West, on the north by the centre line of One Hundred and Tenth street, on the west by the westerly boundary of said borough.  
Alfred P. W. Seaman, William Young, Frederick Spiegelberg, Justices.  
James V. Gilloon, Clerk; John H. Servis, Deputy Clerk.  
Location of Court—Broadway and Ninety-sixth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 4066 Riverside.

Sixth District—The Sixth District embraces the territory bounded on the south by the centre line of Fifty-ninth street and by the centre line of Ninety-sixth street from Lexington avenue to Fifth avenue on the west by the centre line of Lexington avenue from Fifty-ninth street to Ninety-sixth street and the centre line of Fifth avenue from Ninety-sixth street to One Hundred and Tenth street, on the north by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, including, however, all of Blackwell's Island and excluding any portion of Ward's Island.  
Herman Joseph, Jacob Marks, Justices.  
Edward A. McQuade, Clerk; Thomas M. Campbell, Deputy Clerk; John J. Dietz, Frederick J. Stroh, Assistant Clerks.  
Location of Court—Northwest corner of Third avenue and Eighty-third street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 4343 79-St.

Seventh District—The Seventh District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the east by the centre line of Fifth avenue to the northerly terminus thereof, and north of the northerly terminus of Fifth avenue, following in a northerly direction the course of the Harlem river, on a line continuous with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.  
Phillip J. Sinnott, David L. Weil, John R. Davies, Justices.  
Herman B. Wilson, Clerk; Robert Andrews, Deputy Clerk.  
Location of Court—No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Eighth District—The Eighth District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the west by the centre line of Fifth avenue, on the north and east by the northerly and easterly boundaries of said borough, including Randall's Island and the whole of Ward's Island.  
Joseph P. Fallon, Leopold Prince, Justices.  
William J. Kennedy, Clerk; Patrick J. Ryan, Deputy Clerk.  
Location of Court—Sylvan place and One Hundred and Twenty-first street, near Third avenue. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 3950 Harlem.

Ninth District—The Ninth District embraces the territory bounded on the south by the centre line of Fourteenth street and by the centre line of Fifty-ninth street from the centre line of Seventh avenue to the centre line of Central Park West, on the east by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, and by the centre line of Fifth avenue from the centre line of Ninety-sixth street to the centre line of One Hundred and Tenth street, on the north by the centre line of Ninety-sixth street from the centre line of Lexington avenue to the centre line of Fifth avenue and by One Hundred and Tenth street from Fifth avenue to Central Park West, on the west by the centre line of Seventh avenue and Central Park West.  
Edgar J. Lauer, Frederick De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.  
William J. Chamberlain, Clerk; Charles Healy, Deputy Clerk.  
Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.  
Telephone, 3873 Plaza.

Tenth District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by chapter 934 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williams-bridge. Court-room, Town Hall, No. 1490 Williams-

bridge road, Westchester Village. Court open daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.  
Peter A. Sheil, Justice.  
Stephen Collins, Clerk.  
Office hours from 9 a. m. to 4 p. m.; Saturdays closing at 12 m.  
Telephone, 457 Westchester.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court-room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours, from 9 a. m. to 4 p. m. Court opens at 9 a. m.  
John M. Tierney, Justice. Thomas A. Maher, Clerk.  
Telephone, 3043 Melrose.

**Borough of Brooklyn.**  
First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn. Court-house, northwest corner State and Court streets, Parts I. and II.  
John J. Walsh, Justice. Edward Moran, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.  
Court-room, No. 495 Gates avenue.  
Gerard B. Van Wart and Charles J. Dodd, Justices. Franklin B. Van Wart, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn.  
Philip D. Meagher and William J. Bogenschutz, Justices. John W. Carpenter, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Court opens at 9 a. m.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue, and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.  
Court-room, No. 14 Howard avenue.  
Thomas H. Williams, Justice. G. J. Wiederhold, Clerk. Milton I. Williams, Assistant Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty second Ward as lies south of Prospect avenue. Court-house, northwest corner of Fifty-third street and Third avenue.  
Cornelius Furgueson, Justice. Jeremiah J. O'Leary, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Telephone, 407 Bay Ridge.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue; also that portion of the Eleventh and Twentieth Wards beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic avenue to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of Myrtle avenue to Hudson avenue; thence along the centre line of Hudson avenue to Johnson street; thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.  
Lucien S. Bayliss and George Fielder, Justices, Charles P. Bible, Clerk.  
Court-house, No. 611 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.  
Alexander S. Rosenthal and Edward A. Richards, Justices. Samue F. Brothers, Clerk.  
Court-house, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania avenue).  
Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial days, Tuesdays, Wednesdays, Thursdays and Fridays.  
Jury days, Tuesdays and Fridays.  
Clerk's Telephone, 004 East New York.  
Court Telephone, 905 East New York.

**Borough of Queens.**  
First District—First Ward (all of Long Island City formerly composing five wards). Court-room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.  
Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days, Mondays, Tuesdays and Fridays. All other business transacted on Tuesdays and Thursdays.  
Thomas C. Kadien, Justice. Thomas F. Kennedy, Clerk.  
Telephone, 2376 Greenpoint

Second District—Second and Third Wards, which include the territory of the late Towns of Newtown and Flushing. Court-room in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, Queens County, New York.  
William Rasquin, Jr., Justice. Luke J. Connorton, Clerk. William Repper, Assistant Clerk.  
James B. Sneider, Stenographer.  
Trial days, Tuesdays and Thursdays.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Telephone, 87 Newtown.

Third District—Fourth and Fifth Wards, comprising the territory of the former Towns and Villages of Jamaica, Far Rockaway and Rockaway Beach.  
James F. McLaughlin, Justice. George W. Damon, Clerk.  
Court-house, Town Hall, Jamaica.  
Telephone, 189 Jamaica.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Court held on Mondays, Wednesdays and Fridays at 9 a. m.

**Borough of Richmond.**  
First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.  
Thomas C. Brown, Justice. Anning S. Prall, Clerk.  
Clerk's Office open from 8.45 a. m. to 4 p. m.  
Telephone, 503 Tompkinsville.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.  
George W. Stake, Justice. Peter Tiernan, Clerk.  
Clerk's Office open from 9 a. m. to 4 p. m.  
Court opens at 9 a. m. Calendar called at 10 a. m. Court continued until close of business. Trial days, Mondays, Wednesdays and Fridays.  
Telephone, 313 Tompkinsville

**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 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 Presse."  
**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 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...

LAWSON PURDY, President; FRANK RAYMOND, JAMES J. TULLY, CHARLES PUTZEL, HUGH HASTINGS, CHARLES I. McCORMACK, JOHN J. HALLERAN, Commissioners of Taxes and Assessments.

BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn, at the above office, until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 3, 1909.

No. 1. FOR REGULATING AND PAVING WITH ASPHALT ON CONCRETE FOUNDATION THE ROADWAY OF DECATUR STREET...

Engineer's estimate of the quantities is as follows: 1,110 square yards asphalt pavement (5 years' maintenance).

The time allowed for the completion of the work and the full performance of the contract is fifteen (15) working days.

The amount of security required is Eight Hundred and Fifty Dollars (\$850).

No. 2. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON FORREST STREET...

Engineer's estimate of the quantities is as follows: 880 linear feet new curbstone, set in concrete.

20 linear feet old curbstone, reset in concrete.

930 cubic yards earth excavation.

50 cubic yards earth filling (not to be bid for).

50 cubic yards concrete (not to be bid for).

4,400 square feet cement sidewalk.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Eight Hundred and Twenty-five Dollars (\$825).

No. 3. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF HEAVEN PLACE...

Engineer's estimate of the quantities is as follows: 1,180 square yards asphalt pavement (5 years' maintenance).

165 cubic yards concrete.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Eight Hundred and Fifty Dollars (\$850).

No. 4. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON PARK PLACE...

Engineer's estimate of the quantities is as follows: 3,560 linear feet new curbstone, set in concrete.

50 linear feet old curbstone, reset in concrete.

12,970 cubic yards earth excavation.

70 cubic yards earth filling (not to be bid for).

200 cubic yards concrete (not to be bid for).

17,730 square feet cement sidewalk.

The time allowed for the completion of the work and the full performance of the contract is seventy (70) working days.

The amount of security required is Fifty-six Hundred Dollars (\$5,600).

No. 5. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF PROSPECT PLACE...

Engineer's estimate of the quantities is as follows: 12,900 square yards asphalt pavement (5 years' maintenance).

1,800 cubic yards concrete.

The time allowed for the completion of the work and the full performance of the contract is fifty (50) working days.

The amount of security required is Ninety-six Hundred and Fifty Dollars (\$9,650).

No. 6. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF SHEFFIELD AVENUE...

Engineer's estimate of the quantities is as follows: 2,730 square yards asphalt pavement (5 years' maintenance).

380 cubic yards concrete.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Two Thousand Dollars (\$2,000).

No. 7. FOR GRADING A PORTION OF A LOT ON THE NORTHEAST CORNER OF GREENWOOD AND PROSPECT AVENUES...

Engineer's estimate of the quantity is as follows: 118 cubic yards earth excavation.

The time allowed for the completion of the work and the full performance of the contract is ten (10) working days.

The amount of security required is Twenty Dollars (\$20).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed...

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Highways, the Borough of Brooklyn, No. 14 Municipal Building, Brooklyn.

BIRD S. COLER, President.

Dated January 19, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn, at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 3, 1909, Borough of Brooklyn.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN FORTY-SIXTH STREET, BETWEEN TWELFTH AVENUE AND FIFTEENTH AVENUE, WITH OUTLET SEWERS IN FORTY-SIXTH STREET, BETWEEN FIFTEENTH AND SEVENTEENTH AVENUES, ETC., ETC.

The Engineer's preliminary estimate of the quantities is as follows:

1,498 linear feet of 36-inch brick sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$4.75..... \$7,115 50

1,365 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$2.80..... 3,822 00

45 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$2..... 90 00

1,585 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$1.80..... 2,853 00

1,460 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$1.65..... 2,409 00

5,500 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances; per linear foot, 80 cents..... 4,400 00

54 manholes, complete, with iron heads and covers, including all incidentals and appurtenances; per manhole, \$50..... 2,700 00

10 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hoods and connecting culverts, including all incidentals and appurtenances; per basin, \$130..... 1,300 00

11,200 feet (B. M.) of foundation planking, laid in place, complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$27..... 302 40

48,000 feet (B. M.) of sheeting and bracing, driven in place complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$21..... 1,008 00

Total..... \$25,999 90

The time allowed for the completion of the work and full performance of the contract will be two hundred and fifteen (215) working days.

The amount of security required will be Thirteen Thousand Dollars (\$13,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN FIFTY-FOURTH STREET, BETWEEN THIRTEENTH AVENUE AND FIFTEENTH AVENUE, WITH OUTLET SEWER IN THIRTEENTH AVENUE, BETWEEN FIFTY-FOURTH STREET AND NEW UTRECHT AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

260 linear feet of 30-inch brick sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$4.70..... \$1,222 00

260 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.90..... 754 00

520 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.10..... 1,092 00

650 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.10..... 1,365 00

1,445 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.65..... 2,384 25

1,350 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, 80 cents..... 1,080 00

28 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$50..... 1,400 00

6 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hoods and connecting culverts, including all incidentals and appurtenances, per basin, \$140..... 840 00

74,000 feet (B. M.) of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances, per thousand feet (B. M.), \$21..... 1,554 00

2,000 feet (B. M.) of foundation planking, laid in place, complete, including all incidentals and appurtenances, per thousand feet (B. M.), \$27..... 54 00

2 sewer basins reconnected, including all incidentals and appurtenances, per reconnection, \$5..... 10 00

Total..... \$11,755 25

The time allowed for the completion of the work and full performance of the contract will be ninety (90) working days.

The amount of security required will be Six Thousand Dollars (\$6,000).

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN TWELFTH AVENUE, BETWEEN FORTY-THIRD STREET AND FORTY-NINTH STREET, WITH OUTLET SEWERS IN FORTY-FIFTH STREET, BETWEEN TWELFTH AND THIRTEENTH AVENUES, ETC. (SECTION 1).

The Engineer's preliminary estimate of the quantities is as follows:

260 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$2.80..... \$728 00

85 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$2..... 170 00

1,440 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$1.80..... 2,592 00

1,185 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$1.65..... 1,955 25

2,920 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances; per linear foot, 80 cents..... 2,336 00

33 manholes, complete, with iron heads and covers, including all incidentals and appurtenances; per manhole, \$50..... 1,650 00

7 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hoods and connecting culverts, including all incidentals and appurtenances; per basin, \$130..... 910 00

2,900 feet (B. M.) of sheeting and bracing driven in place, complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$21..... 60 90

Total..... \$10,402 15

The time allowed for the completion of the work and full performance of the contract will be one hundred (100) working days.

The amount of security required will be Five Thousand Dollars (\$5,000).

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN EIGHTY-FIRST STREET, FROM FOURTH AVENUE TO FIFTH AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

40 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$1.80..... \$72 00

750 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$1.65..... 1,237 50

8 manholes, complete, with iron heads and covers, including all incidentals and appurtenances; per manhole, \$50..... 400 00

1,045 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances; per linear foot, 80 cents..... 836 00

400 feet (B. M.) of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$21..... 8 40

Total..... \$2,553 90

The time allowed for the completion of the work and full performance of the contract will be thirty (30) working days.

The amount of security required will be One Thousand Two Hundred Dollars (\$1,200).

No. 5. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN SIXTH AVENUE, FROM FIFTY-SECOND STREET TO FIFTY-THIRD STREET.

The Engineer's preliminary estimate of the quantities is as follows:

240 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$2.60..... \$624 00

3 manholes, complete, with iron heads and covers, including all incidentals and appurtenances; per manhole, \$50..... 150 00

9,600 feet (B. M.) of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$21..... 201 60

Total..... \$975 60

The time allowed for the completion of the work and full performance of the contract will be thirty (30) working days.

The amount of security required will be Five Hundred Dollars (\$500).

No. 6. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS AT THE NORTHWEST AND SOUTHWEST CORNERS OF NORMAN AVENUE AND GUERNSEY STREET.

The Engineer's preliminary estimate of the quantities is as follows:

2 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hoods and connecting culverts, including all incidentals and appurtenances; per basin, \$180..... \$360 00

The time allowed for the completion of the work and full performance of the contract will be fifteen (15) working days.

The amount of security required will be One Hundred and Eighty Dollars (\$180).

The foregoing Engineer's preliminary estimates of total cost for the completed work are in each case to be taken as the 100 per cent. basis and test for bidding. Proposals shall each state a single percentage of such 100 per cent. cost (such as 95 per cent., 100 per cent. or 105 per cent.), for which all materials and work called for in the proposed contract, and the notices to bidders are to be furnished to the City. Such percentage as bid for each contract shall apply to all unit items specified in the Engineer's preliminary estimate to an amount necessary to complete the work described in the contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Sewers, No. 215 Montague street, the Borough of Brooklyn.

BIRD S. COLER, President.

Dated January 14, 1909.

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

WEDNESDAY, FEBRUARY 3, 1909.

FOR FURNISHING AND DELIVERING—No. 1. LUMBER.

No. 2. CROCKERY, GLASSWARE, LAMPS, CORDAGE 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.

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 19, 1909.

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

MONDAY, FEBRUARY 1, 1909.

No. 1. FOR FURNISHING AND DELIVERING PAINTS, OILS AND GLASS.

No. 2. FOR FURNISHING AND DELIVERING FURNITURE, CHINA, SILVERWARE, WIRE SCREENS, AWNINGS AND MISCELLANEOUS SUPPLIES FOR NEW NURSES' HOME, METROPOLITAN TRAINING SCHOOL, BLACKWELLS ISLAND.

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.

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 18, 1909.

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 29, 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.

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 16, 1909.

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 27, 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.

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 16, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond at the above office, until 12 o'clock noon on

TUESDAY, FEBRUARY 9, 1909. Borough of Richmond.

No. 1. FOR FURNISHING AND DELIVERING TWELVE THOUSAND (12,000) TONS OF 1/2 AND 3/4 INCH BROKEN STONE AND SCREENINGS OF TRAP ROCK, OR STATEN ISLAND SYENITE, IN STONE DELIVERY DISTRICT NO. 1.

The time for the completion of the work and the full performance of the contract is until October 30, 1909.

The amount of security required is Ten Thousand Dollars (\$10,000).

No. 2. FOR FURNISHING AND DELIVERING EIGHT THOUSAND (8,000) TONS OF 1/2 AND 3/4 INCH BROKEN STONE AND SCREENINGS OF TRAP ROCK, OR STATEN ISLAND SYENITE, IN STONE DELIVERY DISTRICT NO. 2.

The time for the completion of the work and the full performance of the contract is until October 30, 1909.

The amount of security required is Seven Thousand Dollars (\$7,000).

No. 3. FOR FURNISHING AND DELIVERING TWO THOUSAND FIVE HUNDRED (2,500) TONS OF 1/2 AND 3/4 INCH BROKEN STONE AND SCREENINGS OF TRAP ROCK, OR STATEN ISLAND SYENITE, OR EXTRA HARD LIMESTONE, IN STONE DELIVERY DISTRICT NO. 2.

The time for the completion of the work and the full performance of the contract is until October 30, 1909.

The amount of security required is Two Thousand Dollars (\$2,000).

No. 4. FOR FURNISHING AND DELIVERING TWELVE THOUSAND FIVE HUNDRED (12,500) TONS OF 1/2 AND 3/4 INCH BROKEN STONE AND SCREENINGS OF TRAP ROCK, OR STATEN ISLAND SYENITE, IN STONE DELIVERY DISTRICT NO. 3.

The time for the completion of the work and the full performance of the contract is until October 30, 1909.

The amount of security required is Ten Thousand Dollars (\$10,000).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL, President. The City of New York, January 15, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m. on

THURSDAY, JANUARY 28, 1909. Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING FIFTY-FIVE HUNDRED NET TONS OF EGG, STOVE OR NUT SIZE WHITE ASH ANTHRACITE COAL FOR COMPANIES, ETC., SOUTH OF FIFTY-NINTH STREET, MANHATTAN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 15, 1910.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 2. FOR FURNISHING AND DELIVERING TWENTY-SEVEN HUNDRED NET TONS OF EGG, STOVE OR NUT SIZE WHITE ASH ANTHRACITE COAL FOR COMPANIES, ETC., NORTH OF FIFTIETH STREET, MANHATTAN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 15, 1910.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed. Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES, Fire Commissioner. Dated January 16, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 a. m. on

THURSDAY, JANUARY 28, 1909. Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND FLAXSEED MEAL FOR COMPANIES, ETC., IN BOROUGH OF MANHATTAN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1909.

The amount of security required is Twenty-two Thousand Dollars (\$22,000).

Borough of The Bronx.

No. 2. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND FLAXSEED MEAL FOR COMPANIES, ETC., IN BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1909.

The amount of security required is Eight Thousand Dollars (\$8,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES, Fire Commissioner. Dated January 16, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF DOCKS AND FERRIES.

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

THURSDAY, JANUARY 28, 1909. CONTRACT NO. 1165.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 10,000 TONS OF ANTHRACITE COAL.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 120 calendar days.

The amount of security required is Ten Thousand Dollars (\$10,000).

The bidders will state a price per ton for furnishing and delivering the coal, as called for in the section of the specifications designated as Class 2, by which price the bids will be tested and according to which price any award of the contract will be made.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

ALLEN N. SPOONER, Commissioner. Dated January 15, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

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

THURSDAY, JANUARY 21, 1909.

No. 1. FOR PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAYS AND SIDEWALKS OF THE BRIDGES OVER THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD (HARLEM RIVER BRANCH), AT LONGWOOD AVENUE, TIFFANY STREET, HUNTS POINT ROAD, FAILE STREET, BRYANT STREET, WESTCHESTER AVENUE, TREMONT AVENUE, WEST FARMS ROAD, WHITE PLAINS ROAD, UNIONPORT ROAD, WILLIAMSBRIDGE ROAD AND BAYCHESTER AVENUE.

The Engineer's estimate of the work is as follows:

10,800 square yards completed asphalt pavement, in the roadways, including binder course, and keeping the pavement in repair for five years from date of acceptance.

5,500 square yards of completed asphalt pavement, on the sidewalks, and keeping the same in repair for five years from date of acceptance.

The time allowed for the completion of the work will be 60 consecutive working days.

The amount of security required will be Eight Thousand Dollars (\$8,000).

No. 2. FOR PAVING WITH ASPHALT PAVEMENT THE ROADWAYS AND SIDEWALKS OF THE BRIDGES OVER THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD (HARLEM RIVER BRANCH), AT EAST ONE HUNDRED AND FORTY-NINTH STREET, LEGGETT AVENUE, LAFAYETTE AVENUE, BARRETT STREET, LONGFELLOW AVENUE AND LUDLOW AVENUE.

The Engineer's estimate of the work is as follows:

6,150 square yards of completed asphalt pavement, in the roadways, including binder course, and keeping the pavement in repair for five years from date of acceptance.

4,050 square yards of completed asphalt pavement, on the sidewalks, and keeping the same in repair for five years from date of acceptance.

The time allowed for the completion of the work will be 40 consecutive working days.

The amount of security required will be Five Thousand Dollars (\$5,000).

No. 3. FOR PAVING WITH ASPHALT BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF CALBREING AVENUE, FROM GROTE STREET TO THE LANDS OF ST. JOHN'S COLLEGE (FORDHAM UNIVERSITY), AND SETTING CURB WHERE REQUIRED).

The Engineer's estimate of the work is as follows:

7,300 square yards of completed asphalt block pavement, and keeping the same in repair for one year from date of acceptance.

1,240 cubic yards of concrete, including mortar bed.

420 linear feet of new curbstone, furnished and set in concrete.

5,000 linear feet of old curbstone, rejointed, recut on top and reset in concrete.

The time allowed for the completion of the work will be fifty (50) consecutive working days.

The amount of security required will be Eight Thousand Dollars (\$8,000).

No. 4. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN LEGGETT AVENUE, FROM SOUTHERN BOULEVARD TO RANDALL AVENUE.

The Engineer's estimate of the work is as follows:

150 cubic yards of excavation of all kinds.

68,500 cubic yards of filling.

2,525 linear feet of new curbstone, furnished and set.

9,275 square feet of new flagging, furnished and laid.

3,650 square feet of new bridgestone for crosswalks, furnished and laid.

300 cubic yards of dry rubble masonry, in retaining walls, culverts and gutters.

100 linear feet of vitrified stoneware pipe, 12 inches in diameter.

2,200 linear feet of new guard rail in place.

The time allowed for the completion of the work will be three hundred (300) working days.

The amount of security required will be Twelve Thousand Dollars (\$12,000).

No. 5. FOR CONSTRUCTING SEWER AND APPURTENANCES IN GUN HILL ROAD, BETWEEN PERRY AVENUE AND WOODLAWN ROAD; IN WOODLAWN ROAD, BETWEEN GUN HILL ROAD AND EAST TWO HUNDRED AND TENTH STREET; IN WAYNE AVENUE, BETWEEN GUN HILL ROAD AND EAST TWO HUNDRED AND TENTH STREET, AND IN TRYON AVENUE, BETWEEN GUN HILL ROAD AND RESERVOIR OVAL.

The Engineer's estimate of the work is as follows:

37 linear feet of concrete sewer, 3 feet 9 inches in diameter.

5 linear feet of concrete sewer, 3 feet in diameter.

518 linear feet of pipe sewer, 30-inch.

264 linear feet of pipe sewer, 18-inch.

570 linear feet of pipe sewer, 15-inch.

1,645 linear feet of pipe sewer, 12-inch.

296 spurs for house connections, over and above the cost per linear foot of sewer.

32 manholes, complete.

12 receiving basins, complete.

100 cubic yards of rock, to be excavated and removed.

5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.

1,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.

25 linear feet of 12-inch drainpipe, furnished and laid.

The time allowed for the completion of the work will be 200 working days.

The amount of security required will be Seven Thousand Dollars.

No. 6. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN JEROME AVENUE, BETWEEN EAST TWO HUNDRED AND EIGHTH STREET AND SUMMIT NORTH OF GUN HILL ROAD.

The Engineer's estimate of the work is as follows:

310 linear feet of pipe sewer, 18-inch.

715 linear feet of pipe sewer, 15-inch.

320 linear feet of pipe-sewer, 12-inch.

153 spurs for house connections, over and above the cost per linear foot of sewer.

13 manholes, complete.

1 receiving basin, complete.

1,100 cubic yards of rock to be excavated and removed.

5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.

3,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.

10 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 200 working days.

The amount of security required will be Five Thousand Dollars.

No. 7. FOR CONSTRUCTING A RECEIVING BASIN AND APPURTENANCES AT THE NORTHEAST CORNER OF JEROME AVENUE AND KINGSBRIDGE ROAD.

The Engineer's estimate of the work is as follows:

50 linear feet of pipe culvert, 12-inch.

1 receiving basin, complete.

1 catch basin, complete.

35 cubic yards of rock, to be excavated and removed.

The time allowed for the completion of the work will be 8 working days.

The amount of security required will be Two Hundred and Twenty-five Dollars (\$225).

No. 8. FOR FLAGGING AND REFLAGGING AND PLACING FILLING WHERE NECESSARY ON BURNSIDE AVENUE, BETWEEN WEBSTER AVENUE AND AQUEDUCT AVENUE.

The Engineer's estimate of the work is as follows:

4,750 square feet of new flagging, furnished and laid.

4,270 square feet of old flagging, rejointed and relaid.

The time allowed for the completion of the work will be 20 working days.

The amount of security required will be Five Hundred Dollars (\$500).

Blank forms can be obtained upon application therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS HAFFEN, President. j11.21

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

MONDAY, JANUARY 25, 1909. Borough of Brooklyn.

CONTRACT FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR HORSESHOEING IN THE STABLES OF THE DEPARTMENT.

The time for the completion of the work and the full performance of the contract is by or before December 31, 1909.

The amount of security required is Three Thousand Dollars (\$3,000).

Bids will be compared and the contract awarded at a lump or aggregate sum.

Boroughs of Manhattan and The Bronx.

CONTRACT FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR HORSESHOEING IN THE STABLES OF THE DEPARTMENT.

The time for the completion of the work and the full performance of the contract is by or before December 31, 1909.

The amount of security required is Five Thousand Dollars (\$5,000).

Bids will be compared and the contract awarded at a lump or aggregate sum.

The prices are to be at agreed rates per month for draft horses and driving horses, respectively, and the contractor is to be paid at these rates each month for each and every horse of the Department that is in the stable of the Department during the month under the contractor's care for the purpose of this work, whether said horses shall be in such care for the whole or a fraction of a month. These prices must be the sum or amount per month for each draft horse, and the sum or amount per month for each driving horse, and these prices must be written out and must be given also in figures.

For the purpose of testing and comparing bids, the number of horses in the seven (7) stables of the Department in the Borough of Brooklyn is estimated at seven hundred and fifty (750) draft horses and thirty-three (33) driving horses, and in the fourteen (14) stables of the Department in the Boroughs of Manhattan and The Bronx is estimated at twelve hundred (1,200) draft horses and fifty-five (55) driving horses.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

WM. H. EDWARDS, Commissioner. Dated January 12, 1909.

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.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, NO. 300 MULBERRY STREET, NEW YORK, JANUARY 8, 1909.

PUBLIC NOTICE IS HEREBY GIVEN that the one hundred and second public auction sale, consisting of condemned Police Department property, will be held at No. 300 Mulberry street, on

TUESDAY, JANUARY 26, 1909.

at 10 a. m.

Lot No. 1, one Wolf-American bicycle, No. 91941; one Wolf-American bicycle, No. 91333.

Lot No. 2, one Wolf-American bicycle, No. 93058; one Wolf-American bicycle, No. 92542.

Lot No. 3, one Eagle bicycle, No. 92166 (no front tire); one Eagle bicycle, No. 92170.

Lot No. 4, one Eagle bicycle, No. 92121; one Eagle bicycle, No. 92188.

Lot No. 5, one Columbia bicycle, No. 17011.

Lot No. 6, one Eagle bicycle, No. 90941.

Lot No. 7, one Wolf-American bicycle, No. 93149.

Lot No. 8, one motorcycle, Indian, No. 1702.

Lot No. 9, one Eagle bicycle, No. 92192; one Eagle bicycle, No. 92117 (less two (2) tires).

Lot No. 10, one Columbia bicycle, No. 19312.

Lot No. 11, one lot of harness, etc.

Lot No. 12, lot of automobile sundries.

Lot No. 13, one letter press and stand.

Lot No. 14, one Smith Premier typewriter.

Lot No. 15, one couch and one rug.

Lot No. 16, lot of old rubber, consisting of auto shoes, bicycle tires, rubber hose and mats.

Lot No. 17, one neostyle and one letter copyer.

Lot No. 18, lot of old iron bedsteads, etc.

Lot No. 19, lot of junk.

Lot No. 20, lot of old telephone and telegraph supplies.

Lot No. 21, lot of cable, zines, coppers, iron wire, etc.

Lot No. 22, lot of lead cable, copper and iron wire.

Lot No. 23, two copper tanks.

Lot No. 24, one Wells engine, 75 horse-power.

Lot No. 25, one Roberts boiler.

Lots Nos. 23, 24 and 25 may be seen at Harbor Station "B," at the foot of East One Hundred and Twentieth street.

Terms of sale, strictly cash.

THEO. A. BINGHAM, Police Commissioner. j11.26

POLICE DEPARTMENT—CITY OF NEW YORK

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM, Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM, Police Commissioner.

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

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.

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 MONDAY, JANUARY 25, 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.

The surety 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.

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 MONDAY, JANUARY 25, 1909.

FOR MEATS, FISH, MILK AND POULTRY.

The surety 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.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands, affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz:

Borough of the Bronx.

- List 9679, No. 1. Regulating, grading, curbing, flagging, laying crosswalks, building approaches and placing fences in West Two Hundred and Fifty-ninth street, from Broadway to Riverdale avenue, together with a list of awards for damages caused by a change of grade.
List 277, No. 2. Sewer and appurtenances in Concord avenue, between St. Joseph street and East One Hundred and Forty-second street.
List 283, No. 3. Sewer in West Two Hundred and Twenty-ninth street, between Bailey avenue and Heath avenue, and in Heath avenue, between Kingsbridge road and Boston avenue.
List 310, No. 4. Paving with asphalt blocks and curbing Garrison avenue, from Hunts Point road to Whittier street.
List 314, No. 5. Paving with asphalt blocks and curbing Hunts Point avenue, from the Southern boulevard to Lafayette avenue.

Borough of Queens.

- List 189, No. 6. Sewer in Ditmars avenue, from Lawrence street to Crescent street, and in Crescent street, from Ditmars avenue to Potter 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 West Two Hundred and Fifty-ninth street, from Broadway to Riverdale avenue, and to the extent of half the block at the intersecting streets and avenues, including inside Lots Nos. 402 1/2, 404, 289, 293, 118, 119, 258, 257, 256, 28, 30 and 44 of Block 3423.
No. 2. Both sides of Concord avenue, from One Hundred and Forty-second street to Crane street; northeast and southeast corners of St. Marys street and Robbins avenue; northeast and southeast corners of St. Joseph street and Robbins avenue.
No. 3. Both sides of Heath avenue, from Kingsbridge road to Boston avenue, and both sides of West Two Hundred and Twenty-ninth street, from Heath avenue to Bailey avenue.
No. 4. Both sides of Garrison avenue, from Hunts Point road to Whittier street, and to the extent of half the block at the intersecting streets and avenues.
No. 5. Both sides of Hunts Point road, from Southern boulevard to Lafayette street, and to the extent of half the block at the intersecting streets and avenues, including Lots Nos. 22 and 24 of Block 2742.
No. 6. Both sides of Ditmars avenue, from Sixth avenue to Hallett street; both sides of Sixth avenue, Fourth avenue and Second avenue, between Potter and Ditmars avenues; both sides of Lawrence street, between Potter and Wolcott avenues; both sides of Chance street, Goodrich street and Merchant street, between Ditmars and Wolcott avenues; both sides of Crescent street, between Potter and Wolcott avenues, and both sides of Howland street, between Ditmars and Wolcott 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 16, 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 14, 1909.

DEPARTMENT OF FINANCE.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE COMMISSIONER OF THE Department of Water Supply, Gas and Electricity, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings standing upon property owned by The City of New York, acquired by it for pipe line purposes, in the

BOROUGH OF QUEENS AND COUNTY OF NASSAU.

Being all those buildings, parts of buildings, etc., situated on land acquired by The City of New York for the purpose of a 72-inch pipe line from Clear Stream to Amityville, Long Island, and which are more particularly described on certain maps on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held December 30, 1908, the sale of the above-described buildings and appurtenances thereto will be held under the direction of the Comptroller in lots and parcels as follows, upon the days and at the places named below:

MONDAY, FEBRUARY 1, 1909,

- at 11 a. m., at Amityville, L. I. Parcel 2. Northwest corner of Hallett street and Suffolk County road, two and one-half story frame house, porch and extension, one frame barn, one frame outhouse. —at 12 noon, at Bellmore. Parcel 1. West side of Bellmore avenue, 160 feet south of the Long Island Railroad, two and one-half story frame house, one-story frame extension, one frame-outhouse, one frame shed, one frame barn. —at 1 p. m., at Merrick. Plate 5176, Parcel 344. Former owner, Mrs. S. Birch, southwest corner of Merrick avenue and Long Island Railroad; two-story frame building, brick foundation, with two-story frame extension, one-story frame shed, one-story frame ice-house, coal bins, one-story frame outhouse. Plate 5176, Parcel 343. Former owner, Joseph Carmen Estate, 50 feet south of Long Island Railroad, 290 feet west of Merrick avenue; one-story frame storeroom, two chicken houses.

TUESDAY, FEBRUARY 2, 1909,

- at 10 a. m., at Freeport. Plate 5176, Parcel 335. Former owner, Moses Jarvis, 70 feet south of the Long Island Railroad, 95 feet west of Agawam Pumping Station land; two-story frame house, three frame sheds, one and one-half story frame barn. Plate 5176, Parcel 330. Former owner, Peter Hanson, north side of Newton boulevard, 112 feet west of Liberty avenue, No. 147 Newton boulevard; south part of two and one-half story frame house, 18 feet on east side, 20 feet on west side. Plate 5176, Parcel 329. Former owner, George Webber, north side of Newton boulevard, 140 feet east of Heien avenue; part of two and one-half story frame house, 18.2 feet facing boulevard, 18 feet on east side, 18 feet on west side; part of two and one-half story frame house, 18.4 feet by 18 ft., facing Newton boulevard, 175 feet east of Heien avenue. Plate 5176, Parcel 325. Former owner, George Cooper, northeast corner of Newton boulevard and Columbus avenue, south end of two and one-half story frame house, 20.2 feet on south side, 20 feet on east side, 20 feet on west side. Plate 5176, Parcel 320. Former owner, J. T. Powers, 43 feet north of Newton boulevard, 65 feet west of Benson place, southerly corner of two-story frame house, 10 feet southeast side, 13 feet southwest side. Plate 5176, Parcel 317. Former owner, G. B. Smith, northeast corner of Henry street and Newton boulevard, two-story frame house and extension, one-story frame shed, one frame outhouse; north side of Newton boulevard, 140 feet east of Henry street, one and one-half story frame house and extension, two frame sheds, one-story outhouse, one and one-half story frame house and extension, one frame outhouse, one and one-half story frame house, one-story frame shed, one-story frame outhouse. Plate 5176, Parcel 316a. Former owner, J. Post, east side of Henry street, 210 feet north of Newton boulevard, southwest corner of two and one-half story frame house, 24.2 feet facing Henry street, 54 feet on south side; part of southwest corner of porch, 6.6 feet long and 5 feet wide. Plate 5176, Parcel 315. West side of Henry street, 200 feet north of Newton boulevard, two and one-half story frame house and extension, part of northeast corner of two and one-half story frame house, 17 feet north side, 10 feet on east side, facing Henry street. Plate 5176, Parcel 314. Former owner, J. Post, east side of Main street, 65 feet south of Pine street, northeast corner of building in course of construction, 145 feet north side, 65 feet on east side, 14 feet south side, one-story frame barn, one-story frame laundry, one-story outhouse, two-story frame workshop, two-story frame house, with two-story frame extension. Plate 5176, Parcel 312. Former owner, J. C. Willes, east side of Main street, 10 feet south of Pine street, part of two-story frame building with one-story frame extension, 100.2 feet on north side, 32 feet facing Main street, 83 feet south side, 45.1 feet east side, one-story frame outhouse. Plate 5176, Parcel 311. Former owners, Mrs. Annie Grey and Henrietta Henderson, No. 31 Main street, three-story frame building; No. 33 Main street, three-story frame building; No. 35 Main street, three-story frame building and one-story frame extension. Plate 5176, Parcel 310. Former owner, H. Gebertz, No. 29 Main street, east side, part of two and one-half story frame building, 20.1 feet on Main street, 26.5 feet north side, 48 feet south side.

Plate 5176, Parcel 309. Former owner, Mrs. P. Kilpatrick, No. 27 Main street, east side, part of two-story frame building, 17 feet on Main street, 21 feet on south side.

- Plate 5176, Parcel 306. Northwest corner of Pine and Main streets, one-story frame laundry. Plate 5176, Parcel 305. Former owner, H. P. Libby, east side of Church street, running through to Main street, part of two-story frame building, office of Board of Health, 33.8 feet on Church street, 32.45 feet north side, 84.8 feet south side, 3 feet on side facing Main street; two-story frame house; No. 28a Main street, one-story frame house; No. 30 Main street, two and one-half story frame house, one-story frame extension; part of one and one-half story frame extension, 33 feet south side, 9 feet on side facing Church street. Plate 5176, Parcel 304. Former owner, C. P. Smith, east side of Church street, 140 feet north of Pine street, one-story frame outhouse. Plate 5177, Parcel 301. Former owner, Jas. M. Hewlett, west side of Church street, 155 feet south of Railroad avenue, part of two and one-half story frame house 27.8 feet south side, 13 feet west side, 5 feet east side and about 275 feet of board fence. Plate 5177, Parcel 300. Former owner, W. G. Smith, 100 feet south of Railroad avenue, 210 feet west of Church street, opposite Sunset drive; one-story frame barn and extension, one frame shed, one frame outhouse. Plate 5177, Parcel 299. Former owner, Mrs. G. Hollowan, south side of Sunset drive, 260 feet east of Grove street; two and one-half story factory and dwelling, part of extension of dwelling, 4 feet west side, 14 feet east side. Plate 5177, Parcel 298. Former owner, Mrs. G. Hollowan, south side of Sunset drive, 220 feet east of Grove street; part of two and one-half story frame house, 20.2 feet north side, 18 feet east side, 9 feet west side. Plate 5177, Parcel 297. Former owner, Mrs. G. Hollowan, south side of Sunset drive, 180 feet east of Grove street; part of northeast corner of two and one-half story frame house, 4 feet north side, 2 feet east side. Plate 5177, Parcel 293. Former owner, C. L. Wallace, north side of Sunset drive, 272 feet east of Grove street; one-story frame shed. Plate 5177, Parcel 292. North side of Sunset drive, 225 feet east of Grove street; one-story frame shed. Plate 5177, Parcel 291. Former owner, Ortell & Smith, north side of Sunset drive, 212 feet east of Grove street; one-story frame shed, part of two-story frame extension to two-story brick office building, 20 feet south side, 7 feet west side, 2 feet east side. Plate 5177, Parcel 290. Former owner, H. P. Libby, north side of Sunset drive, 192 feet east of Grove street; one-story frame storehouse. Plate 5177, Parcel 275a. Former owner, H. A. Bessell, south side, No. 179 Centre street, 140 feet west of Long Beach avenue; two and one-half story cement block frame house and extension. Plate 5177, Parcel 274. Former owner, Peter Hansen, south side, No. 183 Centre street, 200 feet west of Long Beach avenue; two and one-half story frame house and extension, cement block foundation. Plate 5177, Parcel 268. Former owner, Joe Redell, south side of Centre avenue, 120 feet east of Bay View avenue; one-story frame barn, with one-story frame extension, part of two and one-half story frame house, 17 feet north side, 19 feet east side and 19 feet west side.

WEDNESDAY, FEBRUARY 3, 1909,

- at 10 a. m., at Baldwin. Plate 5177, Parcel 265. Former owner, C. F. Bedell, northeast corner of Bay View avenue and Centre avenue; part of two-story frame house, 45.4 feet south side, 14 feet west side, 8 feet east side; part of one-story frame barn, 15 feet south side, 2.5 feet west side. Plate 5177, Parcel 253. Former owner, J. W. Miller Estate, 35 feet east of Millburn avenue, 100 feet south of Long Island Railroad; two-story frame house and one-story extension, one and one-half story frame barn, one pig pen and outhouse, one-story frame shed, one-story frame outhouse. Plate 5177, Parcel 249. Former owner, G. Wortman, west side of Central avenue, 20 feet from Railroad avenue; 2 two and one-half story frame houses, brick foundations; one-story frame shop and water tank. Plate 5177, Parcel 246. Former owner, F. D. Smith, south side of Railroad avenue, 180 feet east of Grand avenue; one-story frame office building. Plate 5177, Parcel 245. Former owner, R. Simpkins, south side of Railroad avenue, 135 feet east of Grand avenue; two-story frame hotel, two-story frame barn, one-story frame shed. Plate 5177, Parcel 244. Former owner, J. W. Pearsall, southeast corner of Grand and Railroad avenues; one-story frame real estate office. Plate 5177, Parcel 243a. Former owner, E. F. Somerville, northwest corner of Grand and Grove Lake avenues; two-story frame house and extension, two-story frame barn, one-story frame outhouse, one-story extension and shed. Plate 5177, Parcel 243. Former owner, J. R. Seaman, west side of Grand avenue, 130 feet south of Long Island Railroad; building one-third finished, 40 by 109, foundation walls; one and one-half story frame stable, one-story frame ice house, water wheel and appurtenances. Plate 5177, Parcel 239. Former owner, J. R. Seaman, 650 feet west of Grand avenue, 30 feet south of Long Island Railroad; one-story frame cement block plant, one-story frame chicken house. Plate 5177, Parcel 236. Former owner, Petit, Roland & Lamb, 200 feet west of Rockwood avenue, 120 feet south of Long Island Railroad; two two and one-half story frame houses and extensions, one-story outhouse. —at 1 p. m., at Rockville Centre. Plate 433A, Parcel 1. Former owner, J. Enson Hutcheson, northwest corner Lakeside drive and Lakeview avenue; two and one-half story frame house with one and one-half story frame extension, one and one-half story frame house with one-story frame extension, frame barn, one-story frame outhouse. Plate 5177, Parcel 225. Former owner, Mrs. L. Loomis, 20 feet east of Christian Hook road, 75 feet south of Long Island Railroad; two-story frame house, one-story frame outhouse, part of north end one and one-half story frame barn 18 by 9 feet, one-story frame outhouse, open shed. Plate 5177, Parcel 217. Former owner, H. McNulty, southeast corner Long Island Railroad and Forest avenue; one-story frame office building and scale house, scale platform, coal bins, two-story frame stable, about 335 feet picket fence, one-story frame outhouse. Plate 5177, Parcel 214. Former owner, J. Clark, east side Morris avenue, opposite Observer street; three two-story frame houses, three frame outhouses, one-story frame shed, one-story frame chicken house. Plate 5177, Parcel 212. Former owner, W. W. Weeks, southwest corner Observer street and Morris avenue (No. 174 Observer street); two and one-half story frame house.

Plate 5177, Parcel 211. Former owner, L. Kirchbaum, south side of Observer street, 175 feet west of Morris avenue (No. 170 Observer street); part of north end two and one-half story frame house, 26.3 feet front, 31 feet deep.

- Plate 5177, Parcel 210. Former owner, A. Mintz, south side of Observer street, 236 feet west of Morris avenue (No. 164 Observer street); part of north end two and one-half story frame house, 22.2 feet front, 31 feet deep. Plate 5177, Parcel 209. Former owner, E. F. Lopez, south side of Observer street, 288 feet west of Morris avenue (No. 160 Observer street); part of north end two and one-half story frame house, 22.2 feet front, 31 feet deep. Plate 5177, Parcel 208. Former owner, A. Von Stautt, south side of Observer street, 340 feet west of Morris avenue (No. 156 Observer street); part of north end two and one-half story frame house, 22.2 feet front, 31 feet deep. Plate 5177, Parcel 207. Former owner, John Bates, south side of Observer street, 390 feet west of Morris avenue (No. 152 Observer street); two and one-half story frame house, 22.3 feet front, 33 feet deep. Plate 5177, Parcel 206. Former owner, J. Miller, south side of Observer street, 440 feet west of Morris avenue (No. 146 Observer street); two and one-half story frame house. Plate 5177, Parcel 205. Former owner, J. Kaunff, south side of Observer street, 500 feet west of Morris avenue (No. 144 Observer street); part of north end two and one-half story frame house, 25 feet front, 25 feet deep. Plate 5177, Parcels 190-191. Former owner, J. F. Davison, south side of Observer street, 160 feet east of Park avenue; one-story frame photo studio. Plate 5177, Parcel 186. Former owner, A. Davison, southwest corner of Observer street and Park avenue; one-story frame storehouse. Plate 5177, Parcel 184. Former owner, Telephone Company, south side of Observer street, 180 feet west of Park avenue; two-story frame building. Plate 5177, Parcel 183. Former owner, M. Robins, south side of Observer street, 225 feet west of Park avenue; part of north end two-story frame house, 26.2 feet front, 31 feet deep. Plate 5177, Parcel 182. Former owner, A. Chinsane, south side of Observer street, 275 feet west of Park avenue (No. 62 Observer street); part of north end two-story frame house, 24.2 feet front, 31 feet deep. Plate 5177, Parcel 181. Former owner, Edward Wright, south side of Observer street, 350 feet east of Village avenue (No. 56 Observer street); part north end two and one-half story frame house, 24.2 feet front, 31 feet deep. Plate 5177, Parcel 179. Former owner, F. Ross, south side of Observer street, 218 feet east of Village avenue, two and one-half story frame house, one-story extension east and west. Plate 5177, Parcel 178. Former owner, N. L. Seaman, south side of Observer street, 180 feet east of Village avenue; two-story frame shop, part north end one-story frame barn, 25 by 2 feet. Plate 5177, Parcel 176. Former owner, Gilderleeve, southeast corner of Village avenue and Observer street; two-story frame business and dwelling, with extension; one-story frame shed, one and one-half story frame barn, one-story frame shed. Plate 5175, Parcel 174. Former owner, N. Cohen, west side of Village avenue, 10 feet south of Observer street, two-story frame store and dwelling, two-story frame storehouse, one-story frame outhouse, one-story frame shed. Plate 5175, Parcel 173. Former owner, G. Lockett, west side of Village avenue, opposite Observer street, two-story brick store and dwelling. Plate 5175, Parcel 172. Former owner, Eva Clifford, west side of Village avenue, opposite Observer street, two-story frame store and dwelling. Plate 5175, Parcel 171. Former owner, Pearsall, 100 feet east of Centre avenue, 350 feet south of Long Island Railroad, two-story frame barn, one-story frame shed, one and one-half story frame shop. Plate 5175, Parcel 170. Former owner, H. W. Warnken, 50 feet east of Centre avenue, 400 feet south of Long Island Railroad, one-story frame stable and extension. Plate 5175, Parcel 168. Former owner, W. Johnson, east side of Centre avenue, 350 feet south of Long Island Railroad; one-story frame house and extension, one-story frame shop, barn and sheds on east line, one-story frame blacksmith shop facing Centre avenue, one-story frame outhouse. Plate 5175, Parcel 166. Former owner, W. H. Farrington, 12 feet west of Centre avenue, 385 feet south of Long Island Railroad; two-story frame house, two-story frame barn, north end of two and one-half story frame house, 28.4 feet wide, 8 feet west end, 8 feet east end from north end of extension. Plate 5175, Parcel 165. Former owner, E. Mecker, west side of Centre avenue, 350 feet south of Long Island Railroad; two and one-half story frame house. Plate 5175, Parcel 164. Former owner, D. Bedell, 40 feet north of Merrick road, 100 feet east of Banks avenue; two-story and basement frame house, one-story frame storehouse. Plate 5175, Parcel 162. Former owner, W. H. Crossman, northeast corner of Merrick road and Banks avenue; two-story frame hotel, with one-story frame extension on north side and one-story frame extension on east side. Plate 5175, Parcel 160. Former owner, J. Campbell, northwest corner of Merrick road and Banks avenue; part of two-story frame house, 16.4 feet, facing Merrick road, 39 feet on Banks avenue side, 36 feet west side, one-story frame extension on southeast corner. Plate 5175, Parcel 159. Former owner, O. Serpentine, 9 feet north of Merrick road, 70 feet west of Bates avenue; part of south end two and one-half story frame house, 40.3 feet wide, 18 feet west side, 28 feet east side. Plate 5175, Parcel 158. Former owner, E. Thompson, 8 feet north of Merrick road, 110 feet west of Banks avenue; part of south end one-story frame blacksmith shop, part of south end two-story frame building adjoining shop.

THURSDAY, FEBRUARY 4, 1909,

- at 10 a. m., at Lynbrook. Plate 5175, Parcel 150. Former owner, Ruth Baldwin, 30 feet west of Smith road, 220 feet south of Long Island Railroad; one and one-half story frame house and one-story frame extension, one-story frame chicken house, one-story frame outhouse. Plate 5175, Parcel 146. Former owner, Stephen I. Wright, 180 feet west of Rocklyn avenue (Broadway), 120 feet south of Long Island Railroad; shed and chicken house, one-story frame barn, one-story frame outhouse. Plate 5175, Parcel 138. Former owner, M. Meyer, 43 feet east of Denton avenue, 190 feet south of Long Island Railroad; part north end of two and one-half story frame house 43.7 feet long 10 feet wide, part north end two-story frame barn 38.2 feet by 15 feet, corner and one-story outhouse. Plate 5175, Parcel 126. Former owner, R. F. Randall, 33 feet south of Bates street, 5 feet east Randall street; one-story frame office building, scalehouse and platform.

Plate 5175, Parcel 123. Former owner, W. C. A. Brower. 40 feet east of Washington place, 50 feet south of Bates street; two-story frame house, one-story frame shop, one-story frame outhouse.

Plate 5175, Parcel 122. Former owner, E. Bates. South side of Bates street, 30 feet east of Washington place; two-story frame livery stable, part north end one-story frame shed 15.3 by 20 feet.

Plate 5175, Parcel 119. Former owner, Long Island Railroad. 5 feet west of Washington place, 135 feet south of Long Island Railroad; one-story frame railroad shanty, one-story frame outhouse north of shanty.

Plate 5175, Parcel 118. Former owner, Long Island Railroad. 5 feet north of Long Beach Division and west side of Washington place; one-story frame railroad shanty.

Plate 5175, Parcel 116. Former owner, T. Smith. East side of Atlantic avenue, 220 feet south of Long Island Railroad; part north end one-story frame house, 13.3 by 22.3 by 7 feet; part northwest corner two-story frame house 10 by 3 feet, two-story frame barn, sheds.

Plate 5175, Parcel 115. Former owner, T. F. O'Connor. 30 feet east of Atlantic avenue, 155 feet south of Long Island Railroad; two-story frame house, brick foundation, one-story frame shed and adjoining outhouse, one-story frame shed and one outhouse.

Plate 5175, Parcel 114. Former owner, L. Curiale. 110 feet south of Long Island Railroad, 80 feet west of Long Beach Division; part south side one-story frame house 13.1 by 7 feet, part south side two-story frame house 15.4 by 14 feet, one-story frame shop and 1 frame outhouse.

Plate 5175, Parcel 111. Former owner, D. Pearsall. West side of Atlantic avenue, 145 feet south of Long Island Railroad; two and one-half story frame house, part north end two and one-half story frame house 22.3 by 21 feet.

Plate 5174, Parcel 105. Former owner, A. D. Jacques. 35 feet west of Broadway, 140 feet south of Long Island Railroad; two and one-half story frame house.

Plate 5174, Parcel 104. Former owner, C. A. Faas. 155 feet west of Broadway, 105 feet south of Long Island Railroad; one-story frame barn, one and one-half story frame barn, one-story chicken house, one-story frame outhouse, part northwest corner two and one-half story frame house 12 by 20 feet.

Plate 5174, Parcel 103. Former owner, G. W. Wright. 155 feet west of Broadway, 100 feet south of Long Island Railroad; south part one and one-half story frame barn 25.8 by 11 feet, south part one-story frame shed 13.2 by 11 feet.

Plate 5174, Parcel 102. Former owner, R. Jacques. 300 feet west of Broadway, 200 feet south of Long Island Railroad; part north end water tank 9 feet wide 5 feet long, and windmill 8.2 by 8.2 feet.

FRIDAY, FEBRUARY 5, 1909, at 10 a. m., at Valley Stream.

Plate 5174, Parcel 79. Former owner, R. Doxey Estate. 540 feet east of Horton avenue, 26 feet south of Long Island Railroad; 2 one-story frame outhouses.

Plate 5174, Parcel 78. Former owner, Robert Studley. 530 feet east of Horton avenue, 128 feet south of Long Island Railroad, two-story frame house, two-story frame barn about 50 feet north of house.

Plate 5174, Parcel 77. Former owner, J. J. Fowley. 35 feet east of Horton avenue, 75 feet south of Long Island Railroad, two-story frame house and one-story extension; 145 feet east of Horton avenue, 90 feet south of Long Island Railroad, two-story frame barn and one-story extension; 120 feet east of Horton avenue, 65 feet south of Long Island Railroad, well house and windmill, three sheds, three chicken houses, one corn crib.

Plate 5174, Parcel 65. Former owner, Queens County Water Company. Brooklyn avenue and Ocean avenue, opposite Stewart place, two-story frame house, one-story frame shed about 50 feet north of house, one-story frame outhouse.

Plate 5174, Parcel 54. Former owner, R. M. Dibble. Southwest corner Long Island Railroad and Seventh street, one-story frame cement storehouse and office.

Plate 5174, Parcel 48. Former owner, Mrs. Mary E. Smith. Southwest corner of Long Island Railroad and Sixth street, one-story frame office building, coal bins, one-story frame shed.

Plate 5174, Parcel 45. Former owner, Qumpeq Fertilizer Company. South side of Long Island Railroad, 2 feet east of Fifth street, one-story frame shed.

Plate 5174, Parcel 43. Former owner, William Horton. 75 feet east of Fourth street, 75 feet north of Brooklyn avenue, one-story frame barn.

Plate 5174, Parcel 42. Former owner, John Miller. East side of Fourth street, 155 feet south of Long Island Railroad, two and one-half story frame house, fronting on Long Island Railroad 10 feet west of Fifth street, one-story frame storehouse and cement block plant, one-story frame chicken house and one frame outhouse.

Plate 5174, Parcel 35. Former owner, Christina Christman. 100 feet north of Brooklyn avenue, 18 feet east of Rockaway avenue, one-story frame shed and one-story frame extension, one-story frame outhouse, one-story frame barn east of shed.

Plate 5174, Parcel 33. South side of Brooklyn avenue, 120 feet west of Rockaway avenue, one-story frame chicken house.

Plate 5174, Parcel 32. Former owner, Chris Schrieber. 2 feet north of Brooklyn avenue, 60 feet west of Rockaway avenue, one and one-half story frame barn, one-story frame carriage shed, one-story frame corn crib, two frame outhouses, side porch Schrieber's Hotel, 8 feet wide, 53 feet long.

Plate 5174, Parcel 28. Former owner, Long Island Railroad Company. North side of Brooklyn avenue, 60 feet west of Third street, one-story frame shed shown on line Parcels 27 and 28, waiting room, Far Rockaway Beach.

Plate 5174, Parcel 27. Brooklyn avenue and Third street, 80 feet east of Far Rockaway railroad platform, one-story frame storehouse, one-story frame outhouse, 3.3 feet by 3.3 feet on south line of parcel.

Plate 5174, Parcel 18. 11 feet east of First street, 6 feet north of Brooklyn avenue, one-story frame outhouse.

Plate 5174, Parcel 17. Former owner, M. O. Loughlin. (a) northeast corner of Brooklyn and Franklin avenues, two and one-half story frame house, one-story frame extension; (b) east side of Franklin avenue, 40 feet north of house (a), two and one-half story frame house, one-story frame outhouse in northeast corner of parcel.

Plate 5174, Parcel 13. Former owner, Cochran Estate. West side of Central avenue, 155 feet south of Long Island Railroad; one and one-half story frame house, one-story frame shed 75 feet north of house, one-story frame outhouse, one-story frame shed.

—upon the following TERMS AND CONDITIONS. The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of the City of New York, and must also at the time of sale give a certified check or cash in half the amount of the

purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale, and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundations walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Manhattan, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within sixty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or portion, as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within sixty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them, or any of them, and against and from all damage and costs to which it, they, or any of them, be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beams, etc., bricked up, and the wall made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of the City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller. City of New York, Department of Finance, Comptroller's Office, January 13, 1909.

PIPE LINE HIGHWAY.

The Village of Freeport, by formal resolution dated July 3, 1908, has resolved to accept and maintain, as a public highway—to grade, improve, repair, light, police and in all respects treat as one of the streets of the village—that portion of the strip of land, about 100 feet wide, running from Bay View avenue on the west to Liberty avenue on the east, acquired by The City of New York for the purposes of water supply.

The Village of Rockville Centre has, by formal resolution dated October 6, 1908, likewise resolved to maintain in the same manner and for the same purpose that portion of the said strip, about 100 feet wide, running from Merrick road on the west to a point about 369 feet east of Morris avenue on the east.

j16,fs

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

WATERLOO PLACE—SEWER, between East One Hundred and Seventy-fifth and One Hundred and Seventy-sixth streets. Area of assessment: Both sides of Waterloo place and east side of Mohegan avenue, between East One Hundred and Seventy-fifth and One Hundred and Seventy-sixth streets.

—that the same was confirmed by the Board of Revision of Assessments on January 14, 1909, and entered on January 14, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of 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."

"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 March 15, 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, January 14, 1909. j15,28

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

HANCOCK STREET—SEWER, from Bodine street to Fourteenth street. Area of assessment: Both sides of Hancock street, from Bodine street to Fourteenth street.

SECOND WARD.

THIRD STREET—SEWER, between Orchard street and Ludlow avenue. Area of assessment: Both sides of Third street, from Orchard street to Ludlow avenue.

EIGHTH STREET—SEWER, between Orchard street and Lamont avenue. Area of assessment: Both sides of Eighth street, between Orchard street and Lamont avenue.

NINTH STREET—SEWER, from Elmhurst avenue to a point 360 feet south of Lamont avenue, and TENTH STREET—SEWER, from Elmhurst avenue to a point 125 feet south of Lamont avenue. Area of assessment: Both sides of Ninth and Tenth streets, from Elmhurst avenue to a point about 360 feet south of Lamont avenue.

—that the same were confirmed by the Board of Assessors January 12, 1909, and entered on January 12, 1909, 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."

"An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before March 13, 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, January 12, 1909. j14,27

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND SEVENTY-FOURTH STREET—PAVING AND CURBING, between Third and Park avenues. Area of assessment: Both sides of One Hundred and Seventy-fourth street, from Third to Park avenue, and to the extent of half the block at the intersecting streets.

FAIRMOUNT PLACE—PAVING AND CURBING, between Southern boulevard and Prospect avenue. Area of assessment: Both sides of Fairmount place, between Southern boulevard and Prospect avenue, and to the extent of half the block at the intersecting streets.

BRYANT AVENUE—SEWER, between East One Hundred and Seventy-seventh street and Boston road. Area of assessment: Both sides of Bryant avenue from One Hundred and Seventy-seventh street to Boston road.

—that the same was confirmed by the Board of Assessors on January 12, 1909, and entered on January 12, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of 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."

"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 March 13, 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, January 12, 1909. j14,27

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:

TENTH WARD, SECTION 2; TWENTY-FIRST WARD, SECTION 6; TWENTY-SECOND WARD, SECTIONS 3 AND 4; TWENTY-FOURTH WARD, SECTION 5; TWENTY-SIXTH WARD, SECTION 13, AND TWENTY-EIGHTH WARD, SECTION 11.

FENCING LOTS ON SEVENTEENTH STREET, north side, between Prospect Park West and Tenth avenue; on THIRD STREET, both sides, between Fourth and Fifth avenues; on FIFTH STREET, both sides, between Fourth and Fifth avenues; on FOURTH AVENUE, east side, between Third and Fifth streets; on SIXTH STREET, north side, between Fourth and Fifth avenues; on FOURTH AVENUE, east side, between Fifth and Sixth streets; on STOCKHOLM STREET, southeast side, between Irving and Wyckoff avenues; on ELBERT STREET, southeast side, between Bushwick and Evergreen avenues; on EASTERN PARKWAY, southeast side, between Sterling and Park places; on BELMONT AVENUE, south side, between Barbey and Jerome streets; on HIMROD STREET, northwest side, between Central and Hamburg avenues; on SACKETT STREET, north side, between Third and Fourth avenues; on KOSCIUSKO STREET, north side, between Reid avenue and Broadway. Area of assessment: North side of Seventeenth street, 120 feet west of Tenth avenue, Lot No. 46, Block 871; north side of Third street, 95 feet west of Fifth avenue, Lot No. 46, Block 974; blocks bounded by Third street, Fifth street, Fourth avenue and Fifth avenue; southeast side of Fourth avenue, from Fifth to Sixth street, and Lots Nos. 13 and 14, adjoining on Fifth street; Lot No. 18 of Block 3259 on the southeast side of Stockholm street, between Irving and Wyckoff avenues; Lots Nos. 29 and 30 in Block 3415 on the southeast side of Eldert street, between Evergreen and Bushwick avenues; south side of Eastern parkway, between Sterling place and Park place; southeast corner of Barbey street and Belmont avenue, and Lot No. 11, adjoining on Belmont avenue; northwest side of Himrod street, 110 feet west of Hamburg avenue, known as Lot No. 38, in Block 3266; north side of Sackett street, between Third and Fourth avenues, known as Lots Nos. 52 and 53 in Block 427; north side of Kosciusko street, between Broadway and Reid avenue, known as Lots Nos. 45 and 46, in Block 1604.

SEVENTEENTH WARD, SECTION 9.

LAYING CEMENT SIDEWALKS ON THE southwest side of GUERNSEY STREET, between Norman and Nassau avenues; on MANHATTAN AVENUE, east side, from Driggs avenue to Leonard street; on LEONARD STREET, west side, from Driggs avenue to Manhattan avenue; on KINGSLAND AVENUE, both sides, between Greenpoint and Norman avenues. Area of assessment: Southwest side of Guernsey street, between Norman and Nassau avenues; triangle bounded by Driggs avenue, Manhattan avenue and Leonard street; both sides of Kingsland avenue, from Greenpoint to Norman avenue.

TWENTY-SECOND WARD, SECTIONS 3, AND 16.

ELEVENTH AVENUE—PAVING, from Fifteenth to Eighteenth street. Area of assessment: Both sides of Eleventh avenue, from Fifteenth to Eighteenth street, and to the extent of half the block at the intersecting streets.

TWENTY-FOURTH WARD, SECTION 5; TWENTY-FIFTH WARD, SECTION 6; AND TWENTY-NINTH WARD, SECTION 16.

FENCING LOTS ON McDUGAL STREET, north side, between Hopkinson and Rockaway avenues; on MARION STREET, south side, between Reid and Patchen avenues; on ATLANTIC AVENUE, north side, between Columbus place and Ralph avenue; on COLUMBUS PLACE, east side, between Atlantic avenue and Herkimer street; on EAST NINTH STREET, west side, between Avenue C and Cortelyou road; on REID AVENUE, east side, between Marion and Chauncey streets; on MARION STREET, north side, between Reid and Patchen avenues; on CHAUNCEY STREET, south side, between Reid and Patchen avenues; on STERLING PLACE, south side, between Rogers and Nostrand avenues; and on CHAUNCEY STREET, north side, between Patchen and Ralph avenues. Area of assessment: Lot No. 52, in Block 1527, on the north side of McDougal street, between Hopkinson and Rockaway avenues; Lot No. 6, in Block 1695, on the south side of Marion street, between Reid and Patchen avenues; northeast corner of Columbus place and Atlantic avenue, and Lots Nos. 35 and 36, of Block 1714, adjoining on Atlantic avenue; southeast side of East Ninth street, between Avenue C and Cortelyou road, Lots Nos. 12 and 19, of Block 5377; south side of Chauncey street, north side of Marion street, between Reid and Patchen avenues, Lots Nos. 1, 12 and 68, of Block 1692; south side of Sterling place, between Rogers and Nostrand avenues, Lots Nos. 10, 15 and 25, of Block 247; north side of Chauncey street, between Patchen and Ralph avenues, Lot No. 64, in Block 1688.

THIRTIETH WARD, SECTIONS 18 AND 19.

EIGHTY-SIXTH STREET—REGULATING, GRADING, CURBING, GUTTERING AND LAYING CEMENT SIDEWALKS, between Fifth and Thirtieth avenues. Area of assess-

ment: Both sides of Eighty-sixth street, from Fifth to Thirteenth avenue, and to the extent of half the block at the intersecting streets and avenues.

—that the same were confirmed by the Board of Assessors on January 12, 1909, and entered on January 12, 1909, 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 March 13, 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, January 12, 1909.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE COMMISSIONER OF THE DEPARTMENT OF DOCKS AND FERRIES, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired by it for dock purposes in the

Borough of Richmond.

Being all those buildings, parts of buildings etc., situated on land described as follows: Beginning at a point on Richmond avenue, 130.69 feet northerly from the northwest corner of Richmond terrace and Richmond avenue; running thence westerly 124.62 feet to Ferry street; thence northerly 100.03 feet along Ferry street; thence easterly 122.27 feet to a point on Richmond avenue; thence southerly along Richmond avenue 100 feet to the point or place of beginning; all of which are more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held December 30, 1908, the sale of the above-described buildings and appurtenances thereto will be held, under the direction of the Comptroller, on

THURSDAY, JANUARY 28, 1909,

at 11 a. m., on the premises, upon the following TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of the City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Richmond, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within sixty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or own-

ers, as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within sixty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, are to be taken down and removed. The walls shall be made permanently self-supporting, beam-holes, etc., bricked up, and the wall made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller. City of New York, Department of Finance, Comptroller's Office, January 11, 1909.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE PRESIDENT of the Borough of Queens, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired by it for street opening purposes in the

Borough of Queens.

Being all those buildings, parts of buildings, etc., lying within the lines of Seventeenth avenue (otherwise known as Oakley street), from Wilson avenue to Flushing avenue, in the Borough of Queens, known as Nos. 496 and 498 Flushing avenue, and which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held December 30, 1908, the sale of the above described buildings and appurtenances thereto will be held under the direction of the Comptroller on

FRIDAY, JANUARY 29, 1909,

at 11 a. m., on the premises, upon the following TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of the City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Queens, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within sixty days

from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or portion, as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within sixty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, are to be taken down and removed. The walls shall be made permanently self-supporting, beam-holes, etc., bricked up, and the wall made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller. City of New York, Department of Finance, Comptroller's office, January 11, 1909.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO UPON CITY REAL ESTATE.

AT THE REQUEST OF THE COMMISSIONER OF PARKS FOR THE BOROUGHS OF MANHATTAN AND RICHMOND, public notice is hereby given that the Comptroller of The City of New York will offer for sale at public auction the buildings now standing upon property owned by The City of New York, acquired by it for park purposes, in the

Borough of Manhattan.

Being a one-story brick house situated on the northwesterly corner of the block bounded by One Hundred and Thirty-seventh and One Hundred and Thirty-eighth streets, Convent and Amsterdam avenues, and which is more particularly described in a letter of request now on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to the above request, and by direction of the Comptroller, the sale of the above described building and appurtenances thereto will be made at public auction under the supervision of the Collector of City Revenue, on

FRIDAY, JANUARY 22, 1909,

at 10.30 a. m., upon the usual terms and conditions, as set forth in the advertisement of sale of other old material of The City of New York in the CITY RECORD.

H. A. METZ, Comptroller. City of New York, Department of Finance, Comptroller's Office, January 7, 1909.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO UPON CITY REAL ESTATE.

AT THE REQUEST OF THE PARK COMMISSIONER OF THE BOROUGHS OF MANHATTAN AND RICHMOND, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York, acquired by it for park purposes, in the

Borough of Manhattan.

Being all those buildings, parts of buildings, etc., situated in Colonial Park, on the easterly side of Edgecombe avenue, between One Hundred and Forty-ninth and One Hundred and Fiftieth streets, and which are more particularly described on a certain map now on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held October 23, 1907, the sale of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

FRIDAY, JANUARY 22, 1909,

at 11.30 a. m., on the premises, upon the following TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the

sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Manhattan, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beamholes, etc., bricked up and the wall made to exclude wind and rain and present a clean exterior.

The roofs of adjacent buildings shall be made water-tight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of the sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller. City of New York, Department of Finance, Comptroller's Office, January 7, 1909.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE COMMISSIONER OF PARKS FOR THE BOROUGHS OF THE BRONX, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction the building standing within the lines of property owned by The City of New York, acquired by it for park purposes in the

Borough of The Bronx.

Being the building known as the Schrader House, situated east of the Eastern boulevard, and being the second house north of the Pelham Bay Bridge in Pelham Bay Park, and which is more particularly described in a letter of request on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held December 30, 1908, the sale of the above described buildings and appurtenances thereto will be held under the direction of the Comptroller, on

FRIDAY, JANUARY 22, 1909,

at 3.30 p. m. on the premises, upon the following TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The

placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of The Bronx, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or portion, as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam-holes, etc., bricked up, and the wall made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller.  
City of New York, Department of Finance, Comptroller's Office, January 7, 1909.

j8.22

**CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.**

AT THE REQUEST OF THE COMMISSIONER OF Parks for the Borough of The Bronx, public notice is hereby given that the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings standing upon property owned by The City of New York, acquired by it for park purposes, in the

**Borough of The Bronx.**

Being the two-story frame house situated in the northerly end of Poe Park, and which is more particularly described in a letter of request, now on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held December 30, 1908, the sale of the above described building and appurtenances thereto will be held under direction of the Comptroller on

**FRIDAY, JANUARY 22, 1909,**

at 12.30 p. m., on the premises, upon the following

**TERMS AND CONDITIONS.**

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the neces-

sary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of The Bronx, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances or any part thereof within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, are to be taken down and removed. The walls shall be made permanently self-supporting, beam-holes, etc., bricked up, and the wall made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller.  
City of New York, Department of Finance, Comptroller's Office, January 7, 1909.

j8.22

**NOTICE TO PROPERTY OWNERS.**

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

**EIGHTH WARD, SECTION 3.**

**FIFTY-THIRD STREET—SEWER,** between Sixth and Seventh avenues. Area of assessment: Both sides of Fifty-third street, between Sixth and Seventh avenues.

**THIRTIETH WARD, SECTION 18.**

**NINETY-FIFTH STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS,** between Fourth and Marine avenues. Area of assessment: Both sides of Ninety-fifth street, from Fourth to Marine avenue, and to the extent of half the block at the intersecting avenues.

**THIRTIETH WARD, SECTION 19.**

**BAY ELEVENTH STREET—SEWER,** between Eighty-sixth street and Benson avenue. Area of assessment: Both sides of Bay Eleventh street and Bennett lane, from Eighty-sixth street to Benson avenue.

**BAY TWENTY-THIRD STREET—SEWER,** between Bath and Cropsy avenues; also **SEWER BASIN** at the northwest corner of TWENTIETH AND CROPSY AVENUES. Area of assessment: Both sides of Bay Twenty-third street and west side of Twentieth avenue, between Bath and Cropsy avenues.

—That the same were confirmed by the Board of Revision of Assessments on January 7, 1909, and entered on January 7, 1909, 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 March 8, 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, January 7, 1909.

j8.21

**NOTICE TO PROPERTY OWNERS.**

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

**TWENTY-SECOND WARD, SECTION 4.**  
**TWELFTH AVENUE—PAVING, CURBING AND RECURBING,** from Forty-eighth to Fiftieth street. Area of assessment: Both sides of Twelfth avenue, from Forty-eighth to Fiftieth street, and to the extent of half the block at the intersecting streets.

—That the same was confirmed by the Board of Revision of Assessments on January 7, 1909, and entered January 7, 1909, 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 11, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 8, 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 7, 1909.

j8.21

**NOTICE TO PROPERTY OWNERS.**

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

**TWENTY-FOURTH WARD, ANNEXED TERRITORY.**

**WHITE PLAINS ROAD—TEMPORARY SEWER,** between East Two Hundred and Eighth (Elizabeth) street and East Two Hundred and Fifth (King) street. Area of assessment: West side of White Plains road, from East Two Hundred and Fifth to East Two Hundred and Eighth street.

—That the same was confirmed by the Board of Revision of Assessments on January 7, 1909, and entered on January 7, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of 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 March 8, 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, January 7, 1909.

j8.21

**DEPARTMENT OF FINANCE, CITY OF NEW YORK, December 14, 1906.**

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

- Supplies of Any Description, including Gas and Electricity—
  - One company on a bond up to \$50,000.
  - Two companies on a bond up to \$125,000.
  - Three companies on a bond up to \$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.

**DEPARTMENT OF CORRECTION.**

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

**FRIDAY, JANUARY 29, 1909,**

**No. 1. FOR FURNISHING AND DELIVERING MEDICAL SUPPLIES.**

The time for the delivery of the articles, materials and supplies and 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.

**No. 2. FOR FURNISHING AND DELIVERING YEAST AND PLUG TOBACCO.**

The time for the delivery of the articles, materials and supplies and 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.

**No. 3. FOR FURNISHING AND DELIVERING VEGETABLES, ETC.**

The time for the delivery of the articles, materials and supplies and 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 of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard, or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and awards made to the lowest bidder on each item. The bids on vegetables will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN J. BARRY, Commissioner.  
Dated January 15, 1909.

j19.29

**MUNICIPAL CIVIL SERVICE COMMISSION.**

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, JANUARY 20, 1909.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from

**WEDNESDAY, JANUARY 20, UNTIL 4 P. M. WEDNESDAY, FEBRUARY 3, 1909,**

for the position of

**CLERK, THIRD GRADE (MALE).**

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON FEBRUARY 3 WILL BE ACCEPTED.)

DUE NOTICE WILL BE GIVEN OF THE DATE OF THE EXAMINATION.

The subjects and weights of the examination are as follows:

- Copying from plain copy..... 1
- Handwriting..... 3
- Arithmetic..... 3
- Letter..... 2
- Spelling..... 1

The percentage required is 70.  
There are no vacancies at present.  
Salary, \$1,200 to, but not including, \$1,800 per annum.

Minimum age, 21 years.  
F. A. SPENCER, Secretary.  
j20.13

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 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 age requirement for all positions is 21.

FRANK L. POLK,  
President;

R. ROSS APPLETON,  
ARTHUR J. O'KEEFE,  
Commissioners.

FRANK A. SPENCER,  
Secretary.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE COMMISSIONER OF WATER SUPPLY, GAS AND ELECTRICITY AT THE ABOVE OFFICE UNTIL 2 O'CLOCK P. M. ON

THURSDAY, JANUARY 21, 1909.

Boroughs of Manhattan and The Bronx.

FOR FURNISHING, REPAIRING, PLACING AND EMPTYING VAULT PANS, ETC., AT MOUNT KISCO, WESTCHESTER COUNTY, N. Y.

Time allowed to prosecute the whole work will be until December 31, 1909.

The amount of security will be Five Hundred Dollars (\$500).

The bidder will state the price, per unit, of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

The bids will be compared and the contract awarded for all the work, articles, materials and supplies contained in the specifications or schedule attached thereto.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information may be obtained upon application therefor to the Chief Engineer, Room 922, Nos. 13 to 21 Park row, Borough of Manhattan.

JOHN H. O'BRIEN, Commissioner of Water Supply, Gas and Electricity, The City of New York, January 9, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS WILL BE RECEIVED BY THE PARK COMMISSIONER AT THE ABOVE OFFICE OF THE DEPARTMENT OF PARKS UNTIL 12 O'CLOCK M. ON

FRIDAY, JANUARY 22, 1909.

FOR THE PRIVILEGE OF SELLING REFRESHMENTS (SPIRITUOUS LIQUORS EXCEPTED) DURING THE YEAR 1909, FROM A PORTABLE HOUSE IN CENTRAL PARK, IN THE VICINITY OF THE TENNIS GROUNDS.

No bids will be considered unless accompanied by a certified check or money to the amount of one-quarter of the sum bid for the rent and privilege.

The bids will be compared and the privilege will be awarded to the highest responsible bidder. The Commissioner reserves the right to reject any or all bids.

Form of proposal and full information as to bidding can be obtained at the office of the Department of Parks, the Arsenal, Central Park, New York City.

HENRY SMITH, Commissioner.

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 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.

Blank forms may be obtained at the office of the Department of Parks, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President; JOSEPH L. BERRY, MICHAEL J. KENNEDY, Commissioners of Parks.

Dated January 5, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

AQUEDUCT COMMISSIONERS.

PUBLIC AUCTION.

SALE TO BEGIN ON FRIDAY, JANUARY 22, 1909, at 11 o'clock a. m., and to continue until the property is all sold.

The Aqueduct Commissioners of The City of New York will sell at public auction, under the direction of Charles A. Berrian, Auctioneer, on the premises, the following described buildings now standing within the purchase line of the New Croton and Cross River Reservoirs:

LIST OF BUILDINGS.

New Croton Reservoir, Croton River Division. Buildings and outhouses, Parcel No. 354, Town of Lewisboro. Former owner, D. W. C. McCloskey (Engineer's Office); minimum price, \$100.

Buildings and outhouses, Parcel No. 360, Town of Lewisboro. Former owner, Estate of Joseph Benedict; minimum price, \$100.

Buildings and outhouses, Parcel No. 222, Town of Bedford. Former owner, J. M. Lyons; minimum price, \$100.

Cross River Division.

Buildings and outbuildings, Parcel No. 15, Town of Bedford. Former owner, Estate of George Green; minimum price, \$100.

TERMS OF SALE.

First—The purchase money must be paid at the time of sale.

Second—The buildings will be sold to the stone foundations.

Third—The buildings and outhouses must positively be moved off the City's property within four months of the day of sale, and the purchaser shall refill the cellars to the surface of the ground with wholesome material within said time, under the directions of the Engineer.

Fourth—No building and outhouses will be sold for less than the minimum price given in this advertisement.

Fifth—The buildings and outhouses must be moved to new sites which are at least two hundred and fifty feet from the Croton River, or any of its affluents, or any drain emptying there-in.

Sixth—If any building or outhouse or part of the same is left on the property of The City of New York on or after the limit of time above mentioned, the purchaser shall forfeit all right and title to the buildings or outhouses or parts of same so left, and also to the money part of the consideration paid at the time of sale, and the Aqueduct Commissioners may at any time on or after the above time limit rescind such buildings or outhouses or parts of same, or remove or destroy the same.

The Aqueduct Commissioners reserve the right to exclude from such sale any building or buildings that may be designated by the Engineer.

By order of the Aqueduct Commissioners of The City of New York. JOHN F. COWAN, President. HARRY W. WALKER, Secretary. j8.22

DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH, CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

AT A MEETING OF THE BOARD OF Health of the Department of Health, held January 6, 1909, the following resolution was adopted:

Resolved, That section 79 of the Sanitary Code be and the same is hereby amended so as to read as follows:

Section 79. No live chickens, geese, ducks, or other fowls shall be brought into, or kept, or held, or offered for sale, or killed, in any yard, area, cellar, coop, building, premises, or part thereof, or in any public market, or on any sidewalk, except upon premises used for farming in unimproved sections of the city, without a permit from the Board of Health and subject to the conditions thereof, and obtained in accordance with the rules and regulations adopted by the Board of Health.

A true copy. EUGENE W. SCHEFFER, Secretary. Dated January 7, 1909. j12.19

DEPARTMENT OF HEALTH, CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

AT A MEETING OF THE BOARD OF Health of the Department of Health, held January 6, 1909, the following resolution was adopted:

Resolved, That in future all applicants for permits to keep and slaughter poultry in The City of New York shall observe the following rules and regulations of this Department, which are hereby prescribed:

1. Application for approval of site for a poultry slaughter house must be made to the Board of Health, and shall give in detail the exact locality, surroundings, buildings, together with a map.

2. After the site has been approved, plans and specifications for a poultry slaughter house must be submitted.

3. After the plans and specifications have been approved and the building has been erected in absolute conformity with the plans and specifications filed, application may be made for a permit to keep and slaughter poultry.

4. No poultry slaughter house shall be established, nor shall the business of slaughtering poultry be carried on in The City of New York, except in accordance with the requirements hereof.

EUGENE W. SCHEFFER, Secretary. Dated January 9, 1909. j12.19

BOARD OF ESTIMATE AND APPORTIONMENT.

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 West One Hundred and Fifty-first street, from the right-of-way of the New York Central and Hudson River Railroad to the bulkhead line of the Hudson River, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 29, 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 West One Hundred and Fifty-first street, from the right-of-way of the New York Central and Hudson River Railroad to the bulkhead line of the Hudson River, in the Borough of Manhattan, City of New York, more particularly shown upon a map or plan prepared by the Chief Engineer of the Board of Estimate and Apportionment, dated December 8, 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 29th 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 29th day of January, 1909.

Dated January 16, 1909.

JOSEPH HAAG, Secretary. No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16.27

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment, held on December 18, 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 Tibbett avenue, from West Two Hundred and Thirtieth street to West Two Hundred and Forty-second street, and Corlear avenue, from West Two Hundred and Thirtieth street to West Two Hundred and Forty-sixth street, 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 line bisecting the angle formed by the intersection of the prolongations of the centre lines of Spuyten Duyvil road and Tibbett avenue, as laid out between West Two Hundred and Thirty-first street and West Two Hundred and Thirty-second street, distant 100 feet southerly from the southerly line of West Two Hundred and Thirtieth street, the said distance being measured at right angles to the line of West Two Hundred and Thirtieth street, and running thence northwardly along the said bisecting line to the intersection with a line midway between Spuyten Duyvil road and Tibbett avenue as laid out between West Two Hundred and Thirty-second street and West Two Hundred and Thirty-sixth street; thence northwardly along the said line midway between Spuyten Duyvil road and Tibbett avenue, and along the prolongation of the said line, to the intersection with a line distant 100 feet westerly from and parallel with the westerly line of Tibbett avenue, as laid out north of the angle point between West Two Hundred and Thirty-eighth street and West Two Hundred and Fortieth street, the said distance being measured at right angles to the line of Tibbett avenue; thence northwardly along the said line parallel with Tibbett avenue, and along the prolongation thereof, to the intersection with a line always distant 100 feet northwesterly from and parallel with the northwesterly line of West Two Hundred and Forty-second street, the said distance being measured at right angles to the line of West Two Hundred and Forty-second street; thence northwardly along the said line parallel with West Two Hundred and Forty-second street to the intersection with a line distant 100 feet northwesterly from and parallel with the northwesterly line of Corlear avenue; thence northwardly along the said line parallel with Corlear avenue to the intersection with a line distant 100 feet westerly from and parallel with the westerly line of West Two Hundred and Forty-sixth street as laid out northerly from and adjoining Corlear avenue; the said distance being measured at right angles to the line of West Two Hundred and Forty-sixth street; thence northwardly along the said line parallel with West Two Hundred and Forty-sixth street to the intersection with a line at right angles to Broadway and passing through a point on its westerly side distant 100 feet northerly from its intersection with the northerly line of West Two Hundred and Forty-sixth street; thence eastwardly along the said line at right angles to Broadway to a point distant 100 feet easterly from the easterly line; thence southwardly and parallel with Broadway to the intersection with a line at right angles to Broadway and passing through a point on its westerly side distant 100 feet southeasterly from the southeasterly line of Corlear avenue, the said distance being measured at right angles to the line of Corlear avenue; thence westwardly along the said line at right angles to Broadway to its westerly side; thence southwardly along a line always distant 100 feet southeasterly and easterly from and parallel with the southeasterly and easterly lines of Corlear avenue to the intersection with a line midway between Corlear avenue and Broadway; thence southwardly along the said line midway between Corlear avenue and Broadway to the intersection with the prolongation of a line midway between Corlear avenue and Kingsbridge avenue as laid out between West Two Hundred and Thirty-sixth street and West Two Hundred and Thirty-eighth street; thence southwardly along the said line midway between Corlear avenue and Kingsbridge avenue, and along the prolongation of the said line, to the intersection with the line bisecting the angle formed by the intersection of the prolongations of the easterly line of Corlear avenue and the westerly line of Kingsbridge avenue as laid out between West Two Hundred and Thirty-second and West Two Hundred and Thirty-sixth streets; thence southwardly along the said bisecting line to the intersection with the prolongation of a line midway between Corlear avenue and Kingsbridge avenue as laid out south of West Two Hundred and Thirty-second street; thence southwardly along the said line midway between Corlear avenue and Kingsbridge avenue, and along the prolongation of the said line, to a point distant 100 feet southerly from the southerly line of West Two Hundred and Thirtieth street, the said distance being measured at right angles to the line of West Two Hundred and Thirtieth street; thence westwardly, northwardly and westwardly along a line always distant 100 feet southerly, westerly and southwardly from and parallel respectively with the southerly line of West Two Hundred and Thirtieth street and the prolongation of the westerly line of Corlear 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 29th 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 29th day of January, 1909.

Dated January 16, 1909.

JOSEPH HAAG, Secretary, No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16.27

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 Castle Hill avenue and Havemeyer avenue distant 100 feet southerly from the southerly line of Lacombe avenue, and running thence northwardly along the said line midway between Castle Hill avenue and Havemeyer avenue and the prolongations of the said line to the intersection with a line distant 100 feet northwesterly from and parallel with the northwesterly line of Westchester avenue as laid out northwardly from the angle point east of Glebe avenue, the said distance being measured at right angles to the line of Westchester avenue; thence northwardly along the said line parallel with Westchester avenue to the intersection with a line midway between Parker street and Glover street; thence southeasterly along the said line midway between Parker street and Glover street, and along the prolongation of the said line to the intersection with the prolongation of a line midway between Havemeyer avenue and Zerega avenue; thence southwardly along the said line midway between Havemeyer avenue and Zerega avenue, and along the prolongations of the said line, to the intersection with a line distant 100 feet southeasterly from and parallel with the southeasterly line of Zerega avenue as laid out south of Randall avenue, the said distance being measured at right angles to the line of Zerega avenue; thence southwardly along the said line parallel with Zerega avenue to the intersection with the prolongation of a line parallel with Lacombe avenue, as laid out west of Havemeyer avenue, and passing through the point of beginning; thence westwardly along the said line parallel with Lacombe avenue, and along the prolongation 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 29th 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 29th day of January, 1909.

Dated January 16, 1909.

JOSEPH HAAG, Secretary, No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16.27

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Dated January 16, 1909.

JOSEPH HAAG, Secretary, No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16.27

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JOSEPH HAAG, Secretary, No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16.27

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 29th 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.

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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 29th day of January, 1909.



right angles to West One Hundred and Fifty-seventh street, and passing through a point on its southerly side midway between its intersection with Riverside drive and with Audubon place.

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 29th 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 29th day of January, 1909.

Dated January 16, 1909. JOSEPH HAAG, Secretary, No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16,27

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to extend Washington avenue, from the mean high-water line of the East River to the United States pier and bulkhead line, 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 29, 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 extending Washington avenue, from the mean high-water line of the East River to the United States pier and bulkhead line, in the Borough of Queens, City of New York, more particularly shown upon map or plan submitted by the President of the Borough of Queens June 9, 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 29th 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 29th day of January, 1909.

Dated January 16, 1909. JOSEPH HAAG, Secretary, No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16,27

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the lines of Hubbell street (Washington avenue), between Maclay avenue and Dorsey street, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 29, 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 changing the lines of Hubbell street (Washington avenue), between Maclay avenue and Dorsey street, in the Borough of The Bronx, City of New York, more particularly described as follows: 1. Beginning at a point on the southeasterly line of Maclay avenue distant 346.185 feet northeasterly from its intersection with the northeasterly line of Zerega avenue; thence in a straight line to a point on the northwesterly line of Dorsey street distant 357.774 feet northeasterly from its intersection with the northeasterly line of Zerega avenue; 2. The northeasterly line of Hubbell street is to be 50 feet distant from and parallel with the hereinbefore described southwesterly line.

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 29th 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 29th day of January, 1909.

Dated January 16, 1909. JOSEPH HAAG, Secretary, No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16,27

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Senator street, between Second avenue 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 29, 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 changing the grade of Senator street, between Second avenue and Third avenue, in the Borough of Brooklyn, City of New York, more particularly described as follows: The grade of Senator street, between Second avenue and Third avenue, is to be as shown upon a map submitted with a resolution of the Local Board of the Bay Ridge District of the Borough of Brooklyn, bearing the signature of the Commissioner of Public Works, and dated March 30, 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 29th day of January, 1909, at 10.30 o'clock a. m.

held in the City Hall, Borough of Manhattan, City of New York, on the 29th 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 29th day of January, 1909.

Dated January 16, 1909. JOSEPH HAAG, Secretary, No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16,27

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Seventy-eighth street, from Second avenue to Fourth avenue, and Third avenue, from Seventy-seventh street to Seventy-ninth street, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 29, 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 changing the grade of Seventy-eighth street, from Second avenue to Fourth avenue, and Third avenue, from Seventy-seventh street to Seventy-ninth street, in the Borough of Brooklyn, City of New York, more particularly described as follows: The grades of Seventy-eighth street, from Second avenue to Fourth avenue, and of Third avenue, from Seventy-seventh street to Seventy-ninth street, are to be as shown upon a map signed by the Secretary of the Board of Estimate and Apportionment, and bearing date of August 17, 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 29th 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 29th day of January, 1909.

Dated January 16, 1909. JOSEPH HAAG, Secretary, No. 277 Broadway, Room 1406. Telephone, 2280 Worth. j16,27

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held December 18, 1908, the following petition was received:

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

The petition of the New York and North Shore Traction Company respectfully shows:

First—That your petitioner is a street surface railroad corporation, duly organized and existing under the laws of the State of New York, and now operating a street surface railroad in the County of Nassau, State of New York, running from Mineola to Port Washington (10 miles) and Mineola to Hicksville (6 miles).

Second—That your petitioner has received from the local authorities of Nassau County, N. Y., a franchise to build and operate a street surface railroad as an extension of its existing line on and along the North Hempstead turnpike, from Kosslyn to the New York City line at Little Neck, in Queens Borough.

Third—That your petitioner has now pending before your Honorable Board an application for consent to build and operate its railroad from the New York City line, in Little Neck, through Douglaston and Bayside, into Flushing.

Fourth—That your petitioner proposes to further extend its proposed railway from a point on its route from the City line to Flushing, so that its railway shall be built and operated into Whitestone, all in Queens Borough, as hereinbefore set forth in detail, and as in said extension to Whitestone it is necessary to acquire a right of way over private property between Bayside avenue and Higgins lane, your petitioner has, in its description of route set forth alternative routes in that locality, intending before a contract is made with the City to have a definite route agreed upon.

Fifth—That for the purpose of operating such branch or extension into Whitestone, in Queens Borough, New York City, N. Y., 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 for public use in the conveyance of persons and property in cars for compensation, in, upon, along and over the surface of certain streets, avenues, highways, bridges, public places and private property in the Borough of Queens, New York City, of which the following is a description:

Beginning at the intersection of Chestnut street and Murray lane, on the proposed route of petitioner running from Little Neck to Flushing; thence northerly upon and along Murray lane to Higgins lane; thence easterly upon and along Higgins lane to a point where Ninth avenue, if extended, would intersect said Higgins lane; thence northerly through private property along the line of Ninth avenue to Fourth street; thence westerly upon and along Fourth street to Eighth avenue; thence northerly upon and along Eighth avenue to Twenty-first street; thence easterly upon and along Twenty-first street to Eleventh avenue; thence northerly upon and along Eleventh avenue to a point about 300 feet north of the north side line of the Boulevard, in the former Village of Whitestone, Borough of Queens.

Also, as an alternative route, beginning at the intersection of said Chestnut street and Van Riper avenue; thence northerly upon and along Van Riper avenue to and across Bayside avenue; thence northerly through private property to Higgins lane at a point thereon within 300 feet west of Seventh avenue; thence easterly along and upon Higgins lane, from said point to Seventh avenue; thence northerly upon and along Seventh avenue to Fourth street; thence easterly upon and along Fourth street to Eighth avenue; thence northerly upon and along Eighth avenue as hereinbefore set forth.

Also, as an alternative route, beginning at the intersection of said Chestnut street and Brewsters avenue; running thence northerly upon and along Brewsters avenue to and across Bayside avenue; thence northerly upon and along private property

to Higgins lane at a point thereon within 1,500 feet west of Seventh avenue; thence easterly upon and along Higgins lane from such point to Seventh avenue; thence northerly upon and along Seventh avenue to Fourth street; thence easterly upon and along Fourth street to Eighth avenue; thence northerly upon and along Eighth avenue, as hereinbefore set forth.

Sixth—That said corporation proposes to operate said extension or branch by the overhead system of electricity, substantially similar to that now in use on its existing railroad running from Mineola to Port Washington, Nassau County, N. Y.

Wherefore your petitioner prays that public notice hereof and of the time and place where this application will first be 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 16, 1908. THE NEW YORK AND NORTH SHORE TRACTION COMPANY, By JAMES A. MACELHINNY, Secretary.

State of New York, County of New York, ss.: James A. MacElhinny, being duly sworn, says: That he is the Secretary of the New York and North Shore Traction Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

JAMES A. MACELHINNY. Sworn to before me this 17th day of December, 1908. E. M. CARROLL, Notary Public, New York County. And the following resolutions were thereupon adopted: Whereas, The foregoing petition from the New York and North Shore Traction Company, dated December 16, 1908, was presented to the Board of Estimate and Apportionment at a meeting held December 18, 1908.

Resolved, That, in pursuance of law, this Board sets Friday, the 22d 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.

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 18, 1908. j11,22

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 said 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 avenue. 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 terminate.

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 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 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 ex-

ceed 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 freight 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 such 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 Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

Twenty-first—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 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 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 hereinafter 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.]  
....., 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.

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 accompany petition to the Board of Estimate and Apportionment, dated September 10, 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, three (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, thereto 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, thereto 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

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.

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of FAIRVIEW AVENUE (although not yet named by proper authority), from Eleventh avenue to Broadway, in the Twelfth Ward, Borough of Manhattan, 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, 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 25th day of January, 1909, at 10.30 o'clock in 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 New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, January 18, 1909.  
SAMUEL S. SLATER,  
JOHN J. QUINLAN,  
Commissioners.  
JOHN P. DUNN, Clerk.  
j18,23

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of JOSEPH ROYMAN DRAKE PARK, in the Twenty-third Ward, Borough of the Bronx, City of New York, as laid out on the map on February 17, 1905.

NOTICE IS HEREBY GIVEN THAT THE final 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, 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 25th day of January, 1909, at 10.30 o'clock in forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, January 18, 1909.  
THOMAS R. LANE,  
STEPHEN J. NAVIN, JR.,  
JAS. F. DELANEY,  
Commissioners.  
JOHN P. DUNN, Clerk.  
j18,23

FIRST DEPARTMENT.

In the matter of the application of the Mayor, Aldermen and Commonalty 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 purpose of opening PERRY AVENUE (although not yet named by proper authority), from Mosholu parkway to the southern line of Woodlawn Cemetery, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of 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, 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 25th day of January, 1909, at 10.30 o'clock in 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 New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, January 18, 1909.  
OBED H. SANDERSON,  
MALTUS J. NEWMAN,  
Commissioners.  
JOHN P. DUNN, Clerk.  
j18,23

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST TWO HUNDRED AND TWENTY-NINTH STREET (although not yet named by proper authority), from Bailey avenue to Heath avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final 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, 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 25th day of January, 1909, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, January 18, 1909.  
CHARLES E. BENSEL, JR.,  
THEODORE HABLEN,  
Commissioners.  
JOHN P. DUNN, Clerk.  
j18,23

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of WEST STREET, from Honeywell street to Crotona parkway, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN 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, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 8th day of February, 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 10th day of February, 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, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 8th day of February, 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 10th day of February, 1909, at 3 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 17th day of May, 1907, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of The Bronx, in the City of New York, which, taken together, are bounded and described as follows, viz.:

Bounded on the north by a line midway between West street and East One Hundred and Eighty-second street; on the east by Honeywell avenue; on the south by a line midway between West street and East One Hundred and Eighty-first street, and on the west by Crotona parkway.

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, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 10th day of February, 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, 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 15th day of April, 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 Manhattan, New York, December 28, 1908.

MAURICE S. COHEN, Chairman; OTTO LACKMAN, JAMES H. GOGGIN, Commissioners of Estimate. MAURICE S. COHEN, Commissioner of Assessment. JOHN P. DUNN, Clerk. j16,44

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the northerly line of EAST HOUSE TON STREET and the southerly line of EAST SECOND STREET, between Sheriff and Willett streets, in the Borough of Manhattan, City of New York, duly selected as a site for a public library, according to law.

NOTICE IS HEREBY GIVEN THAT THE report of George Gordon Battle, Hugh Commiskey and Joseph Jacobs, Commissioners of Estimate and Appraisal, duly appointed in the above entitled proceeding, which report bears date the 6th day of January, 1909, was filed in the office of the Board of Estimate and Apportionment of The City of New York on the 14th day of January, 1909, and a duplicate of said report was filed in the office of the Clerk of the County of New York on the same day.

Notice is further given, that the said report will be presented for confirmation to the Supreme Court of the State of New York, in the First Judicial District, at Special Term, Part III, thereof, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 28th day of January, 1909, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 14, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, City of New York. j15,26

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the westerly side of AVENUE A or SUTTON PLACE and the northerly side of FIFTY-NINTH STREET and the southerly side of SIXTIETH STREET, between Avenue A or Sutton place and First avenue, in the Borough of Manhattan, in The City of New York, selected with other property as a site for the Blackwells Island Bridge.

NOTICE IS HEREBY GIVEN THAT THE report of Joel B. Erhardt, E. W. Bloomington and William M. Wright, Commissioners of Estimate and Appraisal, duly appointed in the above entitled proceeding, which report bears date the 18th day of June, 1908, was filed in the office of the Commissioner of Bridges of The City of New York, on the 13th day of January, 1909, and a duplicate of said report was filed in the office of the Clerk of the County of New York on the same day.

Notice is further given, that the said report will be presented for confirmation to the Supreme Court of the State of New York, in the First Judicial District, at Special Term, Part III, thereof, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 28th day of January, 1909, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, January 13, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, City of New York. j14,25

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SEVENTY EIGHTH STREET (although not yet named by proper authority) from Cedar avenue to the easterly line of the Putnam Division of the New York Central and Hudson River Railroad, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court House in the Borough of Manhattan, in The City of New York, on the 25th day of January, 1909, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 12, 1909.

JULIUS HEIDERMAN, THOMAS J. MAGUIRE, PATRICK HENRY CLUNE, Commissioners. JOHN P. DUNN, Clerk. j12,22

FIRST JUDICIAL DEPARTMENT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of all the wharfage rights, terms, easements, emoluments and privileges not now owned by The City of New York, appurtenant to all that certain bulkhead, wharf or dock property situate on the SOUTHERLY SIDE OF SOUTH STREET, in the Borough of Manhattan, City of New York, commencing on the easterly side of Pier (old) No. 52, East River, and extending easterly to the westerly side of Pier (old) No. 53, East River, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund, as altered and amended by the Commissioner of Docks and approved by the Commissioners of the Sinking Fund.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to a Special Term of the Supreme Court of the State of New York, in and for the First Judicial Department, to be held in Part III, thereof, at the County Court House in The City of New York, Borough of Manhattan, on the 22d day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above entitled matter.

The nature and extent of the improvement hereby intended is the acquisition, in the name of and for the benefit of The City of New York for the execution of a certain plan for the improvement of the water-front of The City of New York, pursuant to the statutes in such case made and provided and determined upon by the Board of Docks on the 13th day of April, 1871, and approved by the Commissioners of the Sinking Fund on the 27th day of April, 1871, as altered and amended by the Commissioner of Docks on the 2d day of March, 1908, which alteration and amendment was duly approved by the Commissioners of the Sinking Fund at a public hearing held for that purpose, after due notice, on the 14th day of April, 1908, and which said plan and alteration and amendment thereof are now on file in the office of the Department of Docks and Ferries, of all the wharfage rights, terms, easements, emoluments and privileges not now owned by The City of New York, appurtenant to all that certain bulkhead, wharf or dock property situate on the southerly side of South street, in the Borough of Manhattan, City of New York, bounded and described as follows:

Beginning at a point in the present bulkhead between Gouverneur slip and Jackson street, where the westerly side of Pier (old) 53, East River, intersects said bulkhead, said point of intersection being perpendicularly opposite or southerly of a point in the northerly line of South street distant 31.01 feet from the westerly line of Jackson street, measured along the said northerly line of South street, and running thence from said point of intersection westerly along the present bulkhead between Pier (old) 52, East River, and Pier (old) 53, East River, 573.08 feet westerly to the easterly side of Pier (old) 52, East River.

Dated New York, January 9, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j11,21

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the WESTERLY LINE OF HAMILTON PLACE, between One Hundred and Fortieth and One Hundred and Forty-first streets, in the Borough of Manhattan, duly selected as a site for school purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Appraisal in the above entitled proceeding, do hereby give notice to the owner or owners, 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 Board of Education of The City of New York, situated at the southwest corner of Fifty-ninth street and Park avenue, in the Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, or who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, Saturday, January 9, 1909, 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 21st day of January, 1909, at 1 o'clock in the afternoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, January 8, 1909.

EDWARD D. FARRELL, JOHN J. QUINLAN, WILLIAM H. F. WOOD, Commissioners. JOSEPH M. SCHENCK, Clerk. j9,20

SUPREME COURT—SECOND DEPARTMENT.

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the purpose of opening and extending EIGHTH AVENUE, from the old City line near Forty-seventh street, to Fiftieth street, in the Thirtieth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above en-

titled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Eighth avenue, from the old City line near Forty-seventh street to Fiftieth street, in the Thirtieth Ward, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at the intersection of the eastern line of Eighth avenue with the northern line of Fiftieth street, as the same are laid out on the map of the City;

- 1. Thence westerly along the northern line of Fiftieth street 80 feet;
2. Thence northerly, deflecting 89 degrees 59 minutes 32 seconds to the right, 576.58 feet to the old City line;
3. Thence easterly, deflecting 16 degrees 48 minutes 27 seconds to the right, 276.67 feet;
4. Thence southerly 841.44 feet to the point of beginning.

The Board of Estimate and Apportionment, on the 27th day of March, 1908, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Bounded on the northeast by a line midway between Forty-sixth street and Forty-seventh street; on the southeast by a line midway between Eighth avenue and Ninth avenue; on the southwest by a line midway between Fiftieth street and Fifty-first street; and on the northwest by a line midway between Seventh avenue and Eighth avenue.

Dated New York, January 19, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending SCHAEFFER STREET, from Knickerbocker avenue to the Borough line; ELBERT STREET, from Knickerbocker avenue to the Borough line, and COVERT STREET, from Knickerbocker avenue to the Borough line in the Twenty-eighth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Schaeffer street, from Knickerbocker avenue to the Borough line; Elbert street, from Knickerbocker avenue to the Borough line, and Covert street, from Knickerbocker avenue to the Borough line, in the Twenty-eighth Ward, Borough of Brooklyn, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Schaeffer Street. Beginning at the intersection of the eastern line of Knickerbocker avenue with the southern line of Schaeffer street, as the same are laid out on the map of the City;

- 1. Thence northerly along the eastern line of Knickerbocker avenue 60 feet;
2. Thence easterly deflecting 90 degrees to the right 439.77 feet to the line between the Borough of Brooklyn and the Borough of Queens;
3. Thence southerly deflecting 111 degrees 22 minutes 7 seconds to the right 64.43 feet;
4. Thence westerly 416.29 feet to the point of beginning.

Elbert Street. Beginning at the intersection of the northern line of Knickerbocker avenue with the eastern line of Elbert street, as the same are laid out on the map of the City;

- 1. Thence westerly along the northern line of Knickerbocker avenue 60 feet;
2. Thence northerly deflecting 90 degrees to the right 643.25 feet to the Queens County line;
3. Thence southeasterly deflecting 111 degrees 22 minutes 7 seconds to the right 64.43 feet;
4. Thence southerly 619.78 feet to the point of beginning.

Covert Street. Beginning at the intersection of the northern line of Knickerbocker avenue with the eastern line of Covert street, as the same are laid out on the map of the City;

- 1. Thence westerly along the northern line of Knickerbocker avenue 60 feet;
2. Thence northerly deflecting 90 degrees to the right 541.51 feet to the Queens County line;
3. Thence southeasterly deflecting 111 degrees 22 minutes 7 seconds to the right 64.43 feet;
4. Thence southerly 518.03 feet to the point of beginning.

The Board of Estimate and Apportionment on the 5th day of June, 1908, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Bounded on the northeast by the line between the Boroughs of Brooklyn and Queens; on the southeast by a line midway between Schaeffer street and Decatur street; on the southwest by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Knickerbocker avenue, the said distance being measured at right angles to the line of Knickerbocker avenue, and on the northwest by a line midway between Halsey street and Elbert street.

Dated New York, January 19, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending GREENPOINT AVENUE, from Jewell street to Newtown Creek, in the Seventeenth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Com-

Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Greenpoint avenue, from Jewell street to Newtown Creek, in the Seventeenth Ward, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at the intersection of the southern line of Greenpoint avenue with the western line of Jewell street, as the same are laid out on the map of the City.

- 1. Thence northerly in a straight prolongation of the western line of Jewell street 83.44 feet;
2. Thence easterly deflecting 106 degrees 20 minutes 54 seconds to the right 199.14 feet;
3. Thence easterly deflecting 18 degrees 23 minutes to the left 2,250.71 feet to the bulkhead line of Newtown Creek;
4. Thence southerly along the bulkhead line of Newtown Creek, deflecting 98 degrees 28 minutes 24 seconds to the right 80.94 feet;
5. Thence westerly deflecting 81 degrees 33 minutes 36 seconds to the right 2,132.45 feet to the eastern line of Moultrie street;
6. Thence westerly deflecting 24 degrees 5 minutes 28 seconds to the left 55.74 feet to the western line of Moultrie street;
7. Thence westerly 260.75 feet to the point of beginning.

The Board of Estimate and Apportionment on the 17th day of May, 1907, duly fixed and determined the area of assessment for benefit in this proceeding, as follows:

Three hundred feet on each side of the street to be opened between the bulkhead line of Newtown Creek and a line midway between the westerly side of Jewell street and the easterly side of Diamond street, and the prolongation of the said line north of Greenpoint avenue.

Dated New York, January 19, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending LOMBARDY STREET, from Kingsland avenue to the bulkhead line of Newtown Creek, in the Eighteenth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Lombardy street, from Kingsland avenue to the bulkhead line of Newtown Creek, in the Eighteenth Ward, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at the intersection of the eastern line of Kingsland avenue with the southern line of Lombardy street as the same are laid out on the map of the City;

- 1. Thence northerly along the eastern line of Kingsland avenue 61.2 feet;
2. Thence deflecting 78 degrees 24 minutes 55 seconds to the right 3,846.98 feet to the bulkhead line of Newtown Creek;
3. Thence southerly along the bulkhead line of Newtown Creek 65 feet;
4. Thence westerly and parallel with Course No. 2 3,834.28 feet to the point of beginning.

The Board of Estimate and Apportionment, on the 14th day of June, 1907, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Beginning at the intersection of a line midway between Lombardy street and Anthony street with the westerly bulkhead line of the Newtown Creek Canal, and thence running southerly along the said bulkhead line to the intersection with the prolongation of a line midway between Beadell street and Lombardy street; thence westerly along the said line midway between Beadell and Lombardy streets and along the prolongation of the said line to the intersection with the centre line of Kingsland avenue; thence westerly at right angles to the line of Kingsland avenue to a point distant 100 feet from the westerly line of the said Kingsland avenue; thence northwesterly and parallel with Kingsland avenue to the intersection with the southeasterly line of Meeker avenue; thence northeasterly and along the said southeasterly line of Meeker avenue to the intersection with the prolongation of a line midway between Lombardy street and Anthony street; thence easterly along the said line midway between Lombardy street and Anthony street and along the prolongation of the said line to the point or place of beginning.

Dated New York, January 19, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending EAST SEVENTEENTH STREET, from Church avenue to Caton avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Com-

missioners of Estimate and of one Commissioner of Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in fee, by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of East Seventeenth street, from Church avenue to Caton avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

- Beginning at the intersection of the easterly line of East Seventeenth street with the southern line of Church avenue, as the same are laid out on the map of the City;
1. Thence westerly along the southern line of Church avenue 84.64 feet;
2. Thence northerly deflecting 109 degrees 3 minutes 49 seconds to the right 702.27 feet to the southern line of Caton avenue;
3. Thence easterly along the southern line of Caton avenue 84.71 feet;
4. Thence southerly deflecting 109 degrees 11 minutes 46 seconds to the right 702.48 feet to the point of beginning.

The Board of Estimate and Apportionment, on the 22d day of November, 1907, duly fixed and determined the area of assessment for benefit in this proceeding, as follows:

Bounded on the east by a line midway between East Seventeenth street and East Eighteenth 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 Church avenue, the said distance being measured at right angles to the line of Church avenue; on the west by a line midway between East Seventeenth street and East Sixteenth street, and by the prolongation of the said line, and on the north by a line distant 100 feet northerly from and parallel with the northerly line of Caton avenue, the said distance being measured at right angles to the line of Caton avenue.

Dated New York, January 19, 1909. FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending AN UNNAMED STREET lying 200 feet east of Nostrand avenue and extending from Montgomery street to Malbone street, in the Twenty-fourth and Twenty-ninth Wards, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of an Unnamed Street lying 200 feet east of Nostrand avenue and extending from Montgomery street to Malbone street, in the Twenty-fourth and Twenty-ninth Wards, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

- Beginning at the intersection of the south line of Montgomery street with the west line of the Unnamed Street, as the same are laid out on the map of the City;
1. Thence easterly along the south line of Montgomery street 50 feet;
2. Thence southerly deflecting 89 degrees 59 minutes 55 seconds to the right 417.99 feet to the north line of Malbone street;
3. Thence westerly along the north line of Malbone street 50.59 feet;
4. Thence northerly 425.69 feet to the point of beginning.

The Board of Estimate and Apportionment on the 28th day of February, 1908, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Beginning at a point on the northerly line of Malbone street distant 100 feet westerly from the westerly line of the unnamed street, the said distance being measured at right angles to the line of the said unnamed street, and running thence northerly and parallel with the unnamed street and the prolongation thereof to a point distant 100 feet northerly from the northerly line of Montgomery street; thence easterly and parallel with the prolongation of a line distant 100 feet easterly from and parallel with the easterly line of the unnamed street, the said distance being measured at right angles to the line of the unnamed street; thence southerly and along the said line parallel with the unnamed street and the prolongation thereof to a point distant 100 feet southerly from the southerly line of Malbone street, the said distance being measured at right angles to the line of Malbone street; thence westerly and parallel with Malbone street to the intersection with a line at right angles to Malbone street and passing through the point of beginning; thence northerly along the said line at right angles to Malbone street to the point of beginning.

Dated New York, January 19, 1909. FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending PARK PLACE, from Troy avenue to Schenectady avenue, in the Twenty-fourth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Park place, from Troy avenue to Schenectady avenue, in the Twenty-fourth Ward, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at the intersection of the eastern line of Troy avenue with the southern line of Park place, as the same are laid out on the map of the City;
1. Thence northerly along the eastern line of Troy avenue 70 feet;
2. Thence easterly, deflecting 90 degrees to the right, 700 feet to the western line of Schenectady avenue;
3. Thence southerly along the western line of Schenectady avenue 70 feet;
4. Thence westerly 700 feet to the point of beginning.

The Board of Estimate and Apportionment, on the 20th day of December, 1907, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Bounded on the north by a line midway between Park place and Prospect place; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Schenectady avenue, the said distance being measured at right angles to the line of Schenectady avenue; on the south by a line midway between Park place and Sterling place, and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Troy avenue, the said distance being measured at right angles to the line of Troy avenue.

Dated New York, January 19, 1909. FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending FULLER PLACE, from Windsor place to Prospect avenue, and HOWARD PLACE, from Windsor place to Prospect avenue, in the Twenty-second Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Fuller place, from Windsor place to Prospect avenue, and Howard place, from Windsor place to Prospect avenue, in the Twenty-second Ward, Borough of Brooklyn, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Fuller Place. Beginning at the intersection of the south line of Windsor place with the west line of Fuller place, as the same are laid out on the map of the City;

- 1. Thence easterly along the south line of Windsor place 60 feet;
2. Thence southerly deflecting 90 degrees to the right 414.62 feet to the north line of Prospect avenue;
3. Thence westerly along the north line of Prospect avenue 60.33 feet;
4. Thence northerly 408.33 feet to the point of beginning.

Howard Place. Beginning at the intersection of the south line of Windsor place with the west line of Howard place, as the same are laid out on the map of the City;

- 1. Thence easterly along the south line of Windsor place 60 feet;
2. Thence southerly deflecting 90 degrees to the right 388.42 feet to the north line of Prospect avenue;
3. Thence westerly along the north line of Prospect avenue 60.33 feet;
4. Thence northerly 382.14 feet to the point of beginning.

The Board of Estimate and Apportionment on the 27th day of March, 1908, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Bounded on the northeast by a line distant 100 feet northeasterly from and parallel with the northeasterly line of Windsor place, the said distance being measured at right angles to the line of Windsor place; on the southeast by a line midway between Fuller place and Tenth avenue, and by the prolongation of the said line; on the southwest by a line distant 100 feet southwestwardly from and parallel with the southwestwardly line of Prospect avenue, the said distance being measured at right angles to the line of Prospect avenue; on the northwest by a line midway between Prospect Park West and Howard place, and by the prolongation of the said line.

Dated New York, January 19, 1909. FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending SIGOURNEY STREET, from Otsego street to Hicks street, in the Twelfth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Sigourney street, from Otsego street to Hicks street, in the Twelfth Ward, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at the intersection of the western line of Hicks street with the southern line of Sigourney street, as the same are laid out on the map of the City;
1. Thence northerly along the western line of Hicks street 50 feet;
2. Thence westerly deflecting 90 degrees to the left 1,060 feet to the western line of Otsego street;
3. Thence southerly along the western line of Otsego street 50 feet;
4. Thence easterly 1,060 feet to the point of beginning.

The Board of Estimate and Apportionment on the 17th day of January, 1908, duly fixed and determined the area of assessment for benefit in this proceeding, as follows:

Bounded on the northeast by a line always midway between Sigourney street and Bay street and the prolongations of the said line; on the southeast by a line distant 100 feet southeasterly from and parallel with the southeasterly line of Hicks street, the said distance being measured at right angles to the line of Hicks street; on the southwest by a line always midway between Sigourney street and Halleck street and the prolongations of the said line, and on the northwest by a line distant 100 feet northwesterly from and parallel with the northwesterly line of Otsego street, the said distance being measured at right angles to the line of Otsego street.

Dated New York, January 19, 1909. FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending APOLLO STREET, from Meeker avenue to bulkhead line of Newtown Creek, and of PORTER AVENUE, from Maspeth avenue to Meeker avenue, in the Seventeenth and Eighteenth Wards, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in fee, by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Apollo street, from Meeker avenue to bulkhead line of Newtown Creek, and of Porter avenue, from Maspeth avenue to Meeker avenue, in the Seventeenth and Eighteenth Wards, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

Apollo Street. Beginning at the intersection of the southern line of Meeker avenue with the eastern line of Apollo street, as the same are laid out on the map of the City;

- 1. Thence westerly along the southern line of Apollo street 68.34 feet;
2. Thence northerly deflecting 118 degrees 36 minutes 26 seconds to the right 1,422.31 feet to the southern line of Norman avenue;
3. Thence northerly deflecting 24 degrees 33 minutes 20 seconds to the right 82.57 feet to the northern line of Bridgewater street;
4. Thence northerly deflecting 12 degrees 31 minutes 58 seconds to the right 472.94 feet to the bulkhead line of Newtown Creek;
5. Thence easterly deflecting 95 degrees 53 minutes 10 seconds to the right along the bulkhead line of Newtown Creek 15.60 feet;
6. Thence easterly along the bulkhead line of Newtown Creek and deflecting to the left on a curve, whose radius is 766.55 feet, 44.42 feet;
7. Thence southerly and parallel with Course No. 4, 460.38 feet to the northern line of Bridgewater street;
8. Thence southerly deflecting 14 degrees 38 minutes 48 seconds to the left 70.55 feet to the southern line of Bridgewater street;
9. Thence southerly deflecting 22 degrees 26 minutes 30 seconds to the left 1,369.59 feet to the point of beginning.

Porter Avenue. Beginning at a point on the eastern line of Porter avenue, distant 4 feet southerly from the intersection of the eastern line of Porter avenue with the northern line of Maspeth avenue, as the same are laid out on the map of the City;

- 1. Thence westerly and parallel with Maspeth avenue 60 feet;
2. Thence northerly deflecting 90 degrees to the right 2,522.03 feet;
3. Thence northwesterly deflecting 26 degrees 58 minutes 4 seconds to the left 301.54 feet to the northwestern line of Meeker avenue;
4. Thence northeasterly along the northwestern line of Meeker avenue and deflecting 90 degrees to the right 60 feet;
5. Thence southeasterly deflecting 90 degrees to the right 244.58 feet to the northern line of Cherry street;
6. Thence southeasterly 1 degree 22 minutes to the left 68.17 feet to the southern line of Cherry street;
7. Thence southerly deflecting 28 degrees 20 minutes 4 seconds to the right 2,540 feet to the point of beginning.

The Board of Estimate and Apportionment on the 22d day of November, 1907, duly fixed and determined the area of assessment for benefit in this proceeding, as follows:

Beginning at a point on the southwestwardly bulkhead line of Newtown Creek at its intersection with a line bisecting the angle formed by the prolongation of the centre lines of Apollo street and Pollock street, and running thence southwestwardly along the said line bisecting the angle between Apollo and Pollock streets to the intersection with the prolongation of a line midway between Apollo street and Hausman avenue; thence southwardly along the said line midway between Apollo street and Hausman avenue and along the prolongation of the said line to the intersection with a line 100 feet south of and parallel with the southerly line of Meeker avenue, the said distance being measured at right angles to the line of Meeker avenue; thence easterly along said line parallel with and always distant 100 feet south of the southerly line of Meeker

avenue to the intersection with the prolongation of a line midway between Vandervoort avenue and Porter avenue, as the said avenues are laid out south of Anthony street; thence southwardly along the said line midway between Vandervoort avenue and Porter avenue and along the prolongation of the said line to the intersection with a line 100 feet south of and parallel with the southerly line of Maspeth avenue; thence easterly and along a line 100 feet south of and parallel with the southerly line of Maspeth avenue to the intersection with the prolongation of a line midway between Porter avenue and Varick avenue; thence northwardly along the said line midway between Porter avenue and Varick avenue and along the prolongation of the said line to a point distant 100 feet north of the northerly line of Cherry street; thence northwesterly at right angles to the northwesterly line of Meeker avenue to a point distant 100 feet northwesterly from the said northwesterly line of Meeker avenue; thence southwardly and parallel with and always distant 100 feet northwesterly from the northwesterly line of Meeker avenue to the intersection with a line midway between Vandam street and Apollo street, as the said streets are laid out between Bridgewater street and Meeker avenue; thence northwardly along the said line midway between Vandam street and Apollo street to the southwestwardly side of Bridgewater street; thence northwardly to a point on the northeasterly side of Bridgewater street midway between the intersection of the said northeasterly side of Bridgewater street with the northwesterly side of Vandam street and with the southeasterly side of Apollo street; thence northwardly to a point on the southwestwardly bulkhead line of Newtown Creek, midway between the intersection of the said bulkhead line with the northwesterly side of Vandam street and the southeasterly side of Apollo street; thence northwardly along the southwestwardly bulkhead line of Newtown Creek to the point of place of beginning.

Dated New York, January 19, 1909. FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending SEELEY STREET, from Eighteenth to Nineteenth street, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Seeley street, from Eighteenth to Nineteenth street, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at the intersection of the eastern line of Nineteenth street with the southern line of Seeley street, as the same are laid out on the map of the City;

- 1. Thence northerly along the eastern line of Nineteenth street 60 feet;
2. Thence easterly, deflecting 90 degrees to the right 329.91 feet, more or less, to the eastern line of Eighteenth street;
3. Thence southerly along the eastern line of Eighteenth street 60 feet;
4. Thence westerly 329.91 feet, more or less, to the point of beginning.

The Board of Estimate and Apportionment, on the 14th day of February, 1908, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Bounded on the north by a line midway between Terrace place and Seeley street; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Eighteenth street, the said distance being measured at right angles to the line of Eighteenth street; on the south by a line midway between Seeley street and Vanderbilt street; and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Nineteenth street, the said distance being measured at right angles to the line of Nineteenth street.

Dated New York, January 19, 1909. FRANCIS K. PENDLETON, Corporation Counsel. Hall of Records, Borough of Manhattan, New York City. j19,29

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 purpose of opening and extending EAST TENTH STREET, from Caton avenue to Church avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 30th day of January, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of East Tenth street, from Caton avenue to Church avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at the intersection of the southern line of Caton avenue with the western line of East Tenth street, as the same are laid out on the map of the City;

- 1. Thence easterly along the southern line of Caton avenue 63.53 feet;
2. Thence southerly deflecting 109 degrees 11 minutes 46 seconds to the right 697.60 feet to the southern line of Church avenue;

3. Thence westerly along the southern line of Church avenue 63.48 feet;

4. Thence northerly 697.45 feet to the point of beginning.

The Board of Estimate and Apportionment, on the 6th day of December, 1907, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Caton avenue, the said distance being measured at right angles to the line of Caton avenue; on the east by a line distant 100 feet easterly from and parallel with the easterly line of East Tenth street, the said distance being measured at right angles to the line of East Tenth street, and by the prolongation of the said line; on the south by the northerly line of Albemarle road, and on the west by the easterly line of Coney Island avenue.

Dated New York, January 19, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, New York City.

j19,29

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of SOUTH WASHINGTON PLACE, from Jackson avenue to Academy street, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, Morris Strauss, Clinton T. Roe and William J. McGahie, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Morris Strauss, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Morris Strauss, Clinton T. Roe and William J. McGahie, Esqs., will attend at a Special Term of the Supreme Court, in and for the Second Department, for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of BRADLEY AVENUE, from Greenpoint avenue to Howard street, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, James A. Dayton, Philip Thomas and George M. O'Connor, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order James A. Dayton, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said James A. Dayton, Philip Thomas and George M. O'Connor, Esqs., will attend at a Special Term of the Supreme Court, in and for the Second Department, for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of PAYNTER AVENUE, between Van Alst avenue and Vernon avenue, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 12th day of January, 1909, Frank L. Entwisle, Edward T. Kassell and Frank J. Kane, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Frank L. Entwisle, Esq., was appointed Commissioner of Assessment.

Notice is further given pursuant to the statute in such case made and provided, that the said Frank L. Entwisle, Edward T. Kassell and Frank J. Kane, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day for the purpose of being examined under oath by the Corporation Counsel of The City of New York or by any person having an interest in said proceeding as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands required for the opening and extending of WILLOW STREET, between Wyckoff avenue and Myrtle avenue; STEPHEN STREET, between Wyckoff avenue and Myrtle avenue; SUMMERFIELD STREET, between Wyckoff avenue and Myrtle avenue; NORMAN STREET, between Wyckoff avenue and Myrtle avenue; GEORGE STREET, between Wyckoff avenue and Myrtle avenue; CENTRE STREET, between Wyckoff avenue and Myrtle avenue, in the Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, William A. Moller, Patrick J. Mara and Herman Plump, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order William A. Moller, Esq., was appointed Commissioner of Assessment.

Notice is further given pursuant to the statute in such case made and provided that the said William A. Moller, Patrick J. Mara and Herman Plump, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day for the purpose of being examined under oath by the Corporation Counsel of The City of New York or by any person having an interest in said proceeding as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of HARMAN STREET, from Grand View avenue to Forrest Avenue, and HIMROD STREET, from Grand View avenue to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, I. J. Van Sholly, John O. Donnell and John W. Gill, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order John W. Gill, Esq., was appointed Commissioner of Assessment.

Notice is further given pursuant to the statute in such case made and provided that the said I. J. Van Sholly, John O. Donnell and John W. Gill, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day for the purpose of being examined under oath by the Corporation Counsel of The City of New York or by any person having an interest in said proceeding as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of MONSON STREET, from Fulton avenue northwardly to the East River, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, Henry G. Graves, John Schneider and James W. Dolan, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Henry G. Graves was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Henry G. Graves, John Schneider and James W. Dolan, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of the City of New York or by any person having an interest in said proceeding as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of FOURTH AVENUE, from Monroe avenue to Tomokins avenue, in the First Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 27th day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Richmond on the 7th day of January, 1909, Ernest M. Garbe, Bernard Mullen and E. Stewart Taxter, Esqs., were appointed Commissioners of

Estimate in the above entitled proceeding; that in and by said order E. Stewart Taxter was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Ernest M. Garbe, Bernard Mullen and E. Stewart Taxter, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of HEBERTON AVENUE, between a line about 188 feet north of Ann street and Richmond terrace, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 27th day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Richmond on the 7th day of January, 1909, Stephen D. Stephens, Daniel L. Driscoll and Edward Slater, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Stephen D. Stephens, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Stephen D. Stephens, Daniel L. Driscoll and Edward Slater, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to the lands required for the opening and extending of HAMILTON PLACE, between Grand street and Borden avenue, and the PUBLIC PLACE at the intersection of Borden avenue, Hamilton place and Hyatt avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, C. T. Timonier, George B. Cooper and John Holmes, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order John Holmes was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said C. T. Timonier, George B. Cooper and John Holmes, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department, for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of FOURTH AVENUE or RAPELJE AVENUE, between Jackson and Washington avenues, and between Graham and Winthrop avenues, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, William E. Stewart, Owen Fitzpatrick and Robert B. Wilkes, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order William E. Stewart, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said William E. Stewart, Owen Fitzpatrick and Robert B. Wilkes, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to the lands required for the opening and extending of ST. NICHOLAS AVENUE, between Myrtle avenue and Cooper street, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, F. M. Van Nostrand, Joseph P. Powers and Michael Pette, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order F. M. Van Nostrand, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said F. M. Van Nostrand, Joseph P. Powers and Michael Pette, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of HALLETT STREET, from Flushing avenue to Winthrop avenue, and HOWLAND STREET, from Winthrop avenue to Hoyt avenue, in the Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of September, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 14th day of January, 1909, Thomas J. Dooley, James J. Kelly and F. W. Vail, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order James J. Kelly was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Thomas J. Dooley, James J. Kelly and F. W. Vail, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of NURGE STREET, between Metropolitan avenue and the Long Island Railroad, and of WILLIAM STREET, between Metropolitan avenue and Arctic street, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, W. J. Hamilton, John Wild and Luke Keenan, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order John Wild, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said W. J. Hamilton, John Wild and Luke Keenan, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of CHAUNCEY STREET, from Hoyt avenue to Winthrop avenue, and GOODRICH STREET, between Flushing and Winthrop avenues, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, August Reymert, Luke Otten and Thomas H. Mulholland, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Luke Otten, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said August Reymert, Luke Otten and Thomas H. Mulholland, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department, for the hearing of motions, to be held

in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of STOCKHOLM STREET, between the Borough line and Woodward avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, Cortlandt C. Woodburn, Peter A. Lenninger and Gordon Gordon, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Cortlandt C. Woodburn, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Cortlandt C. Woodburn, Peter A. Lenninger and Gordon Gordon, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department, for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of an UN-NAMED STREET, to extend from the northerly terminus of Gray street to Gordon street, in the Second Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 27th day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Richmond on the 7th day of January, 1909, Charles J. D. Noble, Gustave Scmmig and Louis Schantz, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Charles J. D. Noble was appointed Commissioner of Assessment.

Notice is further given pursuant to the statute in such case made and provided that the said Charles J. D. Noble, Gustave Scmmig and Louis Schantz, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day for the purpose of being examined under oath by the Corporation Counsel of The City of New York or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

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 in and to the lands and premises required for the opening and extending of FAIRVIEW AVENUE, between Stanhone street and Forest avenue, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, Frank F. Adel, M. C. McNamara and Gilbert B. Voorhees, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Frank F. Adel, Esq., was appointed Commissioner of Assessment.

Notice is further given pursuant to the statute in such case made and provided that the said Frank F. Adel, M. C. McNamara and Gilbert B. Voorhees, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of WOOLSEY AVENUE, extending from Barclay street to Steinway avenue, in the First Ward, Borough of Queens, in the City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, Eugene V. Daly, William Bowne Parsons and J. Frank Ryan, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order J. Frank Ryan, Esq., was appointed Commissioner of Assessment.

Notice is further given pursuant to the statute in such case made and provided that the said Eugene V. Daly, William Bowne Parsons and J. Frank Ryan, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day for the purpose of being examined under oath by the Corporation Counsel of The City of New York or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14th, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of RICHARD AVENUE, extending from Myrtle avenue to Hughes street, formerly Hancock street, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 27th day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 12th day of January, 1909, Frank L. Bacon, Dennis J. Harte and Stephen McMahon, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Dennis J. Harte, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Frank L. Bacon, Dennis J. Harte and Stephen McMahon, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the land and premises required for the opening and extending of CENTRAL AVENUE, between Myrtle avenue and Proctor street, in the Second Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 23d day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Queens on the 6th day of January, 1909, Clinton B. Smith, John F. Cassidy and Michael J. Connor, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order John F. Cassidy, Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Clinton B. Smith, John F. Cassidy and Michael J. Connor, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

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 an easement for sewer purposes at the foot of ELIZABETH STREET, in the Second Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 27th day of November, 1908, and duly entered and filed in the office of the Clerk of the County of Richmond on the 7th day of January, 1909, James Burke, Jr., Ernst Rutz and John Clark, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order James Burke, Jr., Esq., was appointed Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said James Burke, Jr., Ernst Rutz and John Clark, Esqs., will attend at a Special Term of the Supreme Court in and for the Second Department, for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, City of New York, on the 26th day of January, 1909, at 2 o'clock in the afternoon on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifi-

cations to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, January 14, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel,  
Hall of Records, Borough of Manhattan, City of New York.

j14,26

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 EIGHTY-FOURTH STREET, from First avenue to Fourth avenue; from Seventh avenue to Tenth avenue, and from Twelfth avenue to Eighteenth avenue, in the Thirtieth 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 2d day of February, 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 4th day of February, 1909, at 2 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 13th day of February, 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 a point on the southeasterly side of First avenue where the same is intersected by the centre line of the block between Eighty-third street and Eighty-fourth street; running thence southeasterly along the centre line of the blocks between Eighty-third street and Eighty-fourth street to the northwesterly side of Fourth avenue; running thence southwesterly along the northwesterly side of Fourth avenue to the centre line of the block between Eighty-fourth street and Eighty-fifth street; running thence northwesterly along the centre line of the blocks between Eighty-fourth street and Eighty-fifth street to the southeasterly side of First avenue; running thence northwesterly along the southeasterly side of First avenue to the place of beginning.

Also beginning at a point on the easterly side of Seventh avenue where the same is intersected by the centre line of the block between Eighty-third street and Eighty-fourth street; running thence southeasterly along the centre line of the block between Eighty-third street and Eighty-fourth street to the northwesterly side of Tenth avenue; running thence southwesterly along the northwesterly side of Tenth avenue to the centre line of the block between Eighty-fourth street and Eighty-fifth street; running thence northwesterly along the centre line of the block between Eighty-fourth street and Eighty-fifth street to the easterly side of Seventh avenue; running thence northwesterly along the easterly side of Seventh avenue to the point or place of beginning.

Also beginning at a point on the southeasterly side of Twelfth avenue where the same is intersected by the centre line of the block between Eighty-third street and Eighty-fourth street; running thence southeasterly along the centre line of the blocks between Eighty-third street and Eighty-fourth street to the northwesterly side of Sixteenth avenue; running thence southeasterly across Sixteenth avenue to a point distant 100 feet northwesterly of the northwesterly side of Eighty-fourth street; running still southeasterly and parallel with Eighty-fourth street to the northwesterly side of Eighteenth avenue; running thence southwesterly along the northwesterly side of Eighteenth avenue to the centre line of the block between Eighty-fourth street and Eighty-fifth street; running thence northwesterly along the centre line of the blocks between Eighty-fourth street and Eighty-fifth street to the southeasterly side of Twelfth avenue; running thence northwesterly along the southeasterly side of Twelfth avenue to the 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 6th day of April, 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 publication in the CITY RECORD and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, January 14, 1909.

WALTER E. PARFITT, Chairman;  
WM. B. GREEN, Commissioners.  
JAMES F. QUIGLEY, Clerk.

j14,30

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 JUNIUS STREET, between Pitkin avenue and Dumont avenue, in the Twenty-sixth 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 proceed-

ing, 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 2d day of February, 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 4th day of February, 1909, at 11 o'clock a. 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 objections 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 2d day of February, 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 5th day of February, 1909, at 11 o'clock a. 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 19th day of April, 1907, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz:

Bounded on the north by a line 100 feet north of and parallel with the northerly side of Pitkin avenue, the said distance being measured at right angles to the line of Pitkin avenue; on the east by a line midway between Junius street and Van Sinderen avenue; on the south by a line 100 feet south of and parallel with the southerly side of Dumont avenue, the said distance being measured at right angles to the line of Dumont avenue, and on the west by a line midway between Junius street and Powell street.

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 13th day of February, 1909.

Fifth—That, provided there be no objections filed to either of said abstracts, the report 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 6th day of April, 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, January 14, 1909.

JOHN C. FAWCETT,  
JOSEPH P. CONWAY,  
Commissioners of Estimate.  
JOSEPH P. CONWAY,  
Commissioner of Assessment.  
JAMES F. QUIGLEY, Clerk.

j14,30

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 HATFIELD PLACE (although not yet named by proper authority), from Richmond avenue to Nicholas avenue, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT THE supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held for the hearing of motions at the County Court House, in the Borough of Brooklyn, in The City of New York, on the 27th day of January, 1909, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Richmond, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, January 13, 1909.

HENRY P. MORRISON,  
ANDREW J. HINTON,  
Commissioners.

JOHN P. DUNN, Clerk.

113,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to LINWOOD STREET, from New Lots road to Vandalia avenue, in the Twenty-sixth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT James W. Ridgway, David E. Kemlo and Charles E. Teale were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and James W. Ridgway, Commissioner of Assessment in the above entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON,  
Corporation Counsel.

j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to EAST TWENTY-THIRD STREET, from Flatbush avenue to Canarsie lane, and EAST TWENTY-SECOND STREET, from Clarendon road to Beverley road, in the Twenty-ninth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Isaac H. Cary, John B. Lord and Clarence B. Smith were appointed by an order of the Supreme Court, made and entered the 23d day of December, 1908, Commissioners of Estimate, and John B. Lord, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to SIXTY-FIRST STREET, between Fort Hamilton avenue and Eighteenth avenue, excluding the land lying within the lines of said street occupied by the Brooklyn, Bath and West End Railroad Company and the Long Island Railroad Company, in the Thirtieth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Michael F. McGoldrick, Charles L. Bergman and William H. Swartwout were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Michael F. McGoldrick, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to NORTH HENRY STREET, from centre line of Wycoff Creek to Green street, in the Seventeenth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT John T. Walsh, Matthew V. O'Malley and Gottfried P. Essig were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and John T. Walsh, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to CONWAY STREET, from Broadway to Fulton street, in the Twenty-fifth and Twenty-sixth Wards, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Reuben L. Haskell, David J. Hogan and Joseph J. Early were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and David J. Hogan, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to SULLIVAN STREET, from Washington avenue to Nostrand avenue, in the Twenty-ninth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Edward Lazansky, Robert Swift and Lawrence J. Torney were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Edward Lazansky, Commissioner of Assessment in the above-entitled proceeding.

NOTICE IS HEREBY GIVEN THAT Peter F. W. Ruther, John H. Foote and William C. Redfield were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Peter F. W. Ruther, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to EAST TWENTY-FIRST STREET, from Regent place to Beverley road, in the Twenty-ninth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Edward J. Byrne, Herman J. Bachrach and Solon Barbanell were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Edward J. Byrne, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to HEGEMAN AVENUE, from East Ninety-eighth street to New Jersey avenue, in the Twenty-sixth and Thirty-second Wards, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Moses J. Harris, George F. Maddock and Thomas Leslie were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Moses J. Harris, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to SIXTY-SEVENTH STREET, from Fort Hamilton avenue to New Utrecht avenue, and SIXTY-EIGHTH STREET, from Fort Hamilton avenue to Tenth avenue, in the Thirtieth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT George Freifeld, Charles Bayer and George E. Glendenning were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and George Freifeld, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to SHEPHERD AVENUE, between Atlantic avenue and New Lots road, in the Twenty-sixth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Edward Lazansky, Robert Swift and Lawrence J. Torney were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Edward Lazansky, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for

the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to SNEDIKER AVENUE, from Dumont avenue to bulkhead line of Fresh Creek, in the Twenty-sixth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Adolph Vanrein, George W. Baildon and Walter Biggar were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Adolph Vanrein, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to PARK STREET, from Beaver street to Garden street, in the Twenty-seventh Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Francis S. McDivitt, William H. Taylor and William M. Thomas were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Francis S. McDivitt, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to NINETY-SIXTH STREET, from Third avenue to Fourth avenue, in the Thirtieth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Almet R. Latson, Charles H. Fuller and James B. Sheldon were appointed by an order of the Supreme Court made and entered the 21st day of December, 1908, Commissioners of Estimate, and Almet R. Latson, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 25th day of January, 1909, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, January 11, 1909.

FRANCIS K. PENDLETON, Corporation Counsel. j11,21

SUPREME COURT—THIRD JUDICIAL DISTRICT.

THIRD JUDICIAL DISTRICT, ULSTER COUNTY.

ASHOKAN RESERVOIR.

SECTION No. 11, 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 the 27th 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.

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. 11, 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, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances, from Shokan to Boiceville, east 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 point of intersection of the centre line of Esopus Creek with the easterly property line of the Ulster and Delaware Railroad Company, at the southwest corner of Parcel No. 515, and running thence along the westerly lines of said parcel and Parcel No. 516, and along said railroad property line, north 4 degrees 6 minutes east 1,898 feet and on a curve of 1,943 feet radius to the left, 145 feet, to the northwest corner of said Parcel No. 516; thence along the northerly lines of said parcel and Parcel No. 517, north 63 degrees 31 minutes 20 seconds east 1,063.6 feet, crossing said Esopus Creek, to the northeast corner of said Parcel No. 517, in the easterly line of a road leading from Shokan to Phenicia; thence along the easterly lines of said parcel and Parcels Nos. 518 and 514, partly along the easterly line of Parcel No. 512, and along the easterly lines of Parcels Nos. 513, 509, 508, 504 and 496, the following courses, distances and curves: South 20 degrees 43 minutes 50 seconds east 466.4 feet along said easterly road line, on a curve of 854.5 feet radius to the left, 329.3 feet, on a curve of 350 feet radius to the right, 249.4 feet, south 1 degree 59 minutes 20 seconds east 153.6 feet, on a curve of 600 feet radius to the right, 306.6 feet, south 27 degrees 17 minutes 10 seconds west 254.9 feet, on a curve of 889.8 feet radius to the left, 290.5 feet, on a curve of 467 feet radius to the left, 571 feet, on a curve of 341 feet radius to the right, 342.4 feet, crossing a road leading from Boiceville to Shandaken road, north 3 degrees 56 minutes 30 seconds east 1,308.7 feet, on a curve of 767 feet radius to the left, 237.7 feet, south 21 degrees 42 minutes east 1,419.5 feet, on a curve of 833 feet radius to the right, 410.6 feet, on a curve of 1,158.9 feet radius to the left, 593.6 feet, on a curve of 1,320.3 feet radius to the left, 542.8 feet, to the most northerly point of Parcel No. 491; thence partly along the northerly and along the easterly lines of said parcel the following courses, distances and curves: On a curve of 1,320.3 feet radius to the left, 102.2 feet, south 50 degrees 47 minutes 50 seconds east 227.4 feet, on a curve of 230 feet radius to the right, 326.4 feet, south 30 degrees 31 minutes 10 seconds west 171.1 feet, and on a curve of 101.1 feet radius to the left, 144.8 feet, to the most northerly point of Parcel No. 519; thence partly along the northerly line of said parcel, on a curve of 101.1 feet radius to the left, 21.4 feet, south 63 degrees 41 minutes 40 seconds east 103.9 feet, on a curve of 433 feet radius to the right, 166.2 feet, to the most northerly point of Parcel No. 520; thence partly along the northerly line of said parcel, along the northerly line of Parcel No. 522, and partly along the northerly lines of Parcels Nos. 523, 524 and 529, the following courses, distances and curves: On a curve of 433 feet radius to the right 145.6 feet, on a curve of 560.6 feet radius to the left 260.2 feet, south 48 degrees 57 minutes 40 seconds east 2,266.2 feet, crossing a road leading from Beechford to Shokan (Shandaken road), on a curve of 2,167 feet radius to the left 392.9 feet, and south 59 degrees 21 minutes east 1,165.9 feet to the northeast corner of said Parcel No. 529; thence along the easterly line of same the following courses and distances: South 19 degrees 42 minutes west 357.1 feet, south 62 degrees 13 minutes west 58.8 feet, south 35 degrees 22 minutes west 435.6 feet, south 66 degrees 31 minutes east 297.3 feet, and south 76 degrees 54 minutes east 90 feet to the southeast corner of said parcel; thence partly along the southerly line of same south 45 degrees 9 minutes west 588.9 feet to the most southerly point of said parcel, in the easterly line of Parcel No. 528; thence partly along said line south 33 degrees 36 minutes east 215 feet to the southeast corner of said parcel; thence along the southerly line of same north 88 degrees 3 minutes west 431.4 feet to the southwest corner of said parcel, in the easterly line of the before mentioned Shandaken road, in the easterly line of Parcel No. 527; thence partly along the easterly line of said parcel and along said easterly road line south 29 degrees 10 minutes east 103.6 feet; thence continuing along the easterly line of Parcel No. 527 the following courses and distances: South 58 degrees 16 minutes west 175.5 feet, crossing said road, south 27 degrees 40 minutes west 53.3 feet, south 17 degrees 21 minutes west 103.6 feet and south 30 degrees 13 minutes west 335 feet to the most southerly point of said parcel, in the easterly line of Parcel No. 530, in the westerly line of the before mentioned road leading from Boiceville to Shokan; thence along said road line and partly along said easterly line of Parcel No. 530 south 38 degrees 6 minutes east 210 feet to the northwest corner of Parcel No. 535; thence along the northerly lines of said parcel and Parcels Nos. 534, 533, 532 and 531 north 74 degrees 34 minutes east 442.6 feet to the northeast corner of said Parcel No. 531, in the centre of said Shandaken road; thence along the centre line of said road and the easterly lines of said parcel and Parcels Nos. 536 and 538 south 44 degrees 14 minutes east 83.4 feet and south 17 degrees 6 minutes east 478.6 feet to the point of intersection of said centre line with the centre line of said road leading from Shokan to Olive, in the northerly line of Parcel No. 535; thence partly along said northerly line and along the centre line of said road leading to Olive north 78 degrees 46 minutes east 136.1 feet to the northeast corner of said Parcel No. 535, at the point of intersection of said centre line with the centre line of a road leading from Shokan to Browns Station; thence along the centre line of said road leading to Browns Station and the easterly line of said parcel, partly along the easterly line of Parcel No. 530, and along the easterly line of Parcel No. 541, south 32 degrees 23 minutes east 132.7 feet, crossing Butternut Creek, to the southeast corner of said Parcel No. 541; thence along the southerly line of same south 61 degrees 6 minutes west 90 feet to the southwest corner of said parcel, in the before mentioned easterly line of Parcel No. 530; thence partly along said line south 61 degrees 6 minutes west 91.1 feet, south 28 degrees 34 minutes east 570 feet and south 25 degrees 58 minutes east 344.8 feet to the southeast corner of

said parcel; thence along the southerly line of same south 88 degrees 29 minutes west 189.1 feet and south 73 degrees 46 minutes west 82.3 feet to the southwest corner of said parcel, in the easterly shore line of Esopus Creek; thence along said shore line and partly along the westerly line of said parcel north 24 degrees 17 minutes west 372.8 feet to the southeast corner of Parcel No. 542; thence along the southerly line of said parcel, south 62 degrees 24 minutes west 123 feet to the southwest corner of same, in the centre of Esopus Creek; thence along said creek, the westerly line of said parcel, and partly along the westerly line of before mentioned Parcel No. 530, the following courses and distances: North 43 degrees 9 minutes west 253.3 feet, north 36 degrees 11 minutes west 592.5 feet, north 38 degrees 59 minutes west 195.5 feet, north 22 degrees 49 minutes west 520.9 feet, crossing Shokan Avenue Bridge, and north 38 degrees 54 minutes west 1,347.7 feet to the most southerly point of Parcel No. 521; thence partly along the southerly line of said parcel, and continuing along Esopus Creek the following courses and distances: North 38 degrees 54 minutes west 22 feet, north 61 degrees 5 minutes west 824.9 feet, north 67 degrees 11 minutes west 704.1 feet, north 73 degrees 35 minutes west 508.2 feet, north 58 degrees 59 minutes west 184.4 feet, north 48 degrees 37 minutes west 370.4 feet, north 32 degrees 15 minutes west 208.4 feet and north 20 degrees 37 minutes west 153.8 feet to the southwest corner of Parcel No. 491, thence partly along the westerly line of said parcel and continuing along Esopus Creek the following courses and distances: North 20 degrees 37 minutes west 79.1 feet, north 9 degrees 9 minutes west 432 feet, north 13 degrees 40 minutes west 204.4 feet, north 2 degrees 12 minutes west 208.4 feet, north 11 degrees 12 minutes west 437.6 feet and north 26 degrees 23 minutes west 88 feet to the southeast corner of Parcel No. 490; thence along the southerly line of said parcel, south 71 degrees 52 minutes west 921.6 feet, crossing a road leading from West Shokan to Boiceville, to the southwest corner of said parcel, in the before mentioned easterly property line of the Ulster and Delaware Railroad Company; thence along said road property line and the westerly lines of said parcel and Parcels Nos. 493 and 497, partly along the westerly line of Parcel No. 498 and along the westerly line of Parcel No. 499, north 23 degrees 49 minutes 15 seconds west 1,494.6 feet, recrossing said road leading from West Shokan to Boiceville, on a curve of 2,259 feet radius to the right, 1,100.8 feet, again crossing said road, and north 4 degrees 6 minutes east 1,327.3 feet, crossing Chestnut Bushkill and again recrossing said road, to the southwest corner of Parcel No. 507, in the centre of Esopus Creek; thence along the westerly lines of said parcel and Parcel No. 511, and continuing along said easterly railroad property line the following courses and distances: North 4 degrees 6 minutes east 1,160.1 feet, north 59 degrees 30 minutes east 115 feet, north 17 minutes west 62 feet, north 67 degrees 4 minutes west 95 feet and north 4 degrees 6 minutes east 941.8 feet, crossing a road leading from Boiceville to Phenicia, to the point or place of beginning.

The fee to be acquired by The City of New York in all the real estate, Parcels Nos. 490 to 542, inclusive, 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 January 11, 1909.

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.

j16,f27

THIRD JUDICIAL DISTRICT.

ASHOKAN RESERVOIR.

SECTION No. 13, TOWNS OF OLIVE AND HURLEY, ULSTER COUNTY, NEW YORK.

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 at the City Hall, in the City of Albany, County of Albany, N. Y., on the 27th 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.

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 Towns of Olive and Hurley, County of Ulster and State of New York, shown on a map entitled "Reservoir Department, Section No. 13, Board of Water Supply of The City of New York. Map of real estate situated in the Towns of Olive and Hurley, County of Ulster and State of New York, to be acquired by The City of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances, from the vicinity of Olive to the vicinity of Glenford," which map was filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 22d day of December, 1908; which parcels are bounded and described as follows:

Beginning at the northwest corner of Parcel No. 655, in the centre of the Ulster and Delaware plank road, said point being also the southwest corner of Parcel No. 653, and running thence along the westerly line of said Parcel No. 653, north 40 degrees 21 minutes west 88.2 feet and north 37 degrees 36 minutes west 1,251.2 feet to the northwest corner of said parcel; thence along the northerly lines of same and Parcels Nos. 652, 647, 646 and 642, and partly along the westerly line of Parcel No. 640, north 63 degrees 3 minutes east 1,912.1 feet, on a curve of 1,667 feet radius to the left, 584.2 feet, crossing a road leading from Olive and Ashton and north 42 degrees 58 minutes 10 seconds east 1,483.1 feet to the most westerly point of Parcel No. 641, in the line between the Towns of Olive and Hurley; thence partly along the westerly lines of said Parcel No. 641 and of Parcels

Nos. 636 and 634, along the northerly line of Parcel No. 631, partly along the westerly line of Parcel No. 625, and along the westerly and northerly lines of Parcel No. 626, 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 west 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 and north 59 degrees 3 minutes 20 seconds east 179.9 feet, said lines running partly along the easterly shore line of Kenozia Lake and crossing a road leading from Boiceville to Glenford, to the most easterly point of said Parcel No. 626, in the northerly line of before mentioned Parcel No. 625; thence partly along said northerly line, along the northerly lines of Parcels Nos. 624, 623 and 656, and partly along the westerly and along the northerly lines of Parcel No. 615, the following courses, distances and curves: North 59 degrees 3 minutes 20 seconds east 114.5 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, 395.6 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 south 85 degrees 43 minutes east 246.6 feet to the northeast corner of said Parcel No. 615; thence along the easterly line of said parcel, south 29 degrees 38 minutes east 2,833 feet, crossing a road leading from Glenford to Ashton, south 30 degrees 45 minutes east 976.1 feet and south 29 degrees 20 minutes east 2,354.2 feet to the southeast corner of said parcel; thence partly along the southerly line of same, south 67 degrees 54 minutes west 105.7 feet to the northeast corner of Parcel No. 614; thence along the easterly line of said parcel, south 34 degrees 28 minutes east 446.7 feet and south 36 degrees 44 minutes east 1,089 feet, crossing Beaver Kill, to the southeast corner of said parcel, in the northerly property line of the Ulster and Delaware Railroad Company; thence along said property line and the southerly lines of said parcel and Parcels Nos. 613, 612, 611, 610, 609 and 608, south 55 degrees 19 minutes west 510 feet, along the southerly line of a road leading from Ashton and crossing same, south 55 degrees 19 minutes west 795.5 feet, on a curve of 2,832 feet radius to the right 1,049.5 feet, and south 76 degrees 33 minutes west 2,366.6 feet to the southwest corner of said Parcel No. 608; thence along the westerly line of said parcel north 39 degrees 39 minutes west 1,560.4 feet to the southeast corner of Parcel No. 627; thence along the southerly line of said parcel south 68 degrees 20 minutes west 1,412.1 feet, recrossing Beaver Kill, to the southwest corner of said parcel; thence partly along the westerly line of said parcel north 24 degrees 20 minutes west 1,961.7 feet to the southeast corner of Parcel No. 628; thence along the southerly line of said parcel south 64 degrees 50 minutes west 956.7 feet to the southwest corner of same, in the easterly line of Parcel No. 629; thence partly along said line south 28 degrees 1 minute east 150.7 feet to the southeast corner of said parcel; thence partly along the southerly line of same south 46 degrees 20 minutes west 224 feet and north 44 degrees 2 minutes west 46.2 feet to the most easterly point of Parcel No. 630; thence partly along the easterly lines of said parcel and Parcel No. 657 south 42 degrees 3 minutes west 199 feet, north 64 degrees 8 minutes west 88 feet and south 29 degrees 8 minutes west 365.2 feet to the most southerly point of said Parcel No. 657, in the centre of a road leading from Ashton to Kenozia Lake; thence along the centre line of said road and the westerly line of said parcel and partly along the westerly line of before mentioned Parcel No. 630 north 12 degrees 15 minutes west 120.3 feet, north 3 degrees 56 minutes east 184 feet and north 16 degrees 52 minutes west 154.1 feet to the point of intersection of the said centre line with the centre line of a road leading from Glenford to Olive, at the most easterly point of Parcel No. 632; thence partly along the easterly and southerly line of said Parcel No. 632, partly along the easterly line of before mentioned Parcel No. 634, partly along the easterly line of Parcel No. 635, partly along the easterly line of before mentioned Parcel No. 636 and along the centre line of said road leading from Olive to Glenford, the following courses and distances: South 43 degrees 38 minutes west 239.6 feet, south 49 degrees 18 minutes west 173.4 feet, south 40 degrees 10 minutes west 126.8 feet, south 54 degrees 14 minutes west 458.1 feet, south 43 degrees, 33 minutes west 327.9 feet, south 51 degrees 36 minutes west 102.9 feet, south 35 degrees 37 minutes west 123.1 feet, south 43 degrees 36 minutes west 202.9 feet, south 11 degrees 18 minutes west 121.5 feet, south 7 degrees 58 minutes west 117.5 feet, south 21 degrees 2 minutes west 135.8 feet, south 30 degrees 44 minutes west 302.3 feet and south 42 degrees 44 minutes west 31.4 feet; thence continuing along the easterly line of Parcel No. 636, north 44 degrees 31 minutes west 112 feet and south 47 degrees 45 minutes west 176.7 feet to the most southerly point of said parcel, in the easterly line of Parcel No. 637; thence partly along said line, south 25 degrees 4 minutes east 123 feet to the southeast corner of said parcel, in the centre of the before-mentioned road; thence along said centre line and the southerly line of said parcel, south 50 degrees 36 minutes west 117.5 feet to a point in the southerly line of the before-mentioned Ulster and Delaware Plank road; thence along said southerly line and continuing along the southerly line of Parcel No. 637, south 90 degrees west 23.8 feet to the southwest corner of said parcel, in the before-mentioned line between the Towns of Hurley and Olive; thence along said town line and partly along the westerly line of said parcel, north 25 degrees 42 minutes west 20 feet to the southeast corner of Parcel No. 638, in the centre of said plank road; thence along the centre line of said plank road, along the southerly lines of said Parcel No. 638 and Parcels Nos. 639, 643 and 644 and partly along the southerly line of Parcel No. 645, the following courses and distances: South 86 degrees 4 minutes west 267.4 feet, south 69 degrees 6 minutes west 204.7 feet, south 77 degrees 50 minutes west 641.9 feet, south 63 degrees 57 minutes west 374 feet, south 59 degrees 29 minutes west 286.5 feet, south 65 degrees 43 minutes west 385.2 feet and south 80 degrees 21 minutes west 71.9 feet to the southwest corner of said Parcel No. 645, in the easterly line of before-mentioned Parcel No. 646; thence partly along said line and continuing along the centre line of said plank road, south 80 degrees 21 minutes west 110 feet; thence continuing along the easterly line of Parcel No. 646, along the southerly line of same, partly along the easterly line of Parcel No. 651, along the southerly and partly along the westerly lines of said parcel, along the southerly lines of Parcels Nos. 654 and 658 and along the southerly and westerly lines of Parcel No. 655, the following courses and distances:

South 28 degrees 22 minutes east 364.5 feet, south 85 degrees 6 minutes west 316 feet, south 34 degrees 50 minutes east 514.7 feet, south 59 degrees 23 minutes west 399.2 feet, south 36 degrees 13 minutes west 1,028.6 feet, south 79 degrees 52 minutes west 19.9 feet, north 8 degrees 34 minutes west 50.4 feet, south 62 degrees 3 minutes west 444 feet, north 38 degrees 43 minutes west 90.5 feet and north 38 degrees 49 minutes west 147.2 feet to the point or place of beginning.

The fee to be acquired by The City of New York in all the real estate, Parcels Nos. 608 to 660, both inclusive, 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 highways 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 January 11, 1909.

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.

ASHOKAN RESERVOIR.

SECTION No. 12, TOWN OF OLIVE, ULSTER COUNTY, N. Y.

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 at the City Hall, in the City of Albany, County of Albany, N. Y., on the 27th day of January, 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. 12, 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 Shokan and vicinity," which map was filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 22d day of December, 1908; which parcels are bounded and described as follows:

Beginning at the southwest corner of Parcel No. 550, at the point of intersection of a road leading from Olive to Boiceville (Ulster and Delaware plank road) with the centre line of a road leading from Browns Station to Coldbrook, and running thence along the centre line of said road leading to Coldbrook and the westerly lines of said Parcel No. 550 and Parcel No. 548 and partly along the westerly line of Parcel No. 546, north 17 degrees 6 minutes west 478.6 feet and north 44 degrees 14 minutes west 83.4 feet to a point in the southerly line of Parcel No. 544; thence partly along said line, south 74 degrees 34 minutes west 442.1 feet, crossing a road leading from Boiceville to Shokan, to a point in the westerly line of same, at the southwest corner of said Parcel No. 544; thence along said westerly road line and partly along the westerly line of said parcel, north 38 degrees 6 minutes west 121 feet, crossing a brook; thence continuing along said westerly line of Parcel No. 544, the following courses and distances: North 30 degrees 13 minutes east 335 feet, north 17 degrees 21 minutes east 103.6 feet, north 27 degrees 40 minutes east 53.4 feet and north 53 degrees 16 minutes east 175.5 feet, crossing the before mentioned road leading from Browns Station to Coldbrook, to a point in the easterly line thereof; thence along said easterly road line, north 29 degrees 10 minutes west 103.6 feet; thence continuing along said westerly line of Parcel No. 544, south 88 degrees 3 minutes east 431.4 feet, recrossing the before mentioned brook, north 33 degrees 36 minutes west 215 feet and north 45 degrees 9 minutes east 588.9 feet to the northwest corner of said Parcel No. 544, in the southerly line of Parcel No. 543; thence partly along said southerly line, north 76 degrees 54 minutes west 297.3 feet and north 65 degrees 31 minutes west 297.3 feet to the southwest corner of same; thence along the westerly line of said parcel, north 35 degrees 22 minutes east 435.6 feet, north 62 degrees 13 minutes east 58.8 feet and north 19 degrees 42 minutes east 357.1 feet to the northwest corner of said parcel; thence along the northerly and easterly lines of Parcels Nos. 596 and 602 and along the easterly line of Parcel No. 604, the following courses, distances and curves: South 59 degrees 21 minutes east 795.3 feet, on a curve of 767 feet radius to the left 385 feet, south 88 degrees 6 minutes 40 seconds east 311.9 feet, on a curve of 498 feet radius to the right 663.8 feet, south 11 degrees 44 minutes 20 seconds east 302.2 feet, on a curve of 267 feet radius to the left 355.9 feet, south 88 degrees 7 minutes east 140.5 feet, south 16 degrees 39 minutes west 249.8 feet, north 87 degrees 23 minutes east 519.2 feet, south 7 degrees 14 minutes east 398.3 feet and south 6 degrees 39 minutes east 371.5 feet, crossing Butternut Creek, to the southeast corner of said Parcel No. 604, in the centre of the before mentioned road leading from Olive to Boiceville (Ulster and Delaware plank road), said point being also in the northerly line of Parcel No. 607; thence partly along said line and along the centre line of said road north 86 degrees 42 minutes east 478.3 feet and north 82 degrees 22 minutes east 122 feet, crossing a branch of before mentioned Butternut Creek to the northeast corner of said Parcel No. 607; thence along the easterly line of said parcel, partly along the northerly line of Parcel No. 573, along the easterly lines of same and of Parcel No. 597, the following courses and distances: South 9 degrees 43 minutes east 968.8

feet, north 85 degrees 34 minutes east 478 feet, south 21 degrees 36 minutes west 622.4 feet, south 35 degrees 1 minute east 1,020.5 feet, south 43 degrees 3 minutes west 503.8 feet and south 1 degree 57 minutes east 418.5 feet to the southeast corner of said Parcel No. 597, in the centre of the road leading from Browns Station to Olive; thence along the centre line of said road, partly along the southerly line of said Parcel No. 597, along the southerly lines of Parcels Nos. 598, 600 and 601, the following courses and distances: South 79 degrees 5 minutes west 288.7 feet, south 73 degrees 15 minutes west 681.7 feet, south 69 degrees 50 minutes west 198 feet, south 69 degrees 49 minutes west 144.7 feet, south 83 degrees 37 minutes west 164.4 feet, north 74 degrees 30 minutes west 165.4 feet, south 68 degrees 20 minutes west 202.9 feet, south 85 degrees 39 minutes west 280.4 feet, south 86 degrees 24 minutes west 342.2 feet and south 81 degrees 17 minutes west 71.9 feet to the point of intersection of said centre line with the centre line of a road leading from Browns Station to Shokan; thence along the centre line of said road leading to Shokan north 22 degrees 53 minutes west 33.4 feet; thence continuing along the southerly line of said parcel and along the southerly line of Parcel No. 597, the following courses and distances: South 60 degrees 1 minute west 42.8 feet, south 86 degrees 55 minutes west 909.9 feet, south 84 degrees 49 minutes west 135.2 feet, south 3 degrees 25 minutes west 813.8 feet and south 86 degrees 29 minutes west 376.6 feet to the southwest corner of said Parcel No. 597, in the easterly shore of Esopus Creek; thence along said shore and the westerly line of said parcel north 4 degrees 46 minutes 21 seconds west 2,521.2 feet to the northwest corner of said parcel, in the southerly line of Parcel No. 573; thence partly along said line south 89 degrees 49 minutes west 96.2 feet to the southwest corner of said parcel, in the centre of said Esopus Creek; thence along the centre line of said creek and partly along the westerly line of said parcel north 33 minutes west 11 feet and north 2 degrees 31 minutes east 386.4 feet; thence continuing along said westerly line, north 87 degrees west 82.9 feet to a point in the westerly shore of said creek; thence along said shore and continuing along the westerly line of Parcel No. 573, north 29 degrees 1 minute west 922.4 feet to the northwest corner of said parcel; thence partly along the northerly line of same and crossing said Esopus Creek, north 61 degrees 2 minutes east 63 feet, south 43 degrees 9 minutes east 253.3 feet and north 62 degrees 24 minutes east 123 feet to another point in the easterly shore of said Esopus Creek; thence along said shore and continuing along the northerly line of Parcel No. 573, south 24 degrees 17 minutes east 372.8 feet; thence still continuing along said northerly line of Parcel No. 573, the following courses and distances: North 73 degrees 46 minutes east 82.3 feet, north 88 degrees 29 minutes west 189.1 feet, north 25 degrees 58 minutes east 344.8 feet, north 28 degrees 34 minutes west 570 feet and north 61 degrees 6 minutes east 181 feet to a point in the centre of the before-mentioned road leading from Browns Station to Coldbrook; thence along the centre line of said road and continuing along said northerly line of Parcel No. 573, north 32 degrees 23 minutes west 74.2 feet to the northwest corner of said parcel, at the point of intersection of said centre line with the centre line of the before-mentioned road leading from Olive to Boiceville (Ulster and Delaware plank road), in the southerly line of Parcel No. 549; thence partly along said southerly line, along the southerly line of before-mentioned Parcel No. 550 and along the centre line of said road leading from Olive to Boiceville, south 78 degrees 46 minutes west 136.1 feet to the point or place of beginning.

The fee to be acquired by The City of New York in all the real estate, Parcels Nos. 543 to 607, both inclusive, 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 highways 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 January 11, 1909.

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.

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 HEREAFTER 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, 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 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 Samsenville road; length 0.76 mile.
3. Samsenville 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. Hesel 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 Angvine 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. Steenekill 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 Glendale 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 Matthew 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 Samsenville 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 667 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, 479.5 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 to 833 feet radius to the right, 450.1 feet, and (31) north 4 degrees 35 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 south 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 19 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 20 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 and 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 335.8 feet, on a curve of 467 feet radius to the left, 260.6 feet, south 81 degrees 49 minutes west 586.9 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 lines 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 325.5 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 Marbletown; 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 Marbletown. Beginning at a point in the line between the Towns of Hurley and Marbletown, 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 11 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 Marbletown; 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 Marbletown. Beginning at a point 16.5 feet from the centre of the Marbletown 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 Marbletown 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 Marbletown. 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 degrees 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 of 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 Marbletown; length 1.34 miles.

17. Substituted New Highway, Town of Marbletown. 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 Marbletown, as described in Parcel No. 16 of the substituted new highway, and running from thence the following curves, courses and distances: 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, 178.2 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 curves, courses and distances: (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 Marbletown; length, 2.86 miles.

21. Substituted New Highway, Town of Marbletown. 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 Marbletown, 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.

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, courses and distances: 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 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 35 degrees 30 minutes 30 seconds east 100.1 feet, on a curve of 467 feet radius to the left, 477.1 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 parcel, and continuing along the southerly line of said parcel, and continuing along the southerly 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 southerly 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 53 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 north 48 degrees 30 minutes west 143.9 feet to a point in the centre of a road leading from Peckamoose 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 Peckamoose 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 cor-

ner 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.

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.

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 Eiten, 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 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-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.

12,23

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 75.5 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 curves, courses 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 5 minutes east 223.4 feet, south 55 degrees 55 minutes west 75 feet, south 34 degrees 5 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 5 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 minutes 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. 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 124.6 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 255.3 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 199.7 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. 1000, and partly along the westerly line 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 20 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 30 minutes west 54.5 feet and north 10 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 line 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 parcel, 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 34 degrees 5 minutes west 225 feet, north 55 degrees 55 minutes east 75 feet, recrossing before-mentioned Hardscrabble road, south 35 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 northerly line of said parcel, 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 47 feet, north 57 degrees 45 minutes east 47 feet, north 57 degrees 28 minutes east 83.5 feet, north 46 degrees 46 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 road; 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 east 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.

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 Vails-gate," 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 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 77 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 104.3 feet, north 38 degrees 38 minutes 30 seconds west 195.7 feet, and south 44 degrees 10 minutes west 9 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 southwest corner of said Parcel No. 323; thence along the westerly line of same, north 45 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 southerly 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 32.0 feet, to the southwest 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 90 feet, north 44 degrees 19 minutes east 90 feet, and south 45 degrees 6 minutes east 702 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 curve: 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. 342 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 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 2,825.3 feet, south 9 degrees 21 minutes 30 seconds west 714.1 feet, south 23 degrees 5 minutes west 648.3 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 29 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 29 minutes 30 seconds west 1,318.7 feet, north 8 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 northwest 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 southwest corner of Parcel No. 364; thence partly along the westerly line of said parcel and along said easterly railroad property line north 31 degrees 51 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, 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-on-Hudson 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 curve: 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 295 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 14.0 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 northwest 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 40.1 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 181.0 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. 369, 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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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 enclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

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.