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THE CITY RECORD.

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GEORGE B. McCLELLAN, Mayor.

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

PATRICK J. TRACY, SUPERVISOR.

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BOARD OF ESTIMATE AND APPORTIONMENT.

EXTRACT FROM

MINUTES, BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, FEBRUARY 15, 1907.

A communication, dated February 4, was received from the Secretary of the Eleventh Avenue Track Removal Association, transmitting a copy of resolutions adopted by that body, thanking the Board for its action in relation to the New York Central and Hudson River Railroad Company and the surface railroad on One Hundred and Forty-fifth street, Borough of Manhattan.

Which was ordered filed.

Ryan & Saunders

The Secretary presented the following:

RYAN & SAUNDERS, PRINTERS,
Nos. 26 and 28 SULLIVAN STREET,
NEW YORK, February 2, 1907.

Hon. GEORGE B. McCLELLAN, Mayor:

SIR—We wish to string a private telephone wire across the street to connect with a customer immediately opposite us. Please let us know if permission is necessary, and if so, to whom should we apply for it. Your favor will greatly oblige,
Yours truly,

RYAN & SAUNDERS.

BOARD OF ESTIMATE AND APPORTIONMENT,
BUREAU OF FRANCHISES, ROOM 79, No. 280 BROADWAY,
February 9, 1907.

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

SIR—Messrs. Ryan & Saunders, of Nos. 26 and 28 Sullivan street, New York City, in a communication dated February 2, 1907, addressed to Hon. George B. McClellan, Mayor, state as follows:

"We wish to string a private telephone wire across the street to connect with a customer immediately opposite us. Please let us know if permission is necessary, and if so, to whom should we apply for it."

This communication was transmitted to the Secretary of the Board of Estimate and Apportionment, together with a communication from Executive Secretary William A. Willis, of the Mayor's office, for consideration by the Board of Estimate and Apportionment, and the matter was referred to the Bureau of Franchises.

Section 1 of chapter 534 of the Laws of 1884 reads as follows:

"All telegraph, telephone and electric light wires and cables used in any incorporated city in this state having a population of 500,000 or over shall hereafter be placed under the surface of the streets, lanes and avenues of said city."

This act applied to The City of New York as then constituted. It would seem, therefore, that the Board could not grant any consent for an overhead wire as applied for.

It has been the custom of the Board of Estimate and Apportionment, since its succession to the powers formerly held by the Board of Aldermen, to grant consents

revocable at any time by the Board, to an applicant to connect premises owned or leased by him on both sides of a street or highway, by tunnel, bridge and also by pipe line to contain wires for lighting and heating purposes, but in all such grants the permission granted was for the exclusive use of the petitioner. It appears from the application of Ryan & Saunders that the proposed connection will not be for the exclusive use of the petitioners, and it would, therefore, appear that the right requested would be somewhat in the nature of a franchise.

I would therefore suggest that the matter be referred to the Corporation Counsel, with the request that he advise the Board as to the course to be pursued in the premises.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

The matter was referred to the Corporation Counsel to advise the Board as to the course to pursue.

Estate of Charles Broadway Rouss.

By resolution adopted by the Board January 18, 1907, approved by the Mayor January 22, 1907, the Estate of Charles Broadway Rouss was granted an extension of time in which to complete the construction of a tunnel under and across Mercer street, Borough of Manhattan, which construction was authorized by resolution adopted by the Board June 8, 1906, approved by the Acting Mayor June 14, 1906. Pursuant to the terms of the consent, the petitioner filed a certificate of acceptance, which was forwarded to the Corporation Counsel for approval as to form.

The Secretary presented the following:

LAW DEPARTMENT—OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, February 7, 1907.

Board of Estimate and Apportionment:

SIR—I have received from you a letter, dated January 29, 1907, signed by Joseph Haag, Secretary, inclosing for my approval as to form the certificate of the Estate of Charles Broadway Rouss filed with the Board of Estimate and Apportionment January 28, 1907, pursuant to a resolution adopted by the Board of Estimate and Apportionment January 18, 1907, and approved by the Mayor January 22, 1907.

From the agreement inclosed it appears that the Board of Estimate and Apportionment adopted a resolution June 8, 1906, approved by the Mayor June 14, 1906, granting to the Estate of Charles Broadway Rouss permission to construct, maintain and use a tunnel under Mercer street, to connect the premises known as Nos. 123 to 125 and Nos. 122 to 126.

Section 12 of said consent reads as follows:

"Said grantee, its successors or assigns, shall commence the construction of said tunnel under this consent and complete the same within six months from the day of the approval of this consent by the Mayor, otherwise this consent shall be forfeited forthwith, and without any proceeding, either at law or otherwise, for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding three months."

It appears that the Estate of Charles Broadway Rouss has been unable to complete the construction of this tunnel within the stated time, and the resolution of January 28, 1907, purported to extend such period.

Inasmuch, however, as section 12 of said consent specifically stated that such tunnel should be completed within six months from the day of the approval of the consent by the Mayor, and such period of six months expires December 14, 1906, I am of the opinion that on that date such consent became void and inoperative ipso facto, and for any further acts in the premises a new application should be made and a new consent granted.

I herewith return to you such certificate of acceptance.

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

The matter was laid over for two weeks to enable the petitioner to submit a new application.

H. C. F. Koch & Co.

By resolution adopted by the Board January 18, 1907, approved by the Mayor January 22, 1907, the firm of H. C. F. Koch & Co. was granted an extension of time in which to complete the construction of a tunnel under and across West One Hundred and Twenty-fourth street, Borough of Manhattan, which construction was authorized by resolution adopted by the Board July 6, 1906, and approved by the Acting Mayor July 13, 1906. Pursuant to the terms of the consent the petitioner filed a certificate of acceptance, which was forwarded to the Corporation Counsel for approval as to form.

The Secretary presented the following:

LAW DEPARTMENT—OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, February 7, 1907.

Board of Estimate and Apportionment:

SIR—I have received from you a communication, dated January 29, 1907, signed by Joseph Haag, Secretary, inclosing for my approval as to form the certificate of H. C. F. Koch & Co., filed with the Board of Estimate and Apportionment January 28, 1907, pursuant to a resolution of the Board of Estimate and Apportionment adopted January 18, 1907, and approved by the Mayor January 22, 1907.

It appears from the agreement enclosed that the Board of Estimate and Apportionment adopted a resolution on July 6, 1906, approved by the Acting Mayor July 13, 1906, granting to such firm permission to construct, maintain and use a tunnel under and across West One Hundred and Twenty-fourth street, to connect premises known as Nos. 137 and 140 West One Hundred and Twenty-fourth street.

Section 12 of said consent reads as follows:

"Said grantee, its successors or assigns, shall commence the construction of said tunnel under this consent and complete the same within six months from the day of the approval of this consent by the Mayor; otherwise this consent shall be forfeited forthwith, and without any proceeding, either at law or otherwise, for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding three months."

It appears that the said firm was unable to complete the construction of such tunnel within the stated period and the resolution of the Board of Estimate and Apportionment of January 28, 1907, purported to extend the time in which such work of construction might be completed.

Inasmuch, however, as the six months' period prescribed in section 12 of said consent expired January 13, 1907, I am of the opinion that the said consent became void and inoperative ipso facto on that date. For any right thereafter in the premises the said firm would have to make a new application, and the Board of Estimate and Apportionment act upon such application de novo.

I herewith return to you such certificate of acceptance.

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

H. C. F. KOCH & CO.,
WEST ONE HUNDRED AND TWENTY-FIFTH STREET,
NEW YORK, February 14, 1907.

Board of Estimate and Apportionment, City of New York, Bureau of Franchises:

In re tunnel connection in West One Hundred and Twenty-fourth street, Borough of Manhattan, connecting premises Nos. 137 and 140.

In pursuance of the opinion of the Corporation Counsel, as expressed in a letter directed to us under date of February 13, 1907, signed by Harry P. Nichols, Assistant Engineer, we hereby renew our original application and beg that:

Permission be hereby given to H. C. F. Koch & Co. to take up the pavement and excavate such portion as may be necessary of the roadway of One Hundred and Twenty-fourth street for the purpose of constructing a tunnel across said roadway, to connect premises known as Nos. 137 and 140 West One Hundred and Twenty-fourth street, in the Borough of Manhattan, for the purpose of carrying steam pipes and electric conduit, transportation of merchandise, and to be used as a passageway between said buildings, in accordance with plan dated June 25, 1906, on file in the office of the Bureau of Franchises.

Respectfully submitted.

Very truly yours,
H. C. F. KOCH & CO.

BOARD OF ESTIMATE AND APPORTIONMENT,
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,
February 14, 1907.

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

SIR—The Board of Estimate and Apportionment, by resolution dated July 6, 1906, which was approved by the Acting Mayor July 13, 1906, granted its consent to the firm of H. C. F. Koch & Co. to construct, maintain and use a tunnel under and across West One Hundred and Twenty-fourth street, between Lenox avenue and Seventh avenue, in the Borough of Manhattan, connecting buildings owned and leased by the firm, being on opposite sides of the street.

Owing to unforeseen difficulties encountered during the construction of the foundations of the new building on the south side of the street, the work was delayed and the tunnel could not be completed within the time limit named in the resolution of the above date, or before January 13, 1907. The firm of Koch & Co. therefore made application, dated December 20, 1906, to the Board, requesting an extension of time for completing the tunnel.

In accordance with this application, the Board of Estimate and Apportionment did, by resolution adopted on January 18, 1907, which was approved by the Mayor January 22, 1907, grant to Koch & Co. an extension of time of three months in which to complete the tunnel. The firm complied with all the provisions of the resolution of January 18, 1907, and filed a written agreement, as required, with the Board of Estimate and Apportionment, January 28, 1907, which agreement was referred to the Corporation Counsel for his approval.

The Corporation Counsel returned the agreement with an opinion that as the time limit for completion of the tunnel expired January 13, 1907, in accordance with the provision named in section 12 of the resolution of July 6, 1906, the tunnel not being completed, the consent became void and inoperative ipso facto on that date; that for any right thereafter in the premises the firm of Koch & Co. would have to make a new application to the Board.

Therefore the firm have presented an application, dated February 14, 1907, to the Board of Estimate and Apportionment, requesting its consent to the construction, maintenance and use of a tunnel under and across West One Hundred and Twenty-fourth street, in the Borough of Manhattan, to connect premises known as Nos. 137 and 140, for the purpose of carrying steam pipes and electric conduit, transportation of merchandise and to be used as a passageway between the buildings, in accordance with plan dated June 25, 1906, on file in the office of the Bureau of Franchises.

The firm of Koch & Co. have paid the compensation named in the resolution of July 6, 1906, up to November 1, 1907, the twenty-five dollars (\$25) required by the resolution of January 18, 1907, and filed the security required under resolution of July 6, 1906, and have therefore complied with all the conditions of the above resolutions in good faith. They state that they have already commenced the construction of the tunnel and will push the work as fast as possible to final completion.

I would suggest that the Board of Estimate and Apportionment grant the application of February 14, 1907, upon the terms and conditions named in the former resolutions, with the provision that the amounts already paid and the security deposited with the Comptroller be applied to the new consent when granted; also that this new consent shall commence on January 13, 1907, at which time the consent of July 6, 1906, terminated.

I transmit a form of resolution for the consideration of and adoption by the Board. Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

The following was offered:

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to the firm of H. C. F. Koch & Co., lessee of certain land on the northerly side and owner of land on the southerly side of West One Hundred and Twenty-fourth street, between Lenox and Seventh avenues, Borough of Manhattan, City of New York, to construct a tunnel under and across the roadway of said West One Hundred and Twenty-fourth street, to connect the buildings owned and leased by said firm. The location of the tunnel is shown on a plan entitled:

"Plan accompanying application of H. C. F. Koch & Co., for a tunnel permit to connect premises Nos. 137 and 140 West One Hundred and Twenty-fourth street, in the Borough of Manhattan, to the Board of Estimate and Apportionment," dated June 25, 1906, and signed by H. C. F. Koch & Co.,

—a copy of which is attached hereto and made a part hereof.

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

1. Said consent shall commence on January 13, 1907, and shall not extend beyond a period of fifteen (15) years from the said date, provided, however, that the same may be canceled and annulled upon six months' notice, in writing, to the firm of H. C. F. Koch & Co., its successors or assigns, by the Board of Estimate and Apportionment, or its successors in authority, and thereupon all the rights of the grantee, its successors or assigns, in and upon the aforesaid portion of West One Hundred and Twenty-fourth street shall cease and determine.

2. The firm of H. C. F. Koch & Co., its successors or assigns, shall pay into the Treasury of The City of New York the following sums of money:

During the first five years, the annual sum of \$310.

During the second five years, the annual sum of \$325.

During the third five years, the annual sum of \$341.

Such sums shall be paid into the Treasury of The City of New York on November 1st of each year, provided, however, that the payments already made under resolutions approved July 13, 1906, and January 22, 1907, shall cover the compensation due up to November 1, 1907. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatever kind or description, now or hereafter to be paid by any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent, the said grantee, its successors or assigns shall, at its own cost, cause the tunnel to be removed and all that portion of West One Hundred and Twenty-fourth street affected by this permission to be restored to its proper and original condition, if required so to do by The City of New York, or its duly authorized representatives. If the tunnel to be constructed by said grantee under this consent shall not be required to be removed, it is agreed that the said tunnel shall become the property of The City of New York.

4. The consent hereby given is for the exclusive use of the grantee and 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 person or corporation whatsoever, either by the acts of said grantee its successors or assigns, or by operation of law, without the consent in writing of The City of New York, acting by the Board of Estimate and Apportionment, or its successors in authority.

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

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

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

7. The grantee, its successors or assigns, shall allow to The City of New York a right of way through, under or above any part of the tunnel constructed under the consent hereby granted, for any and all subsurface structures which are now or may be hereafter placed by The City of New York in that portion of West One Hundred and Twenty-fourth street occupied by said tunnel.

8. The said tunnel and all pipes and electrical conductors laid therein shall be constructed, maintained and operated subject to the supervision and control of the proper authorities of The City of New York. The said tunnel shall be open at all times to the inspection of all the authorities who have jurisdiction in such matters under the Charter of The City of New York.

9. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in and to West One Hundred and Twenty-fourth street.

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

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

12. Said grantee, its successor or assigns, shall commence the construction of said tunnel under this consent, and complete the same within six months from the day of the approval of this consent by the Mayor; otherwise this consent shall be forfeited forthwith, and without any proceeding, either at law or otherwise, for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding three months.

13. This consent is upon the express condition that the said grantee, within thirty days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of seven hundred dollars (\$700), either in money or in securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge and the repairs of the street pavement. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten (10) days' notice in writing, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charges, shall collect the same with interest, from such fund after ten (10) days' notice in writing to the said grantee.

In case of any drafts so made upon the security fund, the said grantee, shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of seven hundred dollars (\$700), and in default of the payment thereof the consent hereby given may be canceled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

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

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

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

Which was adopted by the following vote:

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

Brooklyn City Railroad Company.

By resolution adopted by the Board March 16, 1906, approved by the Mayor March 26, 1906, the Brooklyn City Railroad Company was granted permission to construct, maintain and operate a street surface railroad on Fulton, Tillary and Washington streets, Borough of Brooklyn. The consent was revocable at the pleasure of the Board, and for this and other reasons the railroad company declined to accept it.

At the meeting of January 18, 1907, a report was received from the Select Committee on the application of the Nassau Electric Railroad Company for a franchise, and in such report it was recommended that the Board take up and consider a portion of this spur connection.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,
February 9, 1907.

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

SIR—At the meeting of the Board of Estimate and Apportionment held March 16, 1906, a petition was presented from the Brooklyn City Railroad Company, for the grant of a franchise or right to construct, maintain and operate a street surface railroad, commencing at the tracks of the petitioner at the intersection of Tillary and Fulton streets, running thence on a curve easterly across Fulton street and Liberty street, to the private property abutting on Liberty street owned by the Brooklyn Union Railroad Company; thence continuing easterly across said private property of the Brooklyn Union Elevated Railroad Company to the private property of The City of New York, across said private property to Washington street, and continuing north-easterly to the tracks of the Brooklyn City and Newtown Railroad Company on Washington street, Borough of Brooklyn; together with a report from the Bureau of Franchises, proposing certain terms and conditions for the proposed grant, and recommending that the company be granted a revocable permit and not a franchise, as the Board at that time had no power to grant a franchise; and further, the proposition was looked upon as merely a temporary relief, pending the time when the problem of traffic congestion on the Brooklyn side of the bridge should be solved.

The Board of Estimate and Apportionment duly adopted resolutions, on March 16, 1906, granting the company such revocable permit. This resolution was approved by the Mayor March 26, 1906.

At the meeting of June 8, 1906, a communication was presented from the railroad company, stating:

"We have been unable to accept the consent thereby granted under the terms and conditions attached to such consent."

—for reasons therein given. A report was also submitted, from the Bureau of Franchises, calling attention of the Board to the fact that it was thought best to grant a temporary permit, pending a time when a more complete solution of the problem of traffic congestion in this vicinity should be arrived at, at which time it might be necessary for the company to apply for extensions, in accordance with such solution, but until such time this connection was considered to be a temporary relief.

It was further pointed out that the application of the company for a franchise was not in the form required by the Board, and it was suggested that the company be required to present its application in the proper form, as required by the resolution adopted by the Board on June 9, 1905.

The matter was thereupon referred to the Bureau of Franchises for investigation and suggestions.

In a communication dated June 19, 1906, Vice-President Williams, of the railroad company, requested to be advised as to the proper form of such application. He was so advised, and a copy of the resolution of the Board, pertaining thereto, was furnished him, in a communication dated June 20, 1906. No answer has as yet been received to this communication. In consequence, no negotiations have been opened with the company.

At the meeting of the Board of Estimate and Apportionment of January 18, 1907, a report was presented on the application of the Nassau Electric Railroad Company for a franchise on Livingston and other streets in the Borough of Brooklyn, by the Select Committee to whom this matter had previously been referred, and that report read in part as follows:

"In connection with the Livingston street franchise, your committee recommends that there be taken up also the matter of the proposed spur connection between the tracks of the Brooklyn Heights Railroad Company in Fulton street and the tracks of the said company on the Brooklyn Bridge, said connection crossing Fulton street and Liberty street just below Tillary street, and proceeding thence through the bridge terminal yard to the bridge. Such a connection will add materially to the benefits to be derived by reason of the operation of the Livingston Street Railroad, inasmuch as it will enable the railroad company to divide its north and south bound cars, and to avoid the numerous crossings in the vicinity of the Borough Hall, which add to the difficulty and danger of transportation in Brooklyn."

From the wording of the paragraph quoted, it would appear that the Select Committee does not recommend the consideration of the application of the Brooklyn City Railroad Company in its entirety, but rather only the portion within Fulton and Tillary streets, for the purpose of connecting the tracks in Fulton street with the bridge property, and not connecting those tracks with the tracks on Washington street, as applied for. This would seem to indicate that a plan for the crossing of cars in the bridge yard and the use of that property for entering the bridge was in the mind of the Committee, a similar plan having been heretofore suggested.

If this is the case, the question of whether or not the application should be granted in the form of a franchise or in the form of a revocable consent, should be considered.

In the first report by this Bureau upon the application in question, it was suggested that no franchise be granted, but that a revocable consent only be given, for the reason that it was considered that the laying of these tracks was practically a temporary makeshift, with a view of reducing congestion, pending the adoption and completion of a comprehensive plan for reducing traffic delay.

Should a plan similar to that referred to be finally agreed upon, it is possible that a franchise for that portion of the connection within Fulton and Tillary streets may be properly granted for the reason that that portion of the connection would become a part of such plan.

Since it is the opinion of the bridge engineers that the Brooklyn Bridge should be reconstructed upon the completion of the Manhattan Bridge, it is possible that the bridge yard and approaches may be entirely changed in time, and it would be inadvisable to give vested rights either upon the bridge property or approaching the same, which may be held as having a value which the City may be obliged to pay in order to make the improvement.

For that reason, I would suggest that either a revocable consent be given or that a franchise be granted upon the condition that the same shall terminate when the City requires the removal of such tracks because of improvements which may be made upon the bridge, or bridge approaches, or when it may be necessary to shift such tracks for the same reason.

I therefore ask that the Board consider the question of whether the grant shall be made in the form of a franchise or revocable consent. The application now before the Board is sufficient if a revocable consent is given, but if it is decided that a franchise should be given, I would suggest that the Secretary be directed to notify the railroad company to present a verified petition in duplicate.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

Which was referred to the Select Committee appointed November 23, 1906, to consider the application of the Nassau Electric Railroad Company for a franchise on Livingston and other streets, in the Borough of Brooklyn.

One Hundred and Forty-fifth Street Railway Company.

In the matter of the application of the One Hundred and Forty-fifth Street Railway Company for a franchise to construct, maintain and operate a double-track street surface railway upon and along West One Hundred and Forty-fifth street, from Lenox avenue to Broadway, Borough of Manhattan.

The Secretary presented the following:

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

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

SIR—The One Hundred and Forty-fifth Street Railway Company, under date of January 25, 1907, presented a verified petition to the Board for the right to use certain streets, roads, avenues, etc., belonging to the City for the construction and operation of a double-track street surface railway, the route of such railway being on West One Hundred and Forty-fifth street, in the Borough of Manhattan, from its intersection with Lenox avenue to its intersection with Broadway. This application was re-

ferred to the Bureau of Franchises for investigation and suggestions, and to a select committee.

Upon request the company has furnished a map showing the route of the proposed railroad, and has furnished a copy of the certificate of incorporation.

The certificate of incorporation states that the company is incorporated "for the purpose of building, maintaining and operating a railroad, or of maintaining and operating a railroad already built, not owned by a railroad corporation, and for both purposes."

The facts which have led up to the organization of this company and the application referred to are as follows:

The New York City Railway Company, acting for the Fort George and Eleventh Avenue Railroad Company, began in 1905 to construct a double-track street surface railway in the portion of West One Hundred and Forty-fifth street between Eighth avenue and Broadway. Permit to take up the pavement for that purpose was obtained pursuant to a franchise granted to the Fort George and Eleventh Avenue Railroad Company by ordinance adopted by the Board of Aldermen and the Council December 30, 1899, and approved by the Mayor January 8, 1900.

On June 23, 1905, the former Comptroller addressed a communication to the Corporation Counsel, in which he set forth the facts in regard to the rights of the Fort George and Eleventh Avenue Railroad Company, stating that he believed "the company was in default, and was now attempting to construct its road after the franchise had become void," and if this is true it "would seem to be a case calling for immediate and drastic action." He asked the Corporation Counsel to detail an assistant to examine the same, and if the facts seemed to warrant it to immediately commence action for the forfeiture of the franchise.

After obtaining further data and information the Corporation Counsel wrote to the President of the Borough of Manhattan on October 30, 1906, in which he stated that after a careful examination of the facts and law, he is led to the conclusion that the Fort George and Eleventh Avenue Railroad Company has forfeited its franchise and right to construct said railroad because of its failure to comply with section 5 of the Railroad Law. This referred to the portion of the franchise which, up to that time, had not been used by the Fort George and Eleventh Avenue Railroad Company; that is, on Broadway, between One Hundred and Thirtieth and One Hundred and Seventy-fifth streets.

The Corporation Counsel advised the Borough President that any permits for the opening of the street on Broadway should be revoked, and that no further permits should be issued.

On December 28, 1906, the Corporation Counsel addressed a letter to the New York City Railway Company, a part of which is as follows:

"The line of street surface railroad on One Hundred and Forty-fifth street, from the Boulevard east to the Harlem river, which, as I am informed, was constructed by the Fort George and Eleventh Avenue Railroad Company, or by some persons or corporation acting in its behalf, and which is now controlled and operated by you, is without authority."

"The only right to construct such a street surface railroad which the Fort George and Eleventh Avenue Railroad Company, or any other person ever had, was by virtue of whatever rights and privileges the said Fort George and Eleventh Avenue Railroad Company might have acquired by virtue of its consolidation with the North End Street Railway Company, which was incorporated on or about November 5, 1895."

"Whatever rights the last named corporation might have had to construct and operate such a railroad were forfeited and lost by its failure to begin the construction of its road and expend thereon 10 per cent. of the amount of its capital within five years after its certificate of incorporation was filed, as is required by section 5, chapter 39 of the General Railroad Law."

"The construction of this railroad subsequent to this period and its present operation by you is therefore illegal and is a trespass and nuisance, and the track laid in One Hundred and Forty-fifth street, as aforesaid, is an obstruction of the street and an interference and invasion of a public right."

Upon request of the Corporation Counsel, the Police Department on January 21, 1907, stopped the operation of cars on One Hundred and Forty-fifth street.

Subsequently the One Hundred and Forty-fifth Street Railway Company was incorporated and it made the application as before stated. The service on One Hundred and Forty-fifth street has since been resumed.

On January 25, 1907, I made a report to the Board of Estimate and Apportionment upon the application of the New York City Interborough Railway Company, the Union Railway Company and the Southern Boulevard Railroad Company, for various extensions in the Borough of The Bronx, in which I stated that I believed there were other routes which should be applied for by the Union and the Interborough Companies, and the Board should require the companies to make such application before finally determining upon the application of this company already before the Board.

One of the extensions suggested and which had not been applied for was on One Hundred and Forty-fifth street, as extension to the present line of the Interborough Company on One Hundred and Forty-ninth street, in the Borough of The Bronx, crossing the Harlem river upon the One Hundred and Forty-ninth Street Bridge, to Lenox avenue and One Hundred and Forty-fifth street in the Borough of Manhattan, the purpose of such extension being to carry passengers riding on One Hundred and Forty-ninth street crosstown line, into the Borough of Manhattan, and across the north and south lines of the Borough of Manhattan, for the purpose of obviating the congestion at the bridge approach and distributing passengers at the several points near their destination.

This report was referred to a Select Committee, and as I believe treatment of the application of the One Hundred and Forty-fifth Street Railway Company depends entirely upon the decision of the Board, upon the suggestion made in the report referred to relative to the extension of the Interborough Company on One Hundred and Forty-fifth street, I would suggest that the communication be referred to the same Committee, in order that it may be considered in conjunction with said report.

Should the Board decide to consider the application of the One Hundred and Forty-fifth Street Railway Company rather than adopt the suggestion in the report, the Board should set a date for a public hearing on the petition, as required by the Charter. This Bureau will then be ready to propose terms and conditions to govern the grant.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

Which was referred to the Select Committee appointed February 1, 1907, to whom was referred on that date the report of the Bureau of Franchises relative to pending applications by railroad companies in the Borough of The Bronx, to be considered in conjunction with said report.

A communication, dated February 1, was received from the Rev. Walter Koenig, Pastor of Lutheran Church, Whitestone, L. I., requesting that a franchise be granted to operate a railway to Whitestone, L. I.

Which was referred to the Bureau of Franchises.

Long Island Railroad Company, as Lessee of the Nassau Electric Railroad Company, and the Nassau Electric Railroad Company.

In the matter of the application of the Long Island Railroad Company, as lessee of the Nassau Electric Railroad Company, and the Nassau Electric Railroad Company, for a franchise to construct, maintain and operate a street surface railway upon and along certain portions of Atlantic avenue, Borough of Brooklyn, and upon which a report was submitted by the Bureau of Franchises December 7, 1906, and the matter referred to a Select Committee.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,
February 9, 1907.

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

SIR—At a meeting of the Board of Estimate and Apportionment, held December 7, 1906, the Bureau of Franchises presented a report, dated November 26, 1906, upon

the application of the Long Island Railroad Company, as lessee of the Nassau Electric Railroad Company, and the Nassau Electric Railroad Company, for a franchise to construct a double-track electrical railroad on portions of Atlantic avenue, Borough of Brooklyn, "one track to be laid on each side of said avenue in the portions thereof adjoining the places where the right of way of the Long Island Railroad Company is obstructed by the elevated and depressed tracks."

The former steam railroad operated by the Long Island Railroad Company upon the surface of Atlantic avenue, from Flatbush avenue easterly, was under the provisions of chapter 499 of the Laws of 1897 removed from the surface of Atlantic avenue, and is now operated partly in a tunnel under the surface of such street and partly on an elevated structure above such surface. The franchise, if granted, would permit the Long Island Railroad Company to operate a continuous surface railroad by the overhead trolley system from Flatbush avenue easterly to a point near the westerly boundary line of the Borough of Brooklyn, the company having already laid tracks upon the property which it claims to own in fee in the centre of Atlantic avenue beneath the portion of its elevated structure and over the portions of its tunnel structure, upon which it is operating its former steam railroad. The company desired to secure from the City permission to construct three turnouts outside of its alleged right of way in the centre, which turnouts were to connect the tracks already laid so as to permit the operation of a continuous surface line.

The report of the Bureau raised certain questions as to the right of the company to operate a street surface line, and since that report was made, the Appellate Division of the Supreme Court was handed down a decision in the matter of the company's application for the appointment of Commissioners to determine whether or not the road should be built. This decision is as follows:

"In re Long Island Railroad as lessee of Nassau Electric Railroad. Motion for the appointment of Commissioners denied and proceedings dismissed, not in the exercise of discretion but solely on the ground that the petitioners are not possessed of the legal right to construct and operate the roads contemplated." (New York "Law Journal," February 1, 1907.)

The report of the Bureau was referred to a Select Committee consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of Brooklyn, and it would therefore seem advisable that the attention of this Committee be called to this opinion.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

Which was referred to the Select Committee appointed December 7, 1906.

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

In the matter of the application of the Brooklyn Grade Crossing Commission, Long Island Railroad Company, as lessee of the New York, Brooklyn and Manhattan Beach Railway Company, and the New York, Brooklyn and Manhattan Beach Railway Company for the consent of the Board to a relocation and change of grade of the Manhattan Beach Division of the last-named railroad from Avenue M to a point south of Emmons or Neptune avenue, in the Borough of Brooklyn.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,
February 9, 1907.

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

Sir—At a meeting of the Board of Estimate and Apportionment held on May 11, 1906, this Bureau presented a report upon the petition of the Brooklyn Grade Crossing Commission, the New York, Brooklyn and Manhattan Beach Railway Company and the Long Island Railroad Company, the lessee of the first named railroad, for the consent of the Board to the proposed relocation and change of grade of the Manhattan Beach Division of the above named railroad, from Avenue M to a point south of Emmons or Neptune avenue, in the Borough of Brooklyn.

This report offered certain suggestions as to changes in the map submitted, and also certain conditions which might properly be imposed by the Board when granting its consent to such relocation.

The matter was referred to the Committee of the Whole, and at a later meeting of the Board, on November 23, 1906, referred to a Select Committee, which reported to the Board on December 21, 1906, and a resolution was thereupon adopted, directing that the map be returned to the Grade Crossing Commission with a request to amend the same, so as to provide

"That legal grades of all streets intersecting the lines of the proposed railroad and embankments be shown on the map for adoption, and that no streets crossing under the railroads be depressed more than four feet below such legal grades, giving in every case a minimum clearance of fourteen feet from the proposed surface of such streets to the under side of track girders, except where sewer crossings or other conditions at Avenues J and K necessitate some reduction in this clear head room of fourteen feet."

Under date of January 22, 1907, the Brooklyn Grade Crossing Commission has transmitted an amended plan to be substituted for the plan previously submitted with the original petition. This plan, however, has not received the approval of the Commissioner of Public Works for the Borough of Brooklyn, as required under section 4 of the act authorizing the change of location, and this approval should be obtained before final action is taken by the Board.

In all other respects the plan would appear to conform to the requirements stated in the resolution of the Board, adopted December 21, 1906, and I would, therefore, suggest that after the approval of the Commissioner of Public Works has been obtained that the plan be accepted and the consent of the Board be granted to the relocation and change of grade of the roadbed of the New York, Brooklyn and Manhattan Beach Railway Company, in accordance with the lines shown upon said plan and the elevation shown upon the profile and the streets passing beneath, provided that the railroad companies shall enter into an agreement with The City of New York, in which they shall stipulate to conform to and abide by the following conditions, the reasons for which were fully set forth in the report heretofore referred to, which is printed in full in the Minutes of the Board of May 11, 1906.

First—The railroad companies shall convey to the City, without cost and free from all encumbrances, all their right, title and interest in the land occupied by the present right of way, which is about to be abandoned between Avenue M and Neck road, and between the northerly line of Avenue Z and the southerly line of Voorhees avenue and the westerly line of East Fifteenth street, wherever such land lies within the limits of any street or highway now opened or laid down upon the land map of Kings County.

Second—The railroad companies shall remove the tracks and convey to the City, without cost and free from all encumbrances, all their right, title and interest in the land occupied by the present right of way, lying within the limits of Avenue I, east of the westerly line of East Seventeenth street, and within the limits of East Seventeenth street, south of Avenue I.

Third—The railroad companies shall give their consent to the opening by the City of any streets, at any time in the future, across the right of way of the New York, Brooklyn and Manhattan Beach Railway Company, between First avenue, at or near Sixty-fifth street, and the boundary line between the Boroughs of Brooklyn and Queens, and of its Manhattan Beach Division, between Avenue M and a point south of Neptune avenue, and convey to the City the land within the limits of the right of way necessary for the opening of such streets, without cost to the City.

Fourth—The railroad companies shall at their own cost and expense, whenever required by the City so to do, construct the necessary roadway and crossing underneath the right of way and the easterly approaches thereto, at each of the following streets: Avenues L, M, P, Q, W, X and Z and Voorhees avenue; also East Fourteenth street and East Fifteenth street with the southerly approaches thereto; also an overhead bridge at East Nineteenth street, between Avenue H and Avenue I; each crossing to be for the full width of the streets named.

Fifth—The railroad companies shall agree that bridge abutments to be constructed shall not extend into the streets beyond the house line; that no columns for the support

of the railroad shall be placed in streets whose width is less than seventy-five feet, and that the slopes on East Sixteenth street shall not extend beyond the side line of the street, and that such slopes shall be sodded and so maintained to the satisfaction of the President of the Borough of Brooklyn.

Sixth—All work within, upon or over the public streets and avenues shall be subject to the supervision and inspection of the proper municipal officer or officers, and under such regulations as he or they may determine or be authorized by law to impose.

Seventh—The railroad companies shall agree to hold the City harmless from all damages to persons or property which may result from the construction, maintenance or operation of the railroads as relocated.

Eighth—The railroad companies shall furnish a bond of a guaranty or surety company, duly authorized by law to act as such surety, conditioned upon the faithful performance of all the terms and conditions of this agreement, in the sum of one hundred thousand dollars, at the time of signing the agreement.

I transmit herewith a proposed resolution embodying the foregoing, together with a proposed form of agreement to be executed by the railroad companies, and would suggest that the same be referred to the Select Committee, to whom this matter was also referred on February 1, 1907, for such action as it may see fit to recommend to the Board.

Respectfully,

HARRY P. NICHOLS, Assistant Engineer.

Proposed Resolution.

Whereas, By chapter 507 of the Laws of 1903, amended by chapters 580 and 635 of the Laws of 1905, the Brooklyn Union Elevated Railroad Company (Brooklyn Heights Railroad Company, lessee), and the New York, Brooklyn and Manhattan Beach Railway Company (Long Island Railroad Company, lessee), were required to elevate their tracks so that all intersecting streets south of Manhattan Junction, so-called, could be carried beneath them; and the New York, Brooklyn and Manhattan Beach Railway Company was also required to relocate its line and place its tracks upon an embankment adjacent to and easterly of the present right of way of the said Brooklyn Union Elevated Railroad Company between Avenue M and a point south of Emmons or Neptune avenue, in the Borough of Brooklyn, City of New York, if in the judgment of the Brooklyn Grade Crossing Commission, which was created by said acts, said relocation should be for the public interest; and

Whereas, The said Brooklyn Grade Crossing Commission did determine upon said relocation on March 24, 1905, and the said Commission, the said New York, Brooklyn and Manhattan Beach Railway Company and the said Long Island Railroad Company, lessee, presented a joint petition, dated January 12, 1906, to the Board of Estimate and Apportionment, for its consent to said relocation, such consent being required under section 13 of the Railroad Laws of the State of New York, and said petition being accompanied by a plan and profile showing the lines and grades of the railroad as relocated, having been approved by the said Grade Crossing Commission, and the Commissioner of Public Works for the Borough of Brooklyn, as required by said acts; and

Whereas, At the request of the Board of Estimate and Apportionment, the said Grade Crossing Commission has amended the plan and profile accompanying the original petition and has submitted such amended plan in place of such original, which amended plan is entitled:

"Brooklyn Grade Crossing: Amended joint plan and profile of Section No. 3 of the Bay Ridge Improvement, and Section No. 3 of the Brighton Beach Improvement, also showing change of location of the New York, Brooklyn and Manhattan Beach Railway Company," dated December 27, 1906, and approved by the Brooklyn Grade Crossing Commission December 28, 1906, and the Commissioner of Public Works for the Borough of Brooklyn on 1907; now therefore be it

Resolved, That the consent of The City of New York be and is hereby given to the relocation and reconstruction of the tracks of the New York, Brooklyn and Manhattan Beach Railway Company, the Long Island Railroad Company, as lessee, from Avenue M to a point south of Emmons or Neptune avenue, in accordance with the said amended plan and profile, described as above; provided that the said railroad companies shall execute an instrument in writing within sixty (60) days after the approval of this consent by the Mayor, in which said railroad companies shall covenant and agree to abide by the following conditions:

First—The railroad companies shall convey to the City without cost and free from all encumbrances, all their right, title and interest in the land occupied by the present right of way, which is about to be abandoned, between Avenue M and Neck road, and between the northerly line of Avenue Z and the southerly line of Voorhees avenue and westerly line of East Fifteenth street, wherever such land lies within the limits of any street or highway now opened or laid down upon the land map of Kings County.

Second—The railroad companies shall remove the tracks and convey to the City without cost and free from all encumbrances all their right, title and interest in the land occupied by the present right of way, lying within the limits of Avenue I, at its intersection with East Seventeenth street and within the limits of East Seventeenth street, between Avenues I and J.

Third—The railroad companies shall give their consent to the opening by the City of any streets at any time in the future across the right of way of the New York, Brooklyn and Manhattan Beach Railway Company between First avenue, at or near Sixty-fifth street, and the boundary line between the Boroughs of Brooklyn and Queens, and of its Manhattan Beach Division between Avenue M and a point south of Neptune avenue, and convey to the City the land within the limits of their right of way necessary for the opening of such streets, without cost to the City.

Fourth—The railroad companies shall, at their own cost and expense, whenever required by the City so to do, construct the necessary roadway and crossing underneath their right of way and the easterly approaches thereto at each of the following streets: Avenues L, M, P, Q, W, X and Z and Voorhees avenue; also East Fourteenth street and East Fifteenth street, with the southerly approaches thereto; also an overhead bridge at East Nineteenth street, between Avenue H and Avenue I; each crossing to be for the full width of the streets named.

Fifth—The railroad companies shall agree that bridge abutments to be constructed shall not extend into the streets beyond the house line, that no columns for the support of the railroad shall be placed in streets whose width is less than seventy-five feet, and that the slopes on East Sixteenth street shall not extend beyond the side line of the street and that such slopes shall be sodded and so maintained to the satisfaction of the President of the Borough of Brooklyn.

Sixth—All work within, upon or over the public streets and avenues shall be subject to the supervision and inspection of the proper municipal officer or officers and under such regulations as he or they may determine or be authorized by law to impose.

Seventh—The railroad companies shall agree to hold the City harmless from all damages to persons or property which may result from the construction, maintenance or operation of the railroads as relocated.

Eighth—The railroad companies shall furnish a bond of a guaranty or surety company, duly authorized by law to act as such surety, conditioned upon the faithful performance of all the terms and conditions of the agreement, in the sum of one hundred thousand dollars, at the time of signing the agreement.

Proposed Agreement.

This agreement, made and entered into this day of 1907, by and between the New York, Brooklyn and Manhattan Beach Railway Company, leased to the Long Island Railroad Company; the Long Island Railroad Company, lessee, steam surface railroad corporations, organized and existing under and by virtue of the Laws of the State of New York, and The City of New York, a municipal corporation, organized and existing under the laws of said State of New York (hereinafter referred to as "The City"), witnesseth:

Whereas, The Brooklyn Union Elevated Railroad Company and the Manhattan Beach Division of the New York, Brooklyn and Manhattan Beach Railway Company (leased to the Long Island Railroad Company), have each been operating a steam surface railroad running parallel with each other and separated by a distance of only two blocks between Avenue M and a point south of Neptune avenue, in the Borough of Brooklyn; and

Whereas, By the Bay Ridge Improvement Act, chapter 507 of the Laws of 1903, and the amendments thereto, these railroads were required to elevate the tracks so that all the intersecting streets and highways could be carried beneath them; and

Whereas, By the amendment of section 1 of said act, contained in chapter 580 of the Laws of 1895, it was provided that if, in the judgment of the Brooklyn Grade

Crossing Commission, created by said act, such relocation should be for the public interests, the New York, Brooklyn and Manhattan Beach Railway Company, or its lessee, the Long Island Railroad Company, after acquiring the right in accordance with law to so relocate its line, shall remove its railroad from its present location between Avenue M and a point south of Emmons or Neptune avenue, and shall reconstruct the same between the said points upon such grades as the said Commission shall determine, upon a right of way acquired by said corporations, or one of them, adjacent to and easterly of the present right of way of the Brooklyn Union Elevated Railroad Company between said points, and shall carry all intersecting streets and highways between said points beneath said railroad so relocated; and

Whereas, It further provided in said acts that whenever any structure was located in any public street or avenue, the approval of the Commissioner of Public Works of the Borough of Brooklyn, City of New York, to the location of such structure shall be first obtained; and

Whereas, The said Commission, on the 24th day of March, 1905, determined that it was for the public interest that the location provided for in said act of a portion of the railroad of the New York, Brooklyn and Manhattan Beach Railway Company, known as the Manhattan Beach Division, should be made by that company, and its lessee, the Long Island Railroad Company, so that such tracks should be placed alongside of and easterly of the right of way of the Brooklyn Union Elevated Railroad Company between the points above mentioned, so that a single embankment should carry the tracks of both companies, and the public inconvenience of having two parallel railroad embankments, only two blocks apart, bisecting this portion of the Borough of Brooklyn, should be avoided; and

Whereas, The said Commission thereupon caused a plan and profile designating specifically the relocation of the tracks, which plan was entitled: "Brooklyn Grade Crossing Commission; joint plan and profile of section No. 3 of the Bay Ridge Improvement and section No. 3 of the Brighton Beach Improvement, also showing change of location of the New York, Brooklyn and Manhattan Beach R. R.," dated December 14, 1905, and approved by said Commission December 22, 1905.

Whereas, On December 29, 1905, said Commission duly adopted and transmitted to the New York, Brooklyn and Manhattan Beach Railway Company, and its lessee, the Long Island Railroad Company, a resolution wherein was recited the facts hereinbefore stated, and to which resolution a copy of the map and profile heretofore mentioned was annexed; and

Whereas, The Commissioner of Public Works of the Borough of Brooklyn has approved and placed on record said plans and profile; and

Whereas, On February 16, 1906, the said Brooklyn Grade Crossing Commission, the Long Island Railroad Company and the New York, Brooklyn and Manhattan Beach Railway Company, presented to the Board of Estimate and Apportionment, as the local authorities, pursuant to section 13 of the Railroad Law, a petition dated January 12, 1906, for the consent of said Board to said change and relocation, which application cited all the facts hereinbefore stated; and

Whereas, On the 21st day of December, 1906, the Board of Estimate and Apportionment adopted a resolution that the plan approved by the Grade Crossing Commission on December 22, 1905, be amended so as to provide that the legal grades of all streets intersecting the lines of the proposed railroad embankments be shown upon the map for adoption, giving in every case a minimum clearance of 14 feet from the proposed surface of such streets to the underside of the track girders, except where conditions at Avenues J and K necessitates some reduction in this clear headroom of 14 feet; and

Whereas, The said Commission have approved an amended plan and profile as requested, entitled: "Brooklyn Grade Crossing Commission; amended joint plan and profile of section No. 3 of the Bay Ridge Improvement, and section No. 3 of the Brighton Beach Improvement, also showing change of location of the New York, Brooklyn and Manhattan Beach Railway," dated December 27, 1906, and approved by the said Commission December 28, 1906, and approved by the Commissioner of Public Works of the Borough of Brooklyn on _____, 1907, and have presented such amended plan to the Board of Estimate and Apportionment to take the place and to be substituted for the one accompanying the petition, dated January 12, 1906.

Now, therefore, in consideration of the consent of the Board of Estimate and Apportionment, as contained in a resolution adopted _____, and approved by the Mayor _____, to the change of route and relocation of the tracks as aforesaid, the New York, Brooklyn and Manhattan Beach Railway Company and the Long Island Railroad Company, lessee, for themselves, their successors and assigns, do hereby covenant and agree as follows:

First—To convey to the City without cost and free from all encumbrances, all their right, title and interest in the land occupied by the present right of way, which is about to be abandoned, between Avenue M and Neck road, and between the northerly line of Avenue Z and the southerly line of Voorhees avenue and westerly line of East Fifteenth street, wherever such land lies within the limits of any street or highway now opened or laid down upon the land map of Kings County.

Second—To remove the tracks and convey to the City, without cost and free from all encumbrances, all their right, title and interest in the land occupied by the present right of way, lying within the limits of Avenue I, at its intersection with East Seventeenth street and within the limits of East Seventeenth street, between Avenues I and J.

Third—To give their consent to the opening by the City of any streets at any time in the future across the right of way of the New York, Brooklyn and Manhattan Beach Railway Company, between First avenue, at or near Sixty-fifth street, and the boundary line between the Boroughs of Brooklyn and Queens, and of its Manhattan Beach division between Avenue M and a point south of Neptune avenue, and convey to the City the land within the limits of their right of way necessary for the opening of such streets, without cost to the City.

Fourth—At their own cost and expense, whenever required by the City so to do, to construct the necessary roadway and crossing underneath their right of way and the easterly approaches thereto at each of the following streets: Avenues L, M, P, Q, W, X and Z and Voorhees avenue; also East Fourteenth street and East Fifteenth street, with the southerly approaches thereto; also an overhead bridge at East Nineteenth street, between Avenue H and Avenue I; each crossing to be for the full width of the streets named.

Fifth—That bridge abutments to be constructed shall not extend into the streets beyond the house line; that no columns for the support of the railroad shall be placed in streets whose width is less than seventy-five feet, and that the slopes on East Sixteenth street shall not extend beyond the side line of the street and that such slopes shall be sodded and so maintained to the satisfaction of the President of the Borough of Brooklyn.

Sixth—That all work within, upon or over the public streets and avenues shall be subject to the supervision and inspection of the proper municipal officer or officers and under such regulations as he or they may determine or be authorized by law to impose.

Seventh—To hold the City harmless from all damages to persons or property which may result from the construction, maintenance or operation of the railroads as relocated.

Eighth—To furnish a bond of a guaranty or surety company, duly authorized by law to act as such surety, conditioned upon the faithful performance of all the terms and conditions of this agreement, in the sum of one hundred thousand dollars, at the time of signing the agreement.

In witness whereof, the New York, Brooklyn and Manhattan Beach Railway Company and the Long Island Railroad Company, lessee, have caused this instrument to be executed and acknowledged by their Presidents and their corporate seals to be hereto affixed and the same to be attested by the signature of their Secretaries, the day and the year first above mentioned.

The matter was referred to the Select Committee appointed November 23, 1906.

Hudson and Manhattan Railroad Company.

The Secretary presented a communication from the Board of Rapid Transit Railroad Commissioners, submitting for the approval of the Board a proposed certificate to be issued to the Hudson and Manhattan Railroad Company further modifying the certificate dated February 2, 1905, issued to the New York and Jersey Railroad Company.

The proposed certificate is incorporated in the following resolution, which was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners of The City of New York, constituted pursuant to the provisions of chapter 4, of the Laws of 1891 and acts amendatory thereof, has, under date of January 31, 1907, submitted to the Board of Estimate and Apportionment, for its approval, a proposed certificate to the Hudson and Manhattan Railroad Company, as the successor of the New York and Jersey Railroad Company, further modifying the certificate dated February 2, 1905, issued to the New York and Jersey Railroad Company, as follows:

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK TO HUDSON AND MANHATTAN RAILROAD COMPANY.

Certificate Modifying Terms of Certificate to New York and Jersey Railroad Company, Dated February 2, 1905.

The Board of Rapid Transit Railroad Commissioners for The City of New York does hereby certify as follows:

Whereas, The New York and Jersey Railroad Company (which is hereinafter called the Tunnel Company) was a railroad corporation duly incorporated under the laws of the State of New York for the purpose (among other things) of constructing and operating a tunnel railroad in The City of New York (which city is hereinafter called The City) to be connected with a railroad or railroads within the State of New Jersey and thereby forming a continuous line for the carriage of passengers and property between a point or points within, and a point or points without the City; and

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York (which is hereinafter called the Board) by a certificate dated the 2d day of February, 1905, did grant to the Tunnel Company the right and franchise to extend its road (which said road had been theretofore duly authorized) from the intersection of Greenwich and West Tenth and Christopher streets, in the Borough of Manhattan, under Christopher street to Sixth avenue; thence with one branch under Sixth avenue to a terminal station at or near the intersection of Sixth avenue and Thirty-third street, in said borough, and with another branch crossing diagonally under Sixth avenue to Ninth street and thence easterly under Ninth street to a terminal station at or near the intersection of Fourth avenue and Ninth street, in said borough; which certificate was thereafter duly accepted by the said Tunnel Company; and

Whereas, The said certificate was duly modified by a supplemental certificate dated the 12th day of April, 1906, and accepted by the Tunnel Company on the 26th day of April, 1906; and

Whereas, The said certificate dated February 2, 1905, provided that no exit from the tunnel at the surface should be constructed except through private property unless the Board by resolution should especially approve of an exit or exits situated within one or more of the streets or avenues therein mentioned; and

Whereas, Hudson and Manhattan Railroad Company is a corporation formed by agreement of consolidation between the said New York and Jersey Railroad Company, Hoboken and Manhattan Railroad Company, a corporation of the State of New Jersey, and Hudson and Manhattan Railroad Company, a corporation of the State of New York; which agreement of consolidation is dated December 1, 1906, and was filed in the office of the Secretary of State of New York, December 5, 1906, and in the office of the Clerk of the County of New York on December 6, 1906; and

Whereas, By the said agreement of consolidation all and singular the rights, powers, privileges, exemptions, immunities, franchises, roads, rights of way and property, real and personal of every kind and nature of the Tunnel Company were conveyed and transferred to the said Hudson and Manhattan Railroad Company, which thereupon expressly assumed and agreed to discharge all liabilities, duties and obligations of the Tunnel Company and especially the obligations and duties assumed by the Tunnel Company by acceptance of the franchises granted by the Board by said certificate dated February 2, 1905, modified as hereinbefore stated; and

Whereas, The Hudson and Manhattan Railroad Company has requested the Board to approve of exits from the tunnel in Sixth avenue, situated in Fourteenth street near the westerly side of Sixth avenue, in Twenty-third street near the westerly side of Sixth avenue, in Twenty-eighth street near the easterly side of Sixth avenue, and in Twenty-eighth street near the westerly side of Sixth avenue; all of the said streets being mentioned in the said certificate dated February 2, 1905; and

Whereas, The said certificate also provided that in case any part of the stations and station approaches should be within the streets or avenues and above a horizontal plane 10 feet below the street surface, such space should be deemed to be vault space within the meaning of the said certificate; and that the Tunnel Company should pay to the City annually during the term of years mentioned in the said certificate, as rental for vault space occupied by it, such a sum as should be equal to 4 per cent. upon the valuation of the horizontal area occupied by such vault space, said valuation to be at the same rate per square foot as the valuation of the land, exclusive of buildings, contained in the abutting property, fixed for purposes of taxation for the year 1904; and

Whereas, Doubts have arisen as to the mode of computation of the payments for vault space in station approaches not immediately abutting upon private property, and also as to what space is to be considered as vault space, and also as to the mode of fixing the compensation to be paid for exits from the tunnel situated in the streets, and the Board is satisfied that in respect to the provisions last above recited fixing the mode of computing rental for vault space the said certificate varies from the intent of the parties and that the same should be modified so as to make it conformable to the true intent of the parties; and

Whereas, It is to the interest of both the City and the Hudson and Manhattan Railroad Company to modify the said certificate so as to remove all such doubts and to avoid causes of difference and the uncertainty, expense and delay of possible litigation, and it is therefore proposed to modify the terms of the contract constituted by the delivery of said certificate of February 2, 1905, and its acceptance by the Tunnel Company, by adding thereto provisions which shall fix the compensation or annual rental to be paid to the City for exits from the tunnel situated within streets and shall also define more clearly what space is to be considered as vault space and shall fix clearly and precisely the mode of calculating the payments to be made for vault space generally so as to conform to the true intent of the parties in respect thereto; and

Whereas, To the end and for the purpose hereinbefore recited, the Board has, by a concurrent vote of at least six of its members, determined upon certain modifications of the said contract as hereinafter set forth, and has prescribed such terms, conditions and requirements in relation thereto as to it appear just and proper, including all the terms, conditions and requirements provided for by the Rapid Transit Act in case of such modification;

Now, therefore, the Board, with the consent of the Hudson and Manhattan Railroad Company, does hereby modify said certificate dated February 2, 1905, by adding thereto the following provisions:

First.

The Hudson and Manhattan Railroad Company shall have the right to construct and maintain exits from the tunnel at the surface of the following streets, viz.: Fourteenth street near the westerly side of Sixth avenue, Twenty-third street near the westerly side of Sixth avenue, Twenty-eighth street near the easterly side of Sixth avenue, Twenty-eighth street near the westerly side of Sixth avenue; provided that the same shall be constructed in substantial accordance with the drawings or plans submitted to the Board by the said company and entitled.

The Hudson and Manhattan Railroad Company shall not be required to construct all of the said exits, but it shall on or before the first day of January, 1908, by written notice to the Board, state which of the said exits (if any) it determines to construct; and thereupon the right of the said company under this certificate to construct any of the above mentioned exits which are not included in such notice shall wholly cease.

Second.

The Hudson and Manhattan Railroad Company shall pay to the City annually for the right, franchise and license to construct and maintain such of the said exits as the

said company determines to construct (including the station approaches connected therewith) the following sums, to wit:

For the exits in Fourteenth street near the westerly side of Sixth avenue, and the station approaches connected therewith, including so much of the said station approaches as may be within Sixth avenue, the sum of one thousand dollars.

For the exits in Twenty-third street near the westerly side of Sixth avenue, and the station approaches connected therewith, including so much of the said station approaches as may be within Sixth avenue, the sum of one thousand dollars.

For the exits in Twenty-eighth street near the easterly side of Sixth avenue, and the station approaches connected therewith, including so much of the said station approaches as may be within Sixth avenue, the sum of one thousand dollars.

For the exits in Twenty-eighth street near the westerly side of Sixth avenue, and the station approaches connected therewith, including so much of the said station approaches as may be within Sixth avenue, the sum of one thousand dollars.

The foregoing sums shall be paid during the whole period beginning on the day when the Hudson and Manhattan Railroad Company shall first commence actual operation of the extensions authorized by the said certificate dated February 2, 1905 (but not later than the last day on which the said company shall be bound to begin such operation), and ending on the day when the rentals payable under the franchise granted to the Tunnel Company and dated July 10, 1902, shall become subject to readjustment under the terms of the said last mentioned franchise.

Third.

The said certificate dated February 2, 1905, is hereby amended by striking from Article IV thereof the paragraph which reads as follows:

"2. The Tunnel Company shall pay to the City annually, as rental for any vault space occupied by it (as the phrase vault space is hereinafter defined), such a sum as shall be equal to 4 per cent. upon the valuation of the horizontal area occupied by such vault space, said valuation to be at the same rate per square foot as the valuation of the land, exclusive of buildings, contained in the abutting property, fixed for purposes of taxation for the year 1904."

Instead of the payments provided for in the paragraph so struck out as aforesaid, the Hudson and Manhattan Railroad Company shall pay an annual rental to the City, at the rates hereinafter provided, for any vault space occupied by it (as the phrase vault space is defined in the said certificate dated February 2, 1905), provided that such vault space is not to be paid for under any other clauses of the contract with the City. Inasmuch as payments are to be made by the said Company for station platforms under Article IV. of the said certificate, dated February 2, 1905, and for the exits and station approaches mentioned and described in Article II. of this present certificate, the same shall not be charged or paid for as vault space under this article.

The rental payable for any vault space occupied by the said Company and not paid for under any other clauses of the contract with the City shall be 4 per cent. per annum upon the valuation of the horizontal area so occupied by the said Company. Such valuation shall be ascertained as follows: The valuation per square foot of the neighboring or adjacent land, exclusive of buildings, as fixed for purposes of taxation for the year 1904, shall first be determined. One-fourth of the aforesaid valuation shall be the valuation per square foot, for the purposes of this agreement, of any such vault space area for the period beginning on the day when the said Company shall first commence actual operation of the extensions authorized by the aforesaid certificate dated February 2, 1905 (but not later than the last day on which the Hudson and Manhattan Railroad Company shall be bound to begin such operation), and ending on the day ten years after the day when any part of the said extensions is in actual operation. One-half of the aforesaid valuation of neighboring or adjacent land shall be the valuation per square foot, for the purposes of this agreement, of the same vault space area for the period beginning on the last day of such period of ten years, and ending on the day when the rentals payable under the franchise to the Tunnel Company dated July 10, 1902, shall next thereafter become subject to readjustment under the terms of the said last-mentioned franchise.

Fourth.

All payments to be made under this present certificate, as well as all annual payments by way of rental under the terms of the said certificate dated February 2, 1905, are to be subject to readjustment at one and the same time.

Fifth.

This certificate is only to take effect if and when approved by the Board of Estimate and Apportionment of The City of New York, and consented to by the sureties on the bond given by the Tunnel Company, in so far as it alters or modifies the aforesaid certificate dated February 2, 1905, in respect (1) to the definition of vault space within the meaning of the said certificate, and (2) the mode of calculating the payments for vault space.

In witness whereof this certificate has been prepared by the Board of Rapid Transit Railroad Commissioners for The City of New York, by and upon the concurrent vote of at least six of the members of the said Board, and is now attested by its seal and by the signature of its President, who is its presiding officer, and by the signature of its Secretary, this day of , 1907.

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

..... President.
..... Secretary.

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

On the day of , 1907, before me personally appeared Alexander E. Orr and Bion L. Burrows, to me known and known to me to be the said Alexander E. Orr, the President, and the said Bion L. Burrows, the Secretary, of the Board of Rapid Transit Railroad Commissioners for The City of New York; and the said Alexander E. Orr and Bion L. Burrows, being by me duly sworn, did depose and say, each for himself and not for the other, the said Alexander E. Orr, that he resides in the Borough of Brooklyn, in the said City, that he is the President of the said Board and that he subscribed his name to the foregoing contract by virtue of the authority thereof; and the said Bion L. Burrows, that he resides in the Borough of Brooklyn, in the said City of New York, that he is the Secretary of the said Board and that he subscribed his name thereto by like authority; and both the said Alexander E. Orr and Bion L. Burrows that they know the seal of the said Board, that the seal affixed to the foregoing instrument is such seal, and that the same was affixed thereto by the authority of the said Board and pursuant to a resolution duly adopted by the said Board.

Hudson and Manhattan Railroad Company hereby accepts the foregoing certificate and all the terms, conditions and requirements thereof; and expressly consents to the modifications of the contract constituted by the certificate of February 2, 1905, as above set forth, and agrees to make the payments as above provided.

Dated, New York, , 1907.

HUDSON AND MANHATTAN RAILROAD COMPANY.
By..... President.
..... Secretary.

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

On this day of , 1907, before me personally came William G. McAdoo and Charles W. King, to me known and known to me respectively to be the said William G. McAdoo, the President, and the said Charles W. King, the Secretary, of Hudson and Manhattan Railroad Company; and being by me duly sworn they did depose and say, each for himself and not one for the other, the said William G. McAdoo, that he resides at Yonkers, in the State of New York, and is the President of the Hudson and Manhattan Railroad Company, the corporation named in and which executed the foregoing consent, and that he subscribed his name to the foregoing consent by the authority of the Board of Directors thereof; and the said Charles W. King that he resides in the Borough of Brooklyn, City of New York, in the State of New York, that he is the Secretary of the said Hudson and Manhattan Railroad Company and subscribed his name to the foregoing consent by like authority; and both the said William G. McAdoo and Charles W. King that they know the seal of the said Hudson and Manhattan Railroad Company, that the seal affixed to such consent is such seal, and that the same was affixed thereto by authority of the Board of Directors of the said Hudson and Manhattan Railroad Company and pursuant to a resolution adopted by the said Board.

Now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves of such proposed certificate, modifying the terms of certificate to New York and Jersey Railroad Company, dated February 2, 1905, in respect to definition of vault space within the meaning of such certificate and the mode of calculating payments for same.

And which was adopted by the following vote:

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

A communication, dated January 30, was received from the Secretary, Bedford Park Taxpayers' Association, submitting recommendations of the executive committee relative to subway routes and opposing the construction of two elevated lines along White Plains and Jerome avenues, as extensions to the proposed subways in Manhattan.

Which was referred to the Board of Rapid Transit Railroad Commissioners.

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

New York Connecting Railroad Company.

At the meeting of March 23, 1906, a committee was appointed to confer with the Committee on Plans and Contracts of the Board of Rapid Transit Railroad Commissioners in the matter of the proposed certificate to be issued to the New York Connecting Railroad Company.

The President of the Board of Aldermen, as Chairman of the Select Committee, presented the following report:

To the Board of Estimate and Apportionment:

The undersigned, members of a committee of this Board appointed to confer with a committee of the Board of Rapid Transit Railroad Commissioners of The City of New York in reference to the application of the New York Connecting Railroad Company for a franchise to fix and determine the route or routes by which the applicant corporation may connect with other railroads and may establish, connect and extend its lines within the city, and for other authority and rights, report as follows:

The form of the certificate to be granted to the applicant corporation has been the subject of prolonged and detailed negotiation between representatives of the City on the one side and representatives of the railroad company on the other.

The accompanying proposed certificate was finally adopted at a joint meeting of your committee and a committee of the Board of Rapid Transit Railroad Commissioners, held at the City Hall on Wednesday, the 13th day of February, 1907. At this meeting there were present the President of the Board of Aldermen (who presided at the meeting), the Comptroller of the City, the Presidents of the Boroughs of Manhattan and Queens, and the Commissioner of Public Works of the Borough of The Bronx, the President and Vice-President of the Board of Rapid Transit Railroad Commissioners, and Commissioner Smith of that Board. Mr. Samuel Rea and Mr. Ralph Peters were also present representing the railroad. Mr. Bion L. Burrows, Secretary of the Board of Rapid Transit Railroad Commissioners, acted as Secretary.

The proposed certificate was read and fully discussed, and by unanimous vote of all the members of the two committees present it was agreed to in the form hereto annexed. Your committee recommends that the said certificate in the said form be approved by this Board when adopted by the Board of Rapid Transit Railroad Commissioners.

Dated February 14, 1907.

Respectfully submitted,

P. F. MCGOWAN,
President, Board of Aldermen, Chairman;
.....
President, Borough of Brooklyn.
LOUIS F. HAFFEN,
President, Borough of The Bronx.
JOSEPH BERMELE,
President, Borough of Queens.

Which was ordered printed in the minutes and placed on file.

The certificate recommended by the Committee of Conference is identical with the one subsequently adopted by the Board of Rapid Transit Railroad Commissioners, and will be found printed as a part of the resolution below.

The Secretary presented the following:

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

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

The New York Connecting Railroad Company (hereinafter called for the sake of brevity the "Connecting Company") is a railroad corporation, owning a railroad wholly within the limits of The City of New York. In pursuance of the provisions of the General Railroad Law, it has filed a route and profile showing an extension which it desires to build entirely within this City. The proposed route begins in the Borough of Brooklyn, close to the line of the Borough of Queens, and thence the route runs through the Borough of Queens to the East river, crosses over the East river by a bridge, and runs over Ward's Island and Randall's Island to a point in the Borough of The Bronx, where it forms a connection with the lines of the New York, New Haven and Hartford Railroad Company. The total length of the proposed main line is about eleven and a half miles.

The Connecting Company has applied to this Board, pursuant to chapter 4 of the Laws of 1891 and the various acts amendatory thereof and supplemental thereto, to fix and determine the route or routes by which the applicant corporation may connect with other railroads, and may establish, connect and extend its lines within the City, and for other authority and rights.

The Connecting Company has obtained from the Legislature of the State of New York, by chapter 752, Laws of 1900, as amended by chapter 691, Laws of 1905, the right and privilege to construct upon the line of its railroad a bridge of a single span across the East river, at or near Hell Gate, together with the necessary viaduct and approaches, and to maintain and operate the same. The said bridge is to have an elevation of not less than one hundred and thirty-five feet above mean high water, and to span the East river from abutments built upon the shores thereof. This Board is advised that the railroad company has also obtained from the United States authorities approval of the proposed bridge.

The proposed route of the Connecting Company lies wholly within private property acquired or to be acquired by it, except where the same crosses over or under various City streets, and except where it crosses over Ward's Island and Randall's Island and the waters adjacent thereto. The route does not at any point follow the line of any City street or avenue. For the most part it will be constructed upon a viaduct or embankment running through the blocks. Near the East river it will necessarily attain a great height above the ground, inasmuch as the bridge, as above stated, must be at a height of one hundred and thirty-five feet above mean high water.

The stock of the Connecting Company is owned jointly by the Pennsylvania Railroad Company and the New York, New Haven and Hartford Railroad Company. The Pennsylvania Railroad Company also owns the stock of the Pennsylvania, New York and Long Island Railroad Company, which is now constructing the new tunnel line extending from New Jersey under the Borough of Manhattan to the Borough of Queens, and a controlling interest in the stock of the Long Island Railroad Company.

By means of the new railroad now proposed, the controlling interests have in contemplation the establishment of a through line of railroad for the transportation of freight and passengers between all points reached by the Long Island Railroad and all points reached by the New York, New Haven and Hartford Railroad. The new railroad will, it is expected, be used chiefly for carrying freight. The result here chiefly sought is a closer intimacy between the business interests of New England

with those of Brooklyn and the rest of Long Island, and a direct freight outlet and inlet from Long Island to the northeast, north and northwest.

Upon a previous application by the Connecting Company and after very prolonged negotiations and an examination of the subject both by the Comptroller's engineers and the engineering staff of this Board, it was voted on June 23, 1904, to grant a franchise upon terms which in many respects differ from those in the grant now proposed. That certificate was duly transmitted to the Board of Aldermen, which held it under advisement until April 18, 1905, and then declined to approve it on the following grounds:

"First—That the use of electricity as a motive power be made an imperative condition of the franchise.

"Second—That the City shall have the right at any time it determines that a public necessity does exist, to open streets across the route of the railroad.

"Third—That the City and not the railroad company should bear the cost of such street opening.

"Fourth—That the City shall have the right to place police and fire telegraph and telephone wires along the railroad structure.

"Fifth—That inasmuch as it is provided to permit the said New York Connecting Railroad to conduct a local traffic business for the carrying of passengers within the limit of the Greater City of New York, we request that the rate of fare for one continuous ride within the limits of the Greater City be fixed at five cents."

On November 17, 1905, a new application for a franchise was submitted by the Connecting Company to this Board, and the subject was thereafter carefully reconsidered in the light not only of the suggestions made by the Board of Aldermen, but also of a valuable report made by the Chief of the Bureau of Franchises, and has been discussed with a Committee of your Honorable Board. This Board has now by a concurrent vote of six of its members, fixed and determined the locations and plans of construction of the proposed new railroad, the times within which they are to be respectively constructed, and the compensation to be paid therefor to the City by the company, and also prescribed such terms, conditions and requirements as to the Board appear to be just and proper for the grant in question, including the terms, conditions and requirements provided by the Rapid Transit Act.

The general form of the certificate follows the form of the certificate heretofore granted to the Pennsylvania, New York and Long Island Railroad Company, with which the Connecting Company will have close relations. The essential features of the proposed grant are as follows:

First—It provides that the Connecting Company may construct, maintain and operate a railway upon a route which is described in great detail, and that it may have four tracks upon the main stem and two tracks upon certain spurs connecting such main stem with other existing lines of railroad. There may also be sidings not exceeding 40 per cent. in all of the total length of the main line. The structure, including siding, cuttings and embankments, is not to exceed 100 feet in width wherever it crosses over or under any street. The company has the right to add an additional track by way of siding along any portion of its main line not exceeding in length 40 per cent. of the total length of the main line, but power is reserved to this Board to increase the percentage allowed for sidings.

Second—The franchise is to be void at the option of the Board unless the consent of the Board of Estimate and Apportionment and the Mayor is obtained within six months, and the consent of the property owners (so far as may be necessary), or of the Supreme Court, is obtained within one year. These periods may be extended by this Board upon reasonable cause shown.

Third—Construction of the new railroad is to begin within three months after the consents required by the State Constitution are obtained, and is to be completed within five years after it is begun. If construction is not begun and completed within the periods above mentioned, or is suspended at any time for a period exceeding three months, this Board may annul the franchise as to any part of the new railroad not completed and in operation; but power is reserved to the Board to extend the time upon reasonable cause shown for a period not exceeding in all five years. Additional time must be allowed in case the company is delayed by injunction or condemnation proceedings, provided proper notice be given to the Board, and provided the Board is permitted to intervene if desired.

Fourth—The Connecting Company is to pay the City one hundred and ten thousand dollars (\$110,000) within sixty days after obtaining the consents required by the Constitution.

Fifth—In addition, the Company is to pay the following annual sums:

1. One hundred dollars (\$100) a year for whatever rights it derives from the City to cross the East river.
2. Twenty-seven thousand five hundred dollars (\$27,500) a year for ten years for the privilege of constructing and operating the new railroad across streets and public property other than Ward's Island and Randall's Island, and fifty-five thousand dollars (\$55,000) a year for the next fifteen years.
3. The reasonable value of the use and occupation of the property belonging to the City upon Ward's Island and Randall's Island, including both property on the surface and also the overhead space taken by the elevated structure across the islands.

The annual payments for crossing the East river and for crossing streets are to begin when the railroad is ready for operation, but not later than two years after the necessary consents have been obtained; the payments for Ward's Island and Randall's Island are to begin as soon as possession of any part of those islands is required for construction.

The payments are to be readjusted at the expiration of the twenty-five year period above mentioned, and if the City and the Connecting Company do not agree upon what is a reasonable amount of payment the matter is to be determined by the Courts by the same methods prescribed in the franchise of the Pennsylvania, New York and Long Island Railroad Company. In no event, however, are the payments to be less than the largest payments made during the first twenty-five years.

Sixth—The new railroad is not to cross any street at grade. If it becomes necessary to raise or depress the grade of any street, the maximum grade allowed in approaching the railroad is not to exceed 4 per cent. The Connecting Company is to restore all streets at its own expense. Sixteen feet clearance is to be allowed for crossing over all except five specified streets where (owing to local conditions) only fourteen feet is to be allowed. Any superstructure crossing the street and having a length of seventy-five feet or less is to be constructed in a single span; and if it is more than seventy-five feet in length, intermediate columns may be placed in the street when approved by the Board and the necessary local authority. Over Ward's Island and Randall's Island the elevated structure is to be at a height of not less than thirty feet above the present natural grade of the surface. All structures across streets are to be floored throughout and are to be watertight and ballasted with blast furnace slag or broken trap rock. Abutments or foundations for bridges crossing the streets (except intermediate supports for bridges or viaducts as above mentioned), and all stations are to be placed on the land of the Railroad Company. The entire right of way of the Connecting Company, except its stations, is to be fenced throughout, but this is not to apply to Ward's Island or Randall's Island. The Company, at its own expense, is to light the space beneath all superstructures which it shall erect across streets and the approaches to stations, in a manner satisfactory to the Board of Estimate and Apportionment. No structures erected or property owned by the Company are to be used for advertising purposes. The Company is to observe "all reasonable regulations which shall be prescribed by any lawful authority tending to prevent the throwing, deposit or dropping of noxious or offensive objects, substances or things from the portion of the new railroad across the East River, Ward's Island and Randall's Island, on streets or other public property." The Company, at its own expense, is to maintain and care for all underground and overground structures, including pipes, wires, etc., which are not on its own property; it is to make good all damage done to the City's property, and to make good to every abutting property owner all damage which shall be done to his property through any fault or negligence of the Railroad Company or its contractors or servants. The Connecting Company is also to save the City harmless from all claims, is to pay all costs of changes in the grades of streets (including the damages to property owners caused by such changes of grade), and is to keep its property in good order where it crosses streets, etc. All plans for and the method of doing the work are to be subject to the approval of the Board. Necessary permits are to be obtained from the Presidents of the respective boroughs and other officers, as provided by law. The plans for the bridge over the East river are to be submitted to the Municipal Art Commission. The City is to have the right to install for its own exclusive use, police, fire alarm, telephone and telegraph wires over the East River Bridge and its approaches. The location of yards, stations and storage tracks is to be approved by the Board of Estimate and Apportionment.

Seventh—The motive power to be used is to be steam, with the right to the Connecting Company to substitute electricity therefor. If steam is used, and the Board is hereafter of opinion that by reason of the increased density of population along the line of the new railroad such use of steam constitutes a nuisance, or is dangerous to the residents along the route, or materially depreciates the value of property, it may call upon the Company to change its motive power, and in case of refusal an application may be made to the Court for mandamus, in which case the only questions to be considered are whether the Board is right in its facts.

Eighth—The right of opening any streets whatever over any part of the route, or the yards or the terminals of the Connecting Company is expressly retained. The Company is to convey to the City without charge the land for opening any of the streets named in the act, and for additional streets at certain points in the Borough of Queens. It is also to pay the cost of regulating, grading and paving such streets, including not only the cost of actual construction within the limits of the Railroad Company's right of way, but also the cost of bridges to carry the railroad over the street or the street over the railroad, the cost of raising or depressing the grade of any or such streets in order to enable them to pass under or over the road, and the damages payable to abutting property owners by reason of such changes of grade. The Connecting Company is also to convey to the City without charge the lands required for any other streets that are necessary, and to pay for the cost of regulating, grading or paving them. The question of whether a public necessity does really exist may be submitted to the Supreme Court in case of disagreement on this point.

Ninth—Local traffic (which is defined to mean the carriage of passengers between any two points in the City of New York) is prohibited, unless with the approval of this Board, of the Board of Estimate and Apportionment, and the Mayor of the City, and upon payment of additional compensation.

Tenth—The Railroad Company is to give a bond for fifty thousand dollars (\$50,000) to perform all the terms and conditions of the franchise, and the City is also to have a lien upon the franchise to secure the payment of the annual compensation and the performance of all the other obligations undertaken by the Company.

Eleventh—The grant of this franchise, it is expressly declared, "shall not affect in any way the right of the City to grant rights or franchises, or to enter into contracts to or with any other person or corporation for constructing or operating and maintaining any railroad or railroads which shall not physically interfere with the structure, maintenance or operation of the New York Railroad as herein authorized." The Connecting Company further agrees to give its consent, upon request of the Board, to the construction of any such railroad.

Twelfth—The City authorities are to have the right to inspect the new railroad at all times.

Thirteenth—The Connecting Company may assign or mortgage the franchise, and every assignee is to be a corporation, subject to the laws of the State of New York, and is to assume and agree to perform all the obligations imposed on the Connecting Company by the franchise.

This certificate, as will be observed, departs in certain respects from the suggestions made by the Board of Aldermen and others, and it is therefore proper to state some of the reasons which have actuated the Board in its recommendations that the grant be made upon the terms above outlined.

The Use of Electricity as Motive Power.

The Committee of the Board of Aldermen in reporting on the subject of the previous grant said that an elevated freight railroad operated by steam would be, from its very beginning, "a nuisance, dangerous to life, and materially depreciate the value of property along the route;" that it should be the policy of the City, in making the terms and conditions for corporations seeking franchises, to prevent and not to seek or invite costly litigation; that the Company would unquestionably resist the demand of the City to change to electric motive power, if made hereafter; that it would be far cheaper for the Company to install an electric system at the outset of its operations than to furnish and maintain a steam power system, and then to be compelled, after a few years, to go to the expense of installing an electric system; and that therefore the use of electricity should be insisted on at the present time.

The Connecting Company, on the other hand, replied that its proposed line was a mere link between the two systems—the Long Island Railroad Company and the New York, New Haven and Hartford Railroad Company; that it was the intention that the traffic passing over it should be moved by the motive power of one or both of these railroads; and that to require it to use a different motive power than that used on either of these roads would, in a large measure, defeat the purpose of the franchise.

This Board is of the opinion that the objections of the Connecting Company are not unreasonable. If the proposed road were an independent and isolated system the views expressed by the Committee of the Board of Aldermen would unquestionably be sound; but at the present time the part of the City through which the Connecting Railroad is to be built is practically a rural region, without any dense population, and this condition of things is likely to continue for some time.

It is not at all impossible that within a comparatively short time both the Long Island Railroad Company and the New York, New Haven and Hartford Railroad Company will find it to their interest, or may be compelled by the State, to substitute electricity as motive power upon all their lines within the City limits. If they do so, the use of electricity on the connecting railroad will follow as a matter of course.

In any event, if a controversy ever arises concerning the use of steam on this proposed line, the issues before the Court will be such that the legal proceedings are not likely to be either protracted or particularly expensive.

The City's Right to Open New Streets.

The Board of Aldermen, in rejecting the former franchise, expressed the opinion that the language used limited the right which the City would otherwise possess "to open and establish streets wherever and whenever the City determines a public necessity exists, providing it does not interfere with the proper operation of the franchise."

The Board was advised by its counsel that the proposed certificate did not and could not take from the City any powers which it possessed in this regard. But to put the matter beyond dispute, the present certificate expressly states that the City's powers to open any new streets whatever across the route, or the yards or terminals of the Connecting Company, is left unimpaired.

The Board of Aldermen were of opinion that the City ought to pay the cost of all such street openings. It seems to this Board that such a concession to the Connecting Company would be unjust to the City; and that at least in the case of streets already laid out on the map or plat of Queens and The Bronx, the company should deed the necessary land free and also pay all the expenses of constructing such streets across the line. Certainly there can be no objection to this arrangement from the City's point of view, and it is not understood that the Board of Aldermen criticized this feature of the certificate.

The one detail of this matter of street crossings upon which there has been serious discussion, has been as to who should pay for opening streets not yet on the map. The Board of Aldermen says that the City should pay; the Bureau of Franchises that the company should pay. This Board believes that a fair arrangement is that the company should pay in every case where a public necessity for any such new street can be shown to exist; and upon that basis the certificate is drawn.

The situation here is novel, because the line of the road runs through what is now largely open country, but which will certainly become a thickly settled part of the City. It seems just that a railroad, acquiring a franchise under such circumstances, should agree to pay for all necessary streets.

The clause, it must be repeated, does not in any way limit the City's right to open any streets it chooses. It is only concerned with the question who shall pay for them.

The Right of the City to Maintain Electric Wires Along the Route.

The Committee of the Board of Aldermen suggested that as the proposed franchise was practically an extension of the Pennsylvania Railroad franchise, a clause ought to be inserted permitting the City to use the proposed structure for police and fire telegraph and telephone wires just as the Pennsylvania Railroad franchise gave the City the right to use the tunnels of that railroad for this purpose.

The Board is of the opinion that the two cases are not analogous. It is true that this railroad connects by spur with the Pennsylvania, New York and Long Island Railroad but it is a line essentially different in character. It is to be built on a private right of way throughout and is therefore not at all in the same position as an electric railroad built in a tunnel, running lengthwise under streets, and necessarily having ducts through which wires belonging to the City could readily be drawn. Nor has the City the same need of the privilege; because it can, and probably would, prefer in

most cases to run its wires along the lines of the streets now or hereafter to be obtained.

It has, however, been agreed that the bridge and its approaches from Stenler street, in the Borough of Queens, to Willow avenue, in the Borough of The Bronx, may be used for the purpose of installing city wires. This it is thought meets all reasonable criticism that can be made upon the subject.

Rates of Fare for Local Passenger Business.

The former certificate permitted the Connecting Company to carry on a passenger business between any point in the Borough of The Bronx and any point on its lines on Long Island, and the Board of Aldermen requested that the rate of fare for one continuous ride within the limits of the City should be fixed at five cents.

In the present certificate the company is prohibited from doing any local passenger business on its own line, except under a new agreement.

Character of the East River Bridge.

It has been suggested by several persons and associations that the bridge of the Connecting Company across the East river should not be merely a railroad bridge, but should be constructed so as to be available for use by foot passengers or vehicles.

This provision the Board under the existing law has no right to insist on. The statute authorizing a bridge (chapter 752, Laws of 1903) expressly provides that the bridge shall be for railroad purposes only; but even if the statute were amended, the Board thinks it would be impracticable to adopt the suggestion referred to.

As already stated, the War Department required the bridge to be 135 feet in the clear above high water, which raises the floor level to a height of 140 feet or more. Before the approaches can be brought to the level of the ground on either side of the river, a considerable distance is required if a grade suitable for railway purposes is to be maintained. Accordingly, the length of this bridge and its approaches will be about three and one-half miles. It ends on the Long Island side near Stenler street, in the Borough of Queens, in a section which would not be convenient for most people, and it ends in the Borough of The Bronx in a railroad yard.

The location of the bridge is therefore not desirable for highway purposes, although well adapted for railroad purposes. Moreover, the use of such a bridge by the general public would certainly be extremely dangerous so far as the use of horses was concerned.

Finally, the suggested requirement would obviously add a very great burden on the Connecting Company, and one which they state they would not be willing to assume. The bridge, as designed by the company, will cost a very large amount of money; as much, probably, as seven million dollars. If a highway was to be added, whether at the side of the railway tracks or over them, the character of the structure would have to be entirely changed, and its cost enormously enhanced. For this enhanced cost, the company would get no return.

Rates of Compensation.

The Board of Aldermen in April, 1905, while disapproving the former certificate, made no suggestions adverse to the compensation proposed by this Board in June, 1904; nor did the present Board of Aldermen do so in the resolution adopted January 23, 1906, which was transmitted to the Board of Estimate and Apportionment with the request that its former suggestions should be considered before any new certificate was approved.

The Rapid Transit Act provides that every grant of a franchise such as this, shall be upon condition that the corporation to which the grant is made "shall from the time of the commencement of the operation of any such railway, or track or tracks, under such determination, authorization or license annually pay to the said City a sum or rental." It does not define how such sum or rental is to be fixed, nor upon what basis it is to be ascertained, and it is apparent that there can be in the nature of things no fixed nor definite standard by which to measure the amount of rental.

The late Mr. A. J. Cassatt, the President of the Pennsylvania Railroad Company, under date of January 18, 1906, addressed a letter to the Mayor and the President of this Board, in which he contended that inasmuch as the Connecting Company asked an exclusive franchise, and did not intend to operate along streets, it would be unreasonable to require the Company to pay for the mere right to cross a street more than a fraction of the value of the land in the street; and that the City ought to make no charge for the franchise beyond the value of overhead or underground occupation of the streets to be crossed.

To this contention the Board finds itself unable to accede. It believes that the grant of a perpetual right to occupy even a small portion of the streets of the City, so as to form a link in a far-reaching railroad system, has a value which is much greater than, and apart from, the mere abstract value of the space in each separate street actually occupied. It is the value of this space when taken in connection with the other property of the Railroad Company that is to be considered in fixing the rental to be paid.

If this important principle be insisted upon, the precise number of dollars which the Railroad Company should pay is a matter of minor consequence, although it is one of very serious difficulty. No mathematical test can be applied, and there is no standard of comparison to which an appeal may be made.

Mr. Nichols, the Chief of the Bureau of Franchises, in a report to the Comptroller, to which allusion has already been made, has very clearly stated the considerations to be taken into account. The following extracts from his report may here be quoted:

"The object of the New York, New Haven and Hartford Railroad Company and the Pennsylvania Railroad Company in combining interests and forming the New York Connecting Railroad Company, which is the applicant for this franchise, has been to secure a continuous line through The City of New York, thus avoiding the present unsatisfactory and expensive means of transporting both passengers and freight from the lines of the New Haven Company to those of the Pennsylvania Company, through Hell Gate and via the East and North rivers to New Jersey. At the same time the purpose is also to connect the New York, New Haven and Hartford Railroad with the Long Island Railroad system. By the operation of this connecting link a few of the advantages which will accrue to the railroad companies will be:

"(a) Increased facilities by means of which greater business can be handled, more particularly in freight lines.

"(b) Saving in cost of transfer from one road to the other.

"(c) Saving in time of transfer from one road to the other.

"(d) Establishment of a distributing freight centre upon Long Island in direct connection with all New England points, as well as with the West and South.

"(e) Development of a territory within the City limits which will eventually produce enormously increased business."

"It is claimed that at the present time the Borough of Queens, through which the proposed road is largely to be constructed, is not developed, and in consequence but little damage will be done to abutting property, but it must be borne in mind that the right which the company seeks to acquire is for all time, and from present indications it would appear that it is only a matter of a few years when the greater part of the section which is to be traversed by this railroad will be as closely populated as many of the older sections of the City.

"The construction of the road will form an artificial barrier between the districts on either side, will be unsightly, and will, when in operation, be more or less a public nuisance. The increased cost to the City at large by the very fact of the existence of the railroad from one cause or another cannot now be estimated, and the amounts which the City has already been compelled to contribute, by legislative enactment, to the railroad companies interested in this very project, in removing tracks from the surface to overhead or underground positions, to wit: \$1,250,000 for the Atlantic Avenue Improvement, and \$3,250,000 for the Bay Ridge and Brighton Beach Improvement, should not be forgotten. In addition, the presence of the railroad may necessitate the opening of future streets at such a grade over or below the railroad as will cause an expense appreciably greater than were the railroad not in existence. Again, its presence will remove from the property liable to assessment for street openings the entire property of the company occupied by its main line, and the railroad's share, judging from past experience, will have to be paid by the City at large, unless abutting property owners are to be unduly assessed. The compensation to be required by the City should be adequate and proportionate to the value of the privilege granted."

"A percentage of gross receipts is probably the fairest and most satisfactory obligation which can be imposed, but I see no way in which such a percentage could be fixed, owing to the fact, as before stated, that the New York Connecting Railroad

Company is simply a link between two or more trunk lines, and its gross receipts would not show increased benefit derived by the trunk lines. In consequence I believe it will be necessary to fix a flat sum to be paid annually."

Mr. Nichols suggested that there should be the sum of two hundred and fifty thousand dollars (\$250,000) paid upon the granting of the certificate, and annual payments of fifty thousand dollars (\$50,000) for the first ten years, and one hundred thousand dollars (\$100,000) for the next fifteen years. These figures the Board believes are unreasonably high, and such as the Connecting Company could not be induced to agree to pay.

The amount of compensation has been the most perplexing question with which the Board has had to deal in connection with the present application. The price to be fixed must necessarily be a matter of bargain and compromise, and the amounts now agreed upon are the result of prolonged discussion. Taking into account the comparative shortness of the line and the fact that it is for the most part built on the Company's own right-of-way, the Board believes the terms to be extremely satisfactory to the City. They are certainly far in advance of anything ever obtained by any other City for a similar grant.

Freight Rates.

It was strongly urged upon the Board that a provision should be inserted in the certificate by which the Connecting Company and its allied roads should agree not to discriminate in freight rates against The City of New York; and it was suggested that this agreement might be enforced by means of a provision in the certificate for heavy fines, or for forfeiture of the franchise, in case the agreement was violated.

To this suggestion the Company positively refused to accede, and the Board, after full discussion, determined not to insist upon it.

General Considerations.

The Board, in conclusion, can best state its view of the value to the City of the proposed improvement by repeating the statements contained in its communication of June 23, 1904, to the Board of Aldermen:

"This Board is of the opinion that while every improved means of communication is of benefit to the City, the fact that the proposed new road will give to the boroughs of Brooklyn and Queens—and through them, the whole of Long Island—direct railroad communication with New England, is a matter of peculiar advantage to the City as a whole, and to the two boroughs above mentioned in particular. It is to be remembered that large tracts of land in those two boroughs are vacant and well adapted for manufacturing and other business enterprises. Up to the present time the fact that they were cut off from the continent of America by broad tidal streams has undoubtedly operated to retard their development. The plans now in contemplation will, it is believed, tend to bring into use many tracts of land within the City which would otherwise not be available; and by enhancing taxable values and also by broadening the area within which the industries of the City are carried on, it will in a great variety of ways enure to the benefit of the entire community. When to this is added the fact that the City will receive a substantial income from the railroad corporation, which is to be readjusted in the future at intervals of twenty-five years, but is never to be less than the greatest rental now fixed, it is believed that the proposed arrangement is one which will commend itself to the judgment of your Honorable Board."

A copy of the proposed certificate of this Board, together with a copy of a written instrument to be executed by the New York Connecting Railroad Company accepting the said franchise and all the terms, conditions and requirements thereof, is transmitted herewith.

This Board is satisfied that it is for the interest of the public and of The City of New York that the proposed railroad should be constructed as soon as possible on the terms proposed, and it therefore requests your Honorable Board to approve the said certificate, pursuant to and as required by section 32 of chapter 4 of the Laws of 1891, as amended by chapters 472 and 606 of the Laws of 1906.

In witness whereof, the Board of Rapid Transit Railroad Commissioners for The City of New York has caused its official seal to be hereto affixed, and these presents to be attested by its President and Secretary, this 14th day of February, 1907.

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

By A. E. ORR, President.

[SEAL.]

Attest:

BION L. BURGOWS, Secretary.

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

Certificate, February 14, 1907.

The Board of Rapid Transit Railroad Commissioners for The City of New York does hereby certify as follows:

Whereas, The New York Connecting Railroad Company (which is hereinafter called the Railroad Company) is a railroad corporation duly incorporated under the laws of the State of New York, and owns and actually operates a railroad now constructed, which is, including the termini thereof, wholly within the limits of The City of New York, which City is hereinafter called the City, and which railroad is hereinafter called the railroad now constructed, and is engaged in interstate commerce in connection with the trunk line railroad operated by the Long Island Railroad Company, and is operated and used as part of an interstate trunk line; and

Whereas, The Railroad Company, as hereinafter in this certificate provided, is hereby required to own or actually operate a railroad wholly or partly within the City, with a terminus or termini therein, and to be engaged in interstate commerce in connection with a trunk line railroad, and to be operated and used as part of an interstate trunk line; and

Whereas, The Railroad Company desires that the termini of the said railroad now constructed shall within the City be connected with the railroad of the Harlem River and Port Chester Railroad Company and thereby with the railroad of the New York, New Haven and Hartford Railroad Company, and that the termini of the said railroad now constructed shall be also connected within the City with the railroad of the Long Island Railroad Company (both railroads with which connection is so desired being trunk line railroads within the State of New York engaged in interstate commerce, and being partly within and having a terminus or termini within the City), and that the termini of the said railroad now constructed shall be also connected within the City with the railroad of the Pennsylvania, New York and Long Island Railroad Company (being a trunk line railroad now under construction and situate and to be situate, including the termini thereof, entirely within the City, and by its Certificate from the Board of Rapid Transit Railroad Commissioners for the City, dated October 9, 1902, required to be engaged in interstate commerce in connection with other trunk line railroads); and

Whereas, The Railroad Company, by such connections, intends and covenants, as it is hereinafter in this Certificate required, to engage in interstate commerce in connection with other trunk line railroads between points, on the one hand, within the City, and, more particularly, points within the Boroughs of Brooklyn and Queens therein, and, still more particularly, points on the Long Island Railroad therein, and, on the other hand, points as follows: First, points without the State of New York, along the railroad of the New York, New Haven and Hartford Railroad Company between the various points thereby reached in the States of Connecticut, Rhode Island and Massachusetts and other States of New England; secondly, points upon the line of the railroad of the Pennsylvania, New York and Long Island Railroad Company, now being constructed and thereby and through it, by the Pennsylvania Railroad and otherwise, with points without the State of New York, upon the said Pennsylvania Railroad and upon its connections in the States of New Jersey, Pennsylvania and other States to the west and south, the intention being to establish rapid, direct and convenient connections between the said Boroughs of Brooklyn and Queens and such States of New England, the West and South; and

Whereas, The Legislature of the State of New York has, by chapter 752 of the Laws of 1900, as amended by chapter 691 of the Laws of 1905, granted to the Railroad Company the right to construct upon the line of its railroad a bridge for railroad purposes only, of a single span across the East river at or near Hell Gate, together with necessary viaduct approaches, and to maintain and operate the same, the

said bridge to have an elevation of not less than 135 feet above mean high water and to span the East river from abutments built upon the shores thereof and within the bulkhead lines, so as not to impede navigation upon the said river; and

Whereas, The Railroad Company did, prior to the 11th day of June, 1903, duly file its route and profile, as provided by the Railroad Law; and

Whereas, Later the Railroad Company did, duly and with the assent of two-thirds of all the Directors of the said Company, as required by the Railroad Law, file an amended route and profile, and with like assent did file a further amended route and profile on the 19th day of December, 1905, in the offices of the Clerks of the Counties of Queens and New York, and on the 20th day of December, 1905, in the office of the Clerk of the County of Kings; and

Whereas, The said route, whether original or as amended, lies wholly within private property acquired or to be acquired by the Railroad Company, except where the same crosses over or under certain streets, and also except where the same extends over and across Ward's Island and Randall's Island and the waters surrounding the said islands, and the shores of the East river, Little Hell Gate and Bronx Kills; and

Whereas, The Railroad Company, pursuant to section 32 of chapter 4 of the Laws of 1891, as amended by chapter 606 of the Laws of 1906 (which entire statute, as amended by various acts and as now in force, is hereinafter called the Rapid Transit Act), has made application to the Board of Rapid Transit Railroad Commissioners for The City of New York (which Board is hereinafter called the Board) to fix and determine the route or routes by which the Railroad Company may connect with the several railroads above mentioned, and may establish, construct and extend the lines of the Railroad Company within the City, and also for authority to the Railroad Company to construct and operate its railway within the City, under, over and across lands, waters, rivers, streets, avenues, parkways, highways or public places in the City, as hereinafter provided, and otherwise for the authority and rights hereinafter more particularly set forth, including the right to transport over its railroad passengers or freight, or both; and

Whereas, The railroad, extensions and connections hereby authorized (but not including the portion of the routes upon which the Railroad Company has already constructed and now owns a railroad) are, with its terminals, stations and all other appurtenances thereto hereinafter called the new railroad; and

Whereas, The Board, by a concurrent vote of at least six of its members, has fixed and determined the locations and plans of construction of such new railroad of the Railroad Company upon such routes, the times within which they shall be respectively constructed, and the compensation to be paid therefor to the City by the Railroad Company; and

Whereas, The Board, by such concurrent vote, has prescribed such terms, conditions and requirements as to the Board appear to be just and proper for the grant hereby made to the Railroad Company, including the terms, conditions and requirements provided by the Rapid Transit Act, and has included among them a provision that the Railroad Company shall, from the time of the commencement of the operation of such new railroad of the Railroad Company under such determination, but not later than two years from and after the Railroad Company shall be entitled to begin construction under and by force of this certificate, annually pay to the City certain sums or rentals, for a period of twenty-five years, and also providing for a readjustment of the amount of such sums or rentals at the expiration of such period and at intervals thereafter of twenty-five years; and

Whereas, The Board has required, and the Railroad Company hereby covenants, that the Railroad Company shall own or actually operate a railroad, wholly or partly within the City, with a terminus or termini therein, which shall be engaged in interstate commerce in connection with a trunk line railroad, and shall be operated or used as a part of an interstate trunk line;

Now, therefore, the Board has authorized and does hereby authorize, but subject, however, to the terms, conditions and requirements hereinafter set forth, the Railroad Company:

1. To lay down, construct and operate a railway upon a route the centre line of which is as follows, to wit: Beginning at a point in the Borough of Brooklyn over the northeasterly side of Knickerbocker avenue near the Roman Catholic Cemetery of the Most Holy Trinity, and not more than one hundred and fifty-eight (158) feet or less than one hundred and twenty-eight (128) feet southeasterly from the southeasterly side of Moffatt street as the same is now laid out or proposed, and running thence into the Borough of Queens and to the west of the Evergreen Cemetery and crossing over Cooper avenue at or near its intersection with Wyckoff avenue as now existing or proposed; thence running in a generally northeasterly direction, crossing over Cypress avenue at a point not more than one hundred and thirty-nine (139) feet or less than one hundred and nine (109) feet northwesterly from the intersection of the centre line of Cypress avenue with the centre line of Washington avenue; thence continuing in a generally northeasterly direction to a point over the centre line of Myrtle avenue not more than nine hundred and fifty-eight (958) feet or less than nine hundred and twenty-eight (928) feet westerly from the intersection of the said centre line of Myrtle avenue with the centre line of Fresh Pond road; thence crossing over Fresh Pond road at a point in its centre line not more than seven hundred and nineteen (719) feet or less than six hundred and eighty-nine (689) feet northwesterly from the intersection of the centre line of that road with the centre line of Myrtle avenue; thence continuing still in a generally northeasterly direction and crossing over Edsall avenue at a point in the centre line thereof at or near its intersection with Howard street as now laid out or proposed until it intersects a portion of the railroad now constructed of the Railroad Company at a point distant not more than two hundred and fifty-nine (259) feet or less than two hundred and twenty-nine (229) feet east of the centre line of the railway of The Brooklyn Heights Railroad Company, where it crosses the railroad now constructed of the Railroad Company; thence northeasterly and crossing under the centre line of Metropolitan avenue at a point not more than seven hundred and twenty-nine (729) feet or less than six hundred and ninety-nine (699) feet westerly from the intersection of the centre line of Metropolitan avenue with the centre line of Juniper avenue as now laid out or proposed; thence running northeasterly and crossing under the centre line of Juniper avenue at a point not more than eleven hundred and fifty-nine (1,159) feet or less than eleven hundred and twenty-nine (1,129) feet northerly from the intersection of the centre line of Juniper avenue with the centre line of Metropolitan avenue; thence running northeasterly on a curve with its concavity to the west to a point under the centre line of Nagy street as now proposed at a point not more than three hundred and seven (307) feet nor less than two hundred and seventy-seven (277) feet southeasterly from the intersection of the centre line of Nagy street with the centre line of Eliot avenue, as now proposed; thence continuing northeasterly on a curve with its concavity to the west to a point under the centre line of Eliot avenue not more than two hundred and thirty-six (236) feet nor less than two hundred and six (206) feet northeasterly from the intersection of the centre line of Eliot avenue with the centre line of Nagy street; thence continuing northeasterly on a curve with its concavity to the west to a point under the centre line of Johnson avenue not more than three hundred and thirty-seven (337) feet or less than three hundred and seven (307) feet easterly from the intersection of the centre line of Johnson avenue with the centre line of Weston avenue as now laid out or proposed; thence northerly to a point under the centre line of the North Hempstead plank road not more than sixteen hundred and three (1,603) feet or less than fifteen hundred and seventy-three (1,573) feet easterly from the intersection of the said line of the said plank road with the centre line of Grand street; thence northerly to a point under the centre line of Grand street not more than five hundred and thirty-eight (538) feet or less than five hundred and eight (508) feet easterly from the intersection of the said centre line of Grand street with the centre line of Back street (or avenue); thence northerly to a point over the centre line of Calamus road not more than one thousand and thirty (1,030) feet or less than one thousand (1,000) feet southeasterly from the intersection of the said centre line of Calamus road with the centre line of Jackson avenue; thence northerly to a point over the centre line of the main line of the Long Island Railroad not more than five hundred and fifteen (515) feet or less than four hundred and eighty-five (485) feet southeasterly from the intersection of said centre line with the centre line of Maurice avenue; thence northerly to a point over the centre line of Maurice avenue not more than seven hundred and forty-three (743) feet or less than seven hundred and thirteen (713) feet easterly from the intersection of said centre line of Maurice avenue with the centre line of Jackson avenue; thence northerly to a point over the centre line of Thompson avenue not more than five hundred and seventy-three (573) feet or less than five hundred and forty-three (543) feet southeasterly from the intersection of the said centre line of Thompson avenue with the centre line of Lexington avenue; thence northwesterly to

a point under the centre line of the Newtown turnpike not more than one hundred and seventy-seven (177) feet or less than one hundred and forty-seven (147) feet westerly from the intersection of the said centre line of Newtown turnpike with the centre line of Walnut street; thence northwesterly to a point under the centre line of Chestnut street not more than two hundred and forty-six (246) feet or less than two hundred and sixteen (216) feet westerly from the intersection of the said centre line of Chestnut street with the centre line of Walnut street; thence northwesterly to a point under the centre line of Prospect street not more than three hundred and eighteen (318) feet or less than two hundred and eighty-eight (288) feet westerly from the intersection of the said centre line of Prospect street with the centre line of Walnut street; thence northwesterly to a point under the centre line of Woodside avenue not more than four hundred (400) feet or less than three hundred and seventy (370) feet westerly from the intersection of the said centre line of Woodside avenue with the centre line of Walnut street; thence northwesterly to a point under the centre line of First street not more than two hundred and three (203) feet or less than one hundred and seventy-three (173) feet easterly from the intersection of the said centre line of First street with the centre line of Worthington street; thence northwesterly to a point under the centre line of Forest street not more than nine hundred and seventy-three (973) feet or less than nine hundred and forty-three (943) feet easterly from the intersection of the said centre line of Forest street with the centre line of Trains Meadow road; thence northwesterly to a point under or over the centre line of Trains Meadow road not more than one hundred and ninety (190) feet or less than one hundred and sixty (160) feet westerly from the intersection of the said centre line of Trains Meadow road with the centre line of Sprague street as now laid out or proposed; thence northwesterly to a point over the centre line of Jackson avenue not more than eighty-one (81) feet or less than fifty-one (51) feet easterly from the intersection of the said centre line of Jackson avenue with the centre line of Ninth street as now laid out or proposed; thence northwesterly to a point over the centre line of Charlotte avenue not more than one hundred and ninety-six (196) feet or less than one hundred and sixty-six (166) feet westerly from the intersection of the said centre line of Charlotte avenue with the centre line of Ninth street as now laid out or proposed; thence northwesterly to a point over the centre line of the Bowery Bay road not more than five hundred and fifty-four (554) feet or less than five hundred and twenty-four (524) feet southwesterly from the intersection of the said centre line of the Bowery Bay road with the centre line of Wilson avenue; thence northwesterly to a point over the centre line of Cabinet street not more than three hundred and eighty (380) feet or less than three hundred and fifty (350) feet southwesterly from the intersection of the said centre line of Cabinet street with the centre line of Wilson avenue; thence northwesterly to a point over the centre line of Baldwin street not more than two hundred and ten (210) feet or less than one hundred and eighty (180) feet southwesterly from the intersection of the said centre line of Baldwin street with the centre line of Wilson avenue; thence northwesterly to a point over the centre line of Wilson avenue at or near its intersection with Oakley street not more than seven hundred and eighty-four (784) feet or less than seven hundred and fifty-four (754) feet northwesterly from the intersection of the said centre line of Wilson avenue with the centre line of the Bowery Bay road; thence northwesterly to a point over the centre line of Titus street not more than one hundred and sixty-one (161) feet or less than one hundred and thirty-one (131) feet northeasterly from the intersection of the said centre line of Titus street with the centre line of Wilson avenue; thence northwesterly to a point over the centre line of Luyster street not more than three hundred and thirty-one (331) feet or less than three hundred and one (301) feet northeasterly from the intersection of the said centre line of Luyster street with the centre line of Wilson avenue; thence northwesterly to a point over the centre line of Stemler street not more than four hundred and ninety-six (496) feet or less than four hundred and sixty-six (466) feet northeasterly from the intersection of the said centre line of Stemler street with the centre line of Wilson avenue; thence northwesterly, the railroad here beginning to ascend from natural grade by way of approach to the bridge over the East river and while rising upon such approach, crossing over Flushing avenue at a point in the centre line thereof at or near its intersection with the centre line of Grace street as now laid out or proposed; thence crossing Nassau street, at a point over the centre line thereof not more than four hundred and seventy-four (474) feet or less than four hundred and forty-four (444) feet southeasterly from the intersection of the said centre line of Nassau street with the centre line of Steinway avenue, thence crossing Albert street at a point over the centre line thereof not more than four hundred and twenty-six (426) feet or less than three hundred and ninety-six (396) feet northeasterly from the intersection of the centre line of Albert street with the centre line of Flushing avenue, crossing Frankfort street at a point over the centre line thereof not more than one hundred and thirty-four (134) feet or less than one hundred and four (104) feet southeasterly from the intersection of the said centre line of Frankfort street with the centre line of Steinway avenue, crossing Steinway avenue at a point over the centre line thereof not more than four hundred and thirty-two (432) feet or less than four hundred and two (402) feet southwesterly from the intersection of the said centre line of Steinway avenue with the centre line of Potter avenue, crossing Kouwenhoven street at a point over the centre line thereof not more than three hundred and twenty-one (321) feet or less than two hundred and ninety-one (291) feet southwesterly from the intersection of said centre line of Kouwenhoven street with the centre line of Potter avenue as now laid out or proposed crossing Pomeroy street at a point over the centre line thereof not more than two hundred and sixteen (216) feet or less than one hundred and eighty-six (186) feet southwesterly from the intersection of said centre line of Pomeroy street with the centre line of Potter avenue as now laid out or proposed; thence in a northwesterly direction on a curve with its convexity towards the east, crossing Blackwell street at a point over the centre line thereof not more than one hundred and eleven (111) feet or less than eighty-one (81) feet southwesterly from the intersection of the said centre line of Blackwell street with the centre line of Potter avenue, crossing Potter avenue at a point over the centre line thereof about midway between Blackwell street and Rapelje street, crossing Rapelje street at a point over the centre line thereof not more than one hundred and one (101) feet or less than seventy-one (71) feet northeasterly from the intersection of the said centre line of Rapelje street with the centre line of Potter avenue, crossing Debevoise avenue at a point over the centre line thereof not more than two hundred and nine (209) feet or less than one hundred and seventy-nine (179) feet northeasterly from the intersection of the said centre line of Debevoise avenue with the centre line of Potter avenue, as now laid out or proposed, crossing Lawrence street at a point over the centre line thereof not more than two hundred and eighty-seven (287) feet or less than two hundred and fifty-seven (257) feet northeasterly from the intersection of the said centre line of Lawrence street with the centre line of Potter avenue, crossing Chauncey street at a point over the centre line thereof not more than three hundred and thirty (330) feet or less than three hundred (300) feet northeasterly from the intersection of the said centre line of Chauncey street with the centre line of Potter avenue, crossing Goodrich street at a point over the centre line thereof not more than three hundred and sixty-four (364) feet or less than three hundred and thirty-four (334) feet northeasterly from the intersection of the said centre line of Goodrich street with the centre line of Potter avenue, crossing Merchant street at a point over the centre line thereof not more than three hundred and eighty-eight (388) feet or less than three hundred and fifty-eight (358) feet northeasterly from the intersection of the said centre line of Merchant street with the centre line of Potter avenue, crossing Crescent street at a point over the centre line thereof not more than four hundred and five (405) feet or less than three hundred and seventy-five (375) feet northeasterly from the intersection of the said centre line of Crescent street with the centre line of Potter avenue as now laid out or proposed, crossing Howland street at a point over the centre line thereof not more than four hundred and thirteen (413) feet or less than three hundred and eighty-three (383) feet northeasterly from the intersection of the said centre line of Howland street with the centre line of Potter avenue, crossing Hallett street at a point over the centre line thereof not more than four hundred and twenty-one (421) feet or less than three hundred and ninety-one (391) feet northeasterly from the intersection of the said centre line of Hallett street with the centre line of Potter avenue, crossing Van Alst avenue at a point over the centre line thereof not more than four hundred and thirty-two (432) feet or less than four hundred and two (402) feet northeasterly from the intersection of the said centre line of Van Alst avenue with the centre line of Potter avenue, to a point over the centre line of the Boulevard not more than four hundred and sixty-five (465) feet or less than four hundred and thirty-five (435) feet northeasterly from the intersection of the said centre line of the Boulevard with the centre line of Potter avenue as now laid out or proposed; thence by bridge in a northwesterly direction over the East river to a point on Ward's Island;

thence with a curve towards the east in a general northeasterly direction by bridge over Ward's Island and Little Hell Gate to a point on Randall's Island; thence still continuing in a general northeasterly direction by bridge over Randall's Island and the Bronx Kills to a point over the centre line of Willow avenue in the Borough of The Bronx, not more than eight hundred and sixty-eight (868) feet nor less than eight hundred and thirty-eight (838) feet southwesterly from the intersection of the said centre line of Willow avenue with the centre line of East One Hundred and Thirty-second street; thence northeasterly, the route here descending on the approach from The Bronx side of the bridge over the East river, and while upon such approach crossing Willow avenue to a point about one hundred and sixty (160) feet southwesterly from the centre line of East One Hundred and Thirty-second street and about two hundred and seventy (270) feet southeasterly from the centre line of Willow avenue, said point being the point of divergence of a branch from the centre line, hereinafter described as extending northeasterly and parallel to the centre line hereby described; thence crossing East One Hundred and Thirty-second street at a point over the centre line thereof not more than four hundred and two (402) feet or less than three hundred and fifty-two (352) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-second street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-third street at a point over the centre line thereof not more than three hundred and seventy-five (375) feet or less than three hundred and twenty-five (325) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-third street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-fourth street at a point over the centre line thereof not more than three hundred and seventy-four (374) feet, or less than three hundred and twenty-four (324) feet northwesterly from the intersection of said centre line of East One Hundred and Thirty-fourth street, with the centre line of Walnut avenue, crossing East One Hundred and Thirty-fifth street at a point over the centre line thereof not more than three hundred and seventy-four (374) feet, or less than three hundred and twenty-four (324) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-fifth street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-sixth street at a point over the centre line thereof not more than three hundred and seventy-four (374) feet, or less than three hundred and twenty-four (324) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-sixth street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-seventh street at a point over the centre line thereof not more than three hundred and seventy-four (374) feet, or less than three hundred and twenty-four (324) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-seventh street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-eighth street at a point over the centre line thereof not more than three hundred and seventy-four (374) feet, or less than three hundred and twenty-four (324) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-eighth street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-ninth street at a point over the centre line thereof not more than three hundred and seventy-five (375) feet, or less than three hundred and twenty-five (325) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-ninth street with the centre line of Walnut avenue, crossing East One Hundred and Fortieth street at a point over the centre line thereof not more than three hundred and seventy-five (375) feet, or less than three hundred and twenty-five (325) feet northwesterly from the intersection of the said centre line of East One Hundred and Fortieth street with the centre line of Walnut avenue, crossing East One Hundred and Forty-first street at a point over the centre line thereof not more than three hundred and seventy-four (374) feet, or less than three hundred and twenty-four (324) feet northwesterly from the intersection of the said centre line of East One Hundred and Forty-first street with the centre line of Walnut avenue; thence crossing over the railroad of the New York and Harlem Railroad Company, and here connecting with the railroad of the Harlem River and Port Chester Railroad Company.

Also from a point heretofore described, as being the point of divergence of a branch from the centre line hereby described and as being about one hundred and sixty (160) feet southwesterly from the centre line of East One Hundred and Thirty-second street and about two hundred and seventy (270) feet southeasterly from the centre line of Willow avenue, northeasterly on a curve with its concavity to the west, crossing East One Hundred and Thirty-second street at a point over the centre line thereof not more than four hundred and thirty-two (432) feet, or less than three hundred and eighty-two (382) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-second street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-third street at a point over the centre line thereof not more than four hundred and thirty (430) feet, or less than three hundred and eighty (380) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-third street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-fourth street at a point over the centre line thereof not more than four hundred and thirty (430) feet, or less than three hundred and eighty (380) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-fourth street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-fifth street at a point over the centre line thereof not more than four hundred and thirty (430) feet, or less than three hundred and eighty (380) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-fifth street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-sixth street at a point over the centre line thereof not more than four hundred and thirty (430) feet, or less than three hundred and eighty (380) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-sixth street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-seventh street at a point over the centre line thereof not more than four hundred and thirty (430) feet, or less than three hundred and eighty (380) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-seventh street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-eighth street at a point over the centre line thereof not more than four hundred and thirty (430) feet, or less than three hundred and eighty (380) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-eighth street with the centre line of Walnut avenue, crossing East One Hundred and Thirty-ninth street at a point over the centre line thereof not more than four hundred and thirty-one (431) feet, or less than three hundred and eighty-one (381) feet northwesterly from the intersection of the said centre line of East One Hundred and Thirty-ninth street, with the centre line of Walnut avenue, crossing East One Hundred and Fortieth street at a point over the centre line thereof not more than four hundred and thirty-one (431) feet, or less than three hundred and eighty-one (381) feet northwesterly from the intersection of the said centre line of East One Hundred and Fortieth street with the centre line of Walnut avenue, crossing East One Hundred and Forty-first street at a point over the centre line thereof not more than four hundred and thirty (430) feet, or less than three hundred and eighty (380) feet northwesterly from the intersection of the said centre line of East One Hundred and Forty-first street with the centre line of Walnut avenue, and thence over the railroad of the New York and Harlem Railroad Company, and here connecting with the railroad of the Harlem River and Port Chester Railroad Company.

Together with spurs or connections as follows, to wit:

A. A spur or connection upon a route, the centre line of which is as follows, to wit: Beginning at a point in the railway hereinafter in paragraph 1 described about midway between the crossings of Fresh Pond Road and Edsall avenue; and running thence northeasterly along a curve with its convexity towards the north to a point in the railroad now constructed of the Railroad Company south of the Lutheran Cemetery and not more than fourteen hundred and fifteen (1,415) feet, or less than thirteen hundred and fifteen (1,315) feet westerly from the Glendale station of the said railroad as now constructed.

B. A spur or connection upon a route, the centre line of which is as follows, to wit: Beginning at a point in the centre line of the railroad now constructed of the Railroad Company not more than fourteen hundred and fifteen (1,415) feet, or less than thirteen hundred and fifteen (1,315) feet westerly from the Glendale station of the said railroad as now constructed; running thence northwesterly along a curve with its convexity towards the southwest and crossing the railroad now constructed of the Railroad Company at a point not more than four hundred and seven (407) feet, or less than three hundred and seventy-seven (377) feet southeasterly from the intersection of the said railroad now constructed with the centre line of the railway of The Brooklyn Heights Railroad Company; thence running northerly and west of the Lutheran Cemetery to a point in the railway hereinafter in paragraph 1 described not more than

five hundred and forty (540) feet, or less than four hundred and forty (440) feet along said railway northeasterly from the intersection of its centre line with the railroad now constructed of the Railroad Company.

C. A spur or connection upon a route, the centre line of which is as follows, to wit: Beginning at a point in the centre line of the railroad now constructed of the Railroad Company distant not more than one thousand and eighty (1,080) feet, or less than nine hundred and eighty (980) feet northwesterly from the intersection of the centre line of the said railroad now constructed with the centre line of the railway of The Brooklyn Heights Railroad Company west of the Lutheran Cemetery; running thence upon a curve with its convexity towards the southeast to a point in the railway hereinafter in paragraph 1 described not more than three hundred and sixty-five (365) feet, or less than two hundred and sixty-five (265) feet southwesterly along said railway from the intersection of the centre line of the said railway with the centre line of Metropolitan avenue.

D. A spur or connection upon a route, the centre line of which is as follows, to wit: Beginning at a point in the railway hereinafter in paragraph 1 described, about fifty (50) feet southeasterly from the intersection of its centre line with the centre line of Bowery Bay road, thence in a general southwesterly direction to a point over the centre line of Charlotte avenue not more than one hundred and thirty-five (135) feet or less than one hundred and five (105) feet easterly from the intersection of the said centre line of Charlotte avenue with the centre line of Fourth street; thence crossing Fourth street at a point over the centre line thereof not more than four hundred and sixty-one (461) feet or less than four hundred and thirty-one (431) feet northerly from the intersection of the said centre line of Fourth street with the centre line of Jackson avenue; thence crossing over Third street and Jackson avenue at a point at or near the northwest corner of their intersection; thence still in a general southwesterly direction crossing Woodside avenue at a point over the centre line thereof to a point in the centre line of the railroad of the Pennsylvania, New York and Long Island Railroad Company, now being constructed on the westerly side of Woodside avenue.

The said route and its spurs and connections being illustratively shown upon the plan and profile of the new railroad hereto attached—which plan and profile are to be deemed a part of this franchise and to be construed with the text hereof, and are to be substantially followed; provided that deviations therefrom which are consistent with the foregoing description and the other provisions of this franchise may be permitted by the Board.

2. To lay down, construct and operate, upon the main line of the said route of the said railway, tracks not exceeding four in number, and upon the said spurs A, B, C and D, tracks not exceeding two in number; provided that the entire structure of the said railway, including sidings, cuttings and embankments, shall not over or under any street or road now laid out and opened, or to be hereafter laid out and opened, exceed one hundred (100) feet in width, measured at right angles to the centre line of the railroad, and provided, still further, that the Railroad Company shall have the right to add an additional track by way of siding along any portion or portions of its main line of its said railway not in all exceeding in length of such siding or sidings forty (40) per cent. of the total length of the said main line; provided, however, that the said percentage of sidings may be increased upon consent of the Board; and provided further that this provision shall not limit the right of the Railroad Company in the use of lands owned or which shall be owned by it.

3. To acquire and maintain terminals or stations.

4. To run upon the said railway, locomotives, motors, cars and carriages, for the transportation of persons and property and to use thereon and in connection therewith all suitable appliances.

5. To maintain and operate under or over the routes aforesaid including all streets which shall be intersected by the new railroad, or over or under which any part of the routes thereof shall run, telegraph wires and wires, cables, conduits, ducts and ways for the distribution of power, heat and light, and other appurtenances for use of the new railroad, but for no other purpose.

6. To acquire and use private property for power plants, pumping stations, shafts or stairways for access to or from the railroad, and other necessary purposes of the new railroad, as well as for stations and station extensions, as such private property has been or shall be lawfully acquired, within the scope of the corporate rights and powers of the Railroad Company.

Nothing herein contained shall be deemed to give any right to construct or operate a railroad upon the surface of any street in The City of New York.

The rights hereinafter granted to maintain and operate the new railroad or necessary or convenient for that purpose, shall be held by the Railroad Company in perpetuity except as may be herein otherwise expressly provided.

But this authorization including all the rights and privileges hereby granted, is subject to certain terms, conditions and requirements which appear to the Board to be just and proper and as so subject, is hereinafter called the franchise hereby granted.

The following further terms, conditions and requirements are accordingly hereby prescribed as follows, to wit:

I.

This certificate will be executed by the Board in four identical originals, so proved as to be entitled to be recorded in the office of the Register or County Clerk of each of the Counties of Kings, Queens and New York, and to be filed in the office of the Secretary of State of the State of New York, all of which will be delivered by the Board to the president, vice-president, secretary or treasurer of the Railroad Company. The franchise hereby granted shall be inoperative, and this certificate shall be void unless within thirty days after such delivery or such further period not exceeding three months as shall be prescribed in writing by the Board, the Railroad Company shall have procured three of the said identical originals to be returned to the Board, each of them having an acceptance of the franchise and all the terms, conditions and requirements thereof subscribed at the foot thereof by the Railroad Company, such acceptance being so proved as to entitle it to be recorded and filed as aforesaid.

II.

The franchise hereby granted shall, if the Board shall so determine, become void unless within six calendar months after the time of the delivery to the Board of the acceptance of this certificate by the Railroad Company, that Company shall, in due and lawful form, obtain or receive the consent of the Board of Estimate and Apportionment of the City, or other local authority having the control of the streets, across and over or under which it is proposed to construct the new railroad, and of the other property of the City upon, under or over which such new railroad is to be constructed, together with the approval of the Mayor of the City.

The franchise hereby granted shall, if the Board shall so determine, become void, unless within one year after the time of such acceptance of this certificate by the Railroad Company, that Company shall further, and in due and lawful form, obtain, so far as may be necessary, and, if and when obtained, file in the office of the Board, the consent of the owners of one-half in value of the property bounded on the portions of streets over or under which the new railroad or any part of the route thereof runs, to the construction and operation of the new railroad or such part thereof, or, in case such consent of such property owners cannot, where necessary, be so obtained, then the determination of commissioners to be appointed pursuant to law by the Appellate Division of the Supreme Court in the First Department or the Second Department (as the case may be) that such portion of the new railroad ought to be constructed and operated, the said determination of such commissioners, when confirmed by the Appellate Division which shall have appointed such commissioners, to be taken in lieu of such consent of property owners, provided, however, and it is expressly stipulated, that the Board shall have power, upon reasonable cause shown, to extend by written certificate either of the periods hereinbefore in this article prescribed.

III.

The Railroad Company shall begin or continue the construction of the new railroad within three months after it shall have obtained the consents aforesaid, or such of them as shall be necessary as aforesaid and shall complete the construction of the Railroad and begin its operation within five years after such construction shall be begun or continued.

In case the Railroad Company, within the period of three months after it shall have obtained the consents necessary as aforesaid, shall not have begun or continued the actual construction of the new railroad, or if, after having begun or continued such construction, it shall suspend the same prior to the completion thereof for a period exceeding three months, or if it shall not complete such construction and begin the operation of the new railroad within the said period of five years, then and in that

case, the Board, upon a written notice to be delivered to the Railroad Company, may annul the franchise hereby granted as to any part of the new railroad not then completed and in operation and the same shall thereupon cease and determine; provided, that the Board shall have the power upon reasonable cause shown, to extend by written order any of the periods in this article prescribed; but provided, further, however, that such extension or extensions shall not in all exceed five years. Additional time shall be allowed by way of extension of any period for such commencement or continuance of construction or for the completion thereof, or for the commencement of operation of the new railroad equal to the total period of delay caused by injunction or by necessary proceedings for condemnation of real estate, easements or other property, so far as such proceedings shall necessarily prevent the Railroad Company from prosecuting such construction, but no delay to be so allowed for unless, during the same, such proceedings shall be diligently prosecuted by or for the Railroad Company. In no case shall such delay be deemed to begin until the Railroad Company shall have given written notice to the Board of the injunction or other occasion of delay and delivered to the Board copies of the injunction or other order or orders causing delay and of such of the papers upon which the same shall have been granted as shall have been served upon the Railroad Company, and unless, upon the request of the Board, the Railroad Company shall in writing consent that the Board, either in its own name as a party or in the name of The City of New York as a party, may intervene in any such injunction proceedings or other suit or proceeding. In the event of annulment of any part of the franchise as provided in this article the Railroad Company shall have no right to any return of payments which it shall have made to the City by way of rental or otherwise.

IV.

The Railroad Company shall pay to the Comptroller of the City the sum of one hundred and ten thousand dollars (\$110,000) within sixty days after it shall have obtained the consents required by Article II. of this certificate.

V.

The Railroad Company shall make further and annual payments to the City as follows, these payments to be over and above all taxes lawfully levied upon the property of the Railroad Company:

First—The Railroad Company shall pay to the City for the right, so far as derived and held by it under this certificate, to construct, maintain and operate the new railroad over the East River between bulkhead lines as heretofore determined by the War Department of the United States, the sum of one hundred dollars (\$100) for each year beginning on the date on which the Railroad Company shall first commence the actual operation of the new railroad, but not later than two years after the first day when the Railroad Company shall have obtained all the consents required to be obtained by Article II. of this certificate, and ending on the day twenty-five (25) years from the day when the said payments are to begin.

Second—The Railroad Company shall pay to the City for the right to construct, maintain and operate the new railroad across streets and other public property other than Ward's Island and Randall's Island, the following compensation or rental, to wit: The sum of twenty-seven thousand five hundred dollars (\$27,500) per annum, the said payments to begin on the date when the Railroad Company shall first commence actual operation of the new railroad, but not later than two years after the first day when the Railroad Company shall have obtained the consents required to be obtained by said Article II. hereof, and to end on the day ten (10) years next thereafter, and fifty-five thousand dollars (\$55,000) per annum during the period beginning on the last day of such ten (10) years and ending on the day fifteen (15) years next thereafter.

Third—The Railroad Company shall pay as rental the reasonable value of the use and occupation by the Railroad Company of the portions of ground upon the said Ward's Island and Randall's Island permanently occupied by the abutments, piers and other supports of the bridge or elevated structure and of the use and occupation by the Railroad Company of the portions of overhead space above said islands occupied by such bridge or elevated structure or for any purpose whatsoever to be used in connection with the construction of the railroad. The time for such payment shall be computed from the date of the first occupation of the ground of Ward's or Randall's Island for any purpose of such bridge or elevated structure. The amount of such annual payments may be agreed upon in writing by the Railroad Company and the Board of Commissioners of the Sinking Fund of the City or other authorities in control of said islands. If such agreement shall not be made within six months after such date of the first occupation of the ground as aforesaid, then the rates of such payment shall be prescribed by the Board of Commissioners of the Sinking Fund or such other authorities, and, as so prescribed, shall be paid by the Railroad Company; provided, that, if the Railroad Company shall claim that the amount prescribed is unreasonable, it shall have the right, notwithstanding such payment, to recover back from the City the amount of the excess, if any, of its payment over and above the amount which shall be reasonable, and the City shall repay to the Railroad Company the amount of such excess. Two rates shall be agreed upon or prescribed as aforesaid: The first for the period which shall begin on the date of the first occupation of the ground on Ward's or Randall's Island for any purpose of such elevated structure and shall end ten (10) years from and after the date from which shall be first computed as aforesaid the annual payments in this article hereinbefore first prescribed to be paid by the Railroad Company, and the second rate for the period of fifteen (15) years, which shall begin on the last day of such first period and end on the day fifteen (15) years next thereafter. In case either of the said rates shall be prescribed, not by agreement, but by the Board of Commissioners of the Sinking Fund or other authorities as aforesaid, and if the Railroad Company shall, as aforesaid, object that the rate is unreasonable, then the rate, if any, which shall be ascertained to be reasonable in any suit or proceeding brought by the Railroad Company as aforesaid, shall be deemed to be the reasonable rate for the remainder of the said period ending on the last day of the said period ending ten (10) years after the date aforesaid or for the said period of fifteen (15) years, as the case may be. The payments hereinbefore provided with respect to Ward's Island and Randall's Island are to be limited to amounts which are reasonable for the occupation and use of the estate and title of the City in the property occupied or used as aforesaid. In determining what amounts shall be reasonable, due regard shall be had to such estate and title.

All such payments shall be made to the Comptroller of the City in equal payments at the end of each quarter year on the first days of January, April, July and October in each year.

The annual amounts to be paid by the Railroad Company as aforesaid shall be readjusted at the end of the first period of twenty-five (25) years, and shall thereafter be readjusted at intervals of twenty-five (25) years. The said amounts to be paid by the Railroad Company at the end of the first period and at the end of each successive period of twenty-five (25) years shall be determined as follows, to wit: Each such determination shall be had upon the application of either the Railroad Company or 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 preceding period of twenty-five (25) years. The determination shall be sufficient if agreed to in writing by the Railroad Company and the Board or such other authority in its place, with the approval of the Board of Estimate and Apportionment and Mayor of the City. If the Railroad Company and the Board or such other authority in its place for the City, with the approval of said Board of Estimate and Apportionment and Mayor, shall not reach such agreement on or before the day one year before the expiration of such preceding twenty-five (25) years period, then the rate of compensation for such succeeding twenty-five (25) years period shall be reasonable; and either the City (by the Board or such other authority in its place, with such approval of the Board of Estimate and Apportionment and the Mayor) or the Railroad Company shall be bound, upon request of the other, to enter into a written agreement with such other fixing the rate of such compensation at such amount as shall be reasonable; and if the parties shall not forthwith agree upon what is reasonable, then they shall enter into a written agreement fixing such rate at such amount as shall be determined by the Supreme Court of the State of New York in the First or Second Judicial Department; and either party may in such case apply to the said Court to fix such rate. The determination of the Appellate Division of the Supreme Court, in case an appeal is taken by either party, shall be the decision of the Supreme Court herein intended. If, in any case, the rate shall not be fixed prior to the commencement of such succeeding twenty-five (25) years period, then the Railroad Company shall pay the rate theretofore prevailing until the new rate shall be determined, and

shall then make up to the City the amount of the excess of the rate then determined over the previous rate. Nothing herein contained shall be deemed to determine or affect the basis of any such readjustment of amounts to be paid except as herein expressly stated, it being intended that such basis shall, except as so stated, be completely open to either the City or the Railroad Company whenever any such readjustment is to be made, except that no such readjusted amount shall be less than the greatest corresponding amount specifically provided herein.

The Board shall certify to the Comptroller the dates from which the payments herein provided for shall respectively be computed.

VI.

The new railroad wherever the same shall intersect any street shall be constructed above or below the grade thereof.

In case it shall be necessary to raise or depress the grade of any street so as to pass over or under the new railroad, the maximum grade of such street in approaching the railroad from either side shall not exceed four (4) per centum.

All streets in any way disturbed by the construction of the new railroad shall be restored to their original condition at the expense of the Railroad Company. In case of failure on the part of the Railroad Company to restore any such street to its original condition within a reasonable period, The City of New York shall have the right under a resolution of the Board to cause the work to be done after ten (10) days' notice to the Railroad Company, and the Railroad Company shall pay the reasonable cost of such work, including the materials therefor.

Viaducts or bridges over streets shall have a vertical clearance of not less than fourteen (14) feet for each of the streets at the following five crossings, to wit: Cooper avenue and Wyckoff avenue, Myrtle avenue, Fresh Pond road, Edsall avenue and Howard street and Calamus road, and for all other streets a vertical clearance of not less than sixteen (16) feet. The clearance for streets crossing above the route shall not be less than eighteen (18) feet.

In case of tunnel construction under a street, there shall be at least four (4) feet between the grade of the surface of the street and the exterior surface of the arch or cover of said tunnel.

Any superstructure of the new railroad crossing a street and having a length of seventy-five (75) feet or less, shall be constructed in a single span. If more than seventy-five (75) feet in length, intermediate columns to support the structure may be placed in the street if and when the same shall be duly approved by the Board and any necessary local authority.

In crossing Ward's Island and Randall's Island the railroad shall be upon an elevated structure in continuation of the bridge over the East river; and the under side of the roadway of such elevated structure over the said islands shall be at a height of not less than thirty (30) feet above the present natural grade; and the Railroad Company shall have the right upon the said islands to construct all necessary or proper piers, columns and other supports for the elevated structure or bridge and all necessary or proper foundations therefor.

All structures across streets shall be floored throughout and shall be water tight. The road bed, except on the bridge across the East river, and except over Ward's Island, Little Hell Gate, Randall's Island and Bronx Kills, shall be ballasted throughout its entire length with a sufficient quantity of either blast furnace slag or broken trap rock of a hard and durable quality, and no dirt, sand, gravel or cinders shall be used in such ballast.

All abutments or foundations for bridges or viaducts crossing a street (except intermediate supports for bridges or viaducts as hereinbefore provided), and all stations or abutments or foundations therefor, shall be placed on land of the Railroad Company, except that foundations for such abutments may extend a distance not exceeding one (1) foot within the street lines but below the grade of such street so as not to interfere therewith.

The entire right of way of the Railroad Company except at stations shall be fenced throughout; but this shall not apply to Ward's Island or Randall's Island.

The Railroad Company shall, at its own expense, light the space beneath all superstructures which it shall erect across streets and the approaches to stations in a manner which shall be satisfactory to the Board of Estimate and Apportionment.

Any necessary alteration which shall be required to the sewerage or drainage system or to any subsurface structures (including pipes, wires and other conduits) laid in the roads, streets or avenues, on account of the construction or operation of the Railroad, shall be made at the sole cost of the Railroad Company, and in such manner as the proper City officials may require, provided, however, that if the Railroad Company shall claim any such requirement to be unreasonable and refuse to conform to the same, then the City or its proper officer or officers may make application to the Supreme Court in the First or Second Judicial Department for an order or judgment directing the Railroad Company to provide such cost, whereupon the Supreme Court may grant such order or judgment to the extent that such alteration shall be rendered directly necessary by the construction or operation of the Railroad, but not to any extent caused or necessitated by the imperfect or insufficient character or condition of such drainage system or subsurface structures.

The Railroad Company shall in the course of its construction and at its own expense, maintain and care for all underground and overground structures (including pipes, wires and other conduits) not on the property of the Railroad Company, but which shall be in its route or directly interfered with by its construction; and any such necessary interference with underground or overground structures shall be subject to reasonable regulation by the department, if any, of the government of the City in control or charge thereof.

No structures erected or property owned by the Railroad Company on the new railroad as herein described shall be used for advertising purposes in any way under a penalty of fifty dollars (\$50) per day for each offense, to be recovered by The City of New York, provided, however, that this prohibition shall not apply to the interior of stations, of offices or store rooms of the Railroad Company, or to time tables or other notices concerning the operation of the railroad.

The Railroad Company shall observe all reasonable regulations which shall be prescribed by any lawful authority tending to prevent the throwing, deposit or dropping of noxious or offensive objects, substances or things from the portion of the new railroad crossing the East river, Ward's Island and Randall's Island or streets, or other public property.

The bridge across the East river shall in all respects conform with the provisions of the said acts of the legislature granting the right to build the same.

The Railroad Company shall make good to the City all damage which shall be done to the property of the City by the construction and operation of the new railroad, and shall make good to every owner of property abutting upon the new railroad, or which shall be injured by the work of construction or by operation thereof, all damage which shall be done to such abutting or injured property through any fault or negligence of the Railroad Company or any successor thereof, or of any contractor, sub-contractor or other person, in the course of any employment upon the construction or operation of the new railroad or any part thereof. The Railroad Company shall save harmless the City of and from all claims made against the City by reason of any act or proceeding of the Railroad Company hereunder.

The cost of all changes caused by the construction of the new railroad in the grades of streets now open and in use, including the damages to property owners caused by such changes of grade, shall be paid by the Railroad Company.

The Railroad Company shall keep its structure in good order, and where the same crosses public property it shall have such access thereto as may be reasonably necessary in order to maintain and repair the same.

All plans for, and the method of doing, the work, including necessary interference with streets or other public property during construction, and including also the mode of installing telegraph wires and wires, cables, conduits, ducts and ways for the distribution of power, heat or light and other appurtenances of the new railroad shall, from time to time, be subject to the approval of the Board, which shall be given when reasonably requested. All necessary permits for work upon streets or other public property and other departmental permits, so far as any shall be necessary, shall be respectively granted by the presidents of the proper boroughs or other officers as provided by law.

The Railroad Company shall, before it shall be entitled to proceed with their erection, submit its plans for the bridge over the East river and for passenger stations to the Municipal Art Commission of The City of New York, and secure thereto the approval of such Commission, unless the Mayor, the Board and the Board of Estimate and Apportionment shall consent to dispense with such approval.

Upon the bridge over the East river and the elevated structures or bridges connected therewith, extending northerly from the intersection of the new railroad with Stemler street, in the Borough of Queens, to the intersection of the new railroad with Willow avenue, in the Borough of The Bronx, the City shall have the right to install for its own exclusive use, police, fire alarm, telephone or telegraph wires, to such reasonable extent and in such reasonable manner as is not inconsistent with the purposes of this franchise, and to enter upon the said bridge and structures whenever necessary to install such wires or to keep them in repair.

The Railroad Company shall have the right to locate, construct, maintain and operate terminal or other yards, stations and all tracks for storage of cars, but only at such points or places, and including such rights to occupation of land under streets or of spaces over streets, as shall first be approved by the Board of Estimate and Apportionment.

The Railroad Company shall file with the Comptroller of the City on or before the first day of October of each year during the term of this franchise, a map or maps showing the number and length of tracks laid, including all sidings, switches, cross-overs, yards and terminals. The lengths shown on such map or maps shall be accurately determined by measurement.

VII.

The motive power to be used upon the new railroad shall be steam, with the right to the Railroad Company to substitute electricity therefor; but any other motive power may at any time hereafter be substituted for steam or electricity upon the consent of the Board and the Railroad Company.

If the Railroad Company shall use steam and if, by reason of increased density of population along the line of the new railroad, such use of steam shall constitute a nuisance or be dangerous to the residents along the route, or materially depreciate the value of property along the route, then the Board may notify the Railroad Company that the public interests require a change to electricity or such other motive power not less convenient to the public, as may be prescribed by the Board and approved by the Railroad Company, and that the Board accordingly requires the change to be made within a time to be specified in such notice, not less than three (3) years thereafter.

The Railroad Company shall thereupon within ninety (90) days notify the Board whether it will change its motive power as required by the Board.

If the Railroad Company refuse to make such change or neglect to notify the Board within the time above specified, the Board may thereupon apply to the Supreme Court of the State of New York for a writ of mandamus or other proper remedy to compel the required change to be made. The only issues upon such application shall be whether the use of steam by the Railroad Company does in fact constitute a nuisance or is dangerous to the residents along the route, or does materially depreciate the value of property along the route to such an extent that the public necessity for the change of motive power by reason thereof is such that the Railroad Company should make the change. In case the Supreme Court upon such proceeding shall decide against the Railroad Company upon any of the said issues, then within a period of not less than three (3) years to be fixed by the Court, the Railroad Company shall change its motive power to electricity or to such other motive power as the Board may have prescribed.

VIII.

The Railroad Company shall itself bear the entire cost of preserving the streets already opened across the route of the Railroad Company from injury or interference with the traffic thereof or with the lawful public use thereof, by the construction or operation of the new railroad under or over the same.

The City shall have the right to open across the said route in the Boroughs of Queens and The Bronx any of the streets hereinbefore named which have not already been lawfully opened. The City shall, in addition, have the right to lay out and open across the said route in the Borough of Queens two streets between Juniper avenue and Johnson avenue, a third street between Trains Meadow road and Jackson avenue, and a fourth street between Charlotte avenue and Bowery Bay road. The Railroad Company shall convey to the City, free of encumbrance and without charge, all such land lying within its right-of-way as may be required for any of the aforesaid streets, whether hereinbefore named or not, but subject to the right of the Railroad Company without interference to control, maintain and operate its road as herein provided (such right being hereinafter called the Company's easement).

The City shall also have the right to open across the route of the Railroad Company any new streets whatever, in addition to those above mentioned, and the Railroad Company shall give its consent to such opening and shall convey to the City free of encumbrance and without charge all such land lying within its right-of-way as may be required for such streets (subject only to the Company's easement) whenever the Board of Estimate and Apportionment shall certify that a public necessity exists therefor; provided, however, and it is expressly agreed, that if the Railroad Company shall deny that a public necessity does, in fact, exist, it may raise an issue as to the existence of such necessity either in the City's proceedings to acquire title to such street or in some other proper action or proceeding, and, if the Supreme Court shall not decide that such public necessity does exist, then, and in every such case, the Railroad Company shall not be required to consent to such street opening or to convey without charge the use of the land required for such street, as above provided. The determination of the Appellate Division of the Supreme Court, in case an appeal is taken by either party, shall be the decision of the Supreme Court herein intended.

In every case in which, by this article, the Railroad Company shall be required to convey the land lying within its right of way for the purpose of opening a street, the Railroad Company shall also bear and pay the cost of regulating, grading and paving the street so opened within such right of way. The cost of regulating, grading and paving streets within the meaning of this article shall be deemed to include: (a) The cost of actual construction within the limits of the right of way of the Railroad Company, (b) the cost of bridges within the lines of such streets and the abutments thereof and supports therefor, whether such bridges be used to carry the new railroad over streets or to carry streets over the new railroad; (c) the cost of raising or depressing the grade of any such streets so as to enable them to pass under or over the said route, and (d) the damages, if any, payable to abutting property owners in consequence of such raising or depressing the grade.

In case any of the streets opened or to be opened as aforesaid, and crossed by the railroad above grade, are widened after the Railroad Company has completed its railroad, and such widening requires the alteration of the superstructure of the railroad, the Railroad Company and the City shall each pay one-half of the cost of such alteration.

Nothing in this article contained shall be construed as restricting or impairing in any manner the power of The City of New York to open any new streets whatever across the route or the yards or terminals of the Railroad Company without the consent of the Railroad Company in such manner and by means of such legal proceedings as may from time to time be authorized by the statutes of the State of New York; but in all such cases where the consent of the Railroad Company is not secured as above provided, the Railroad Company shall be entitled to due hearing by any court of competent jurisdiction, and the City shall pay to the Railroad Company all such amounts as may be awarded to it by any such court in any such legal proceedings, and shall pay all other expenses of opening any such new streets last mentioned, and the cost of regulating, grading and paving the same, as may be required by law.

IX.

The new railroad shall be diligently and skillfully operated, with due regard to the convenience of the traveling public, so long as the franchise hereby granted shall be in force.

It is understood that the intention of the Railroad Company is to use the new railroad principally for the carriage of property; but the Railroad Company shall have the right to transport passengers over the new railroad; provided, however, that the Railroad Company shall have no power to carry on merely local traffic unless its application therefor shall have the approval of the Board and of the Board of Estimate and Apportionment and Mayor of the City, subject to such additional conditions and to the payment of such additional compensation to the City as they shall prescribe.

Local traffic, within the meaning of this article, shall be deemed to include the carriage of passengers between any two points within the limits of the present City of New York, except as the same may be incidental to the carriage or transference of

passengers traveling to or from points beyond the limits of the City, or incidental to the operation of the railroad as herein expressly authorized.

If the Railroad Company shall acquire, as above provided, the right to do a local traffic business, then no rate of fare for such local passenger traffic shall exceed five cents.

X.

This franchise is granted upon the express condition that the Railroad Company, within sixty (60) days after the date on which this franchise is approved by the Mayor, or such other period as shall be prescribed by the Board, and before anything is done in exercise of the rights conferred hereby, shall file with the Comptroller of the City a bond in the penal sum of fifty thousand dollars (\$50,000), in a form to be approved by the Board. Such bond shall be executed by the Railroad Company and by the New York, New Haven and Hartford Railroad Company and the Pennsylvania Railroad Company as sureties, or by other sureties approved by the Board. The Railroad Company may, at its option, in lieu of such bond, deposit with the Comptroller the sum of fifty thousand dollars (\$50,000), either in money or securities approved by the Board. The said bond and the money, or securities deposited in lieu thereof, shall be security for the performance by the Railroad Company of all the terms and conditions of the franchise hereby granted, especially those terms and conditions which relate to the annual payments to be made to the City, as hereinbefore provided.

The City shall also have a lien upon the franchise and real property of the Railroad Company to secure the payment of such annual compensation and for the performance of all the other obligations by the Railroad Company hereunder, including the obligation to make good to the City damage in the cases and as prescribed in Article VI. hereof. In case of any failure to make such payments as herein prescribed, the lien aforesaid may be enforced by the Board or by any authority which shall be authorized to act for the City in place of the Board, either by entry, foreclosure or other proper proceeding, and by sale of such franchise and real property.

The Board may, in its own name or in the name and behalf of the City, bring action for specific performance, or may apply, by mandamus or other proper action or legal proceeding, to compel the performance by the Railroad Company of the duties and obligations hereby imposed upon the said Company, or any of them. And the Board may, in behalf or in the name of the City, bring actions or proceedings to recover possession of any part of the property of the City to be used by the Railroad Company as aforesaid, where such recovery is necessary to the enforcement hereof or to enforce the said lien of the City, or to enforce any part of this contract in the manner provided by section nine (9) of the Rapid Transit Act, or any other proper action or proceeding.

XI.

The grant of this franchise shall not affect in any way the right of the City to grant rights or franchises or to enter into contracts to or with any other person or corporation for constructing or operating and maintaining any railroad or railroads which shall not physically interfere with the structure, maintenance or operation of the new railroad, as herein authorized.

The Railroad Company will not at any time oppose, but shall at any time, upon the request of the Board or of the Board of Estimate and Apportionment, consent to, the construction of any bridge or bridges or any rapid transit or other railroad otherwise duly authorized which may be constructed over, on or under Ward's Island, Randall's Island, East river, Little Hell Gate or Bronx Kills, and to the construction of any rapid transit or street railroad otherwise duly authorized over, along, under or across any portion of any of the streets to be occupied by the new railroad where such bridges or railroads do not physically interfere with the structure, maintenance and operation of the new railroad, as herein authorized.

XII.

The City, the Board and all duly authorized representatives of the City, shall have the right at all reasonable times, as well during construction as afterwards, to inspect the new railroad and any part thereof, and to enter thereon when necessary for the examination, supervision or care of any property of the City or of abutting property owners or for any proper purpose. Nothing in this certificate shall be deemed to diminish or affect the sanitary or police jurisdiction which the public authorities shall lawfully have over property in the City.

XIII.

The Railroad Company shall have the right to grant, convey, mortgage, assign or transfer the franchise hereby granted, provided, however, that every grantee, assignee or transferee thereof, not including, however, a mortgagee or mere lienor, but including any purchaser upon foreclosure of or under or by virtue of any provision of any mortgage or lien, shall be a corporation subject to the laws of the State of New York, and shall, upon accepting the grant, assignment or transfer, and before such grant, assignment or transfer shall be valid, assume and agree to perform all of the obligations which by the provisions hereof are assumed by the Railroad Company, and that no such grant, conveyance, assignment or transfer shall relieve the Railroad Company of its obligations hereunder. Such obligations shall be deemed to include all obligations for damages or otherwise and whether such obligations shall have been reduced to judgment or not.

The annual payments hereinbefore provided for shall not be affected by any clause in any statute heretofore or hereafter enacted, or in the charter of any railroad company heretofore or hereafter incorporated, which may provide for like or corresponding rentals or payments for railroad rights or franchises at any different rate; and every such grant, assignment or transfer as aforesaid shall expressly provide that the grantee, assignee or transferee assumes and agrees to pay the amounts hereinbefore provided for and waives any more favorable conditions created by any statute or charter, and agrees that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this grant.

XIV.

If, at any time, the powers of the Board or any other of the authorities or courts herein mentioned or intended to be mentioned shall be transferred by law to any other board, authority, officer or officers, court or courts, then and in such case such other board, authority, officer or officers, court or courts, shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers, court or courts.

XV.

The word "street," or the plural thereof, wherever used in this certificate, shall be deemed to include all that is included in the words "street," "avenue," "road," "alley," "lane," "highway" and "boulevard," or the plurals thereof, respectively.

The word "notice," wherever used in this certificate, shall be deemed to mean a written notice. Every such notice to be served upon the Railroad Company shall be delivered at such office in The City of New York as shall have been designated by the Railroad 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 Railroad Company at The City of New York. Delivery or mailing of such notice as and when above provided shall be equivalent to direct personal notice, and shall be deemed to have been given at the time of delivery or mailing.

XVI.

No modification of any of the terms or conditions of this grant shall be valid unless approved by the Board of Estimate and Apportionment and the Mayor of The City of New York.

In witness whereof this certificate has been executed by the Board of Rapid Transit Railroad Commissioners for The City of New York by and upon the concurrent vote of at least six of the members of the said Board, and is now attested by its seal and by the signature of its President, who is its presiding officer, and by the signature of its Secretary, this day of , 1907.

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

By

....., President.
....., Secretary.

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

On this day of , 1907, in The City of New York, in said county, before me personally appeared Alexander E. Orr and Bion L. Burrows, each to me

known and known to me to be, the said Alexander E. Orr, the President, and the said Bion L. Burrows, the Secretary of the Board of Rapid Transit Railroad Commissioners for The City of New York; and the said Alexander E. Orr and Bion L. Burrows, being by me duly sworn, did depose and say, each for himself and not one for the other, the said Alexander E. Orr, that he resided in the Borough of Brooklyn in the said City, that he was the President of the said Board and that he subscribed his name to the foregoing certificate by virtue of the authority thereof, and the said Bion L. Burrows, that he resided in the Borough of Brooklyn in the said City, that he was the Secretary of the said Board and that he subscribed his name thereto by like authority; and both the said Alexander E. Orr and Bion L. Burrows that they knew the seal of the said Board and that the same was affixed to the foregoing certificate by the authority of the said Board and of a resolution duly adopted by the same.

The New York Connecting Railroad Company hereby accepts the foregoing franchise and all the terms, conditions and requirements thereof.

Dated New York,, 1907.

THE NEW YORK CONNECTING RAILROAD COMPANY,

By

President.

Attest:

Secretary.

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

On this day of, 1907, at The City of New York, before me personally came Charles S. Mellen and Frank E. Haff, to me known and known to me respectively to be the said Charles S. Mellen, the President and the said Frank E. Haff the Secretary of The New York Connecting Railroad Company, and being by me duly sworn they did depose, each for himself and not one for the other, the said Charles S. Mellen that he resided at New Haven, in the State of Connecticut, and was the President of the New York Connecting Railroad Company, the corporation named in and which executed the foregoing consent, and that he subscribed his name to the foregoing consent by the authority of the Board of Directors thereof; and the said Frank E. Haff that he resided in the Borough of Manhattan, City and State of New York; that he was the Secretary of the said The New York Connecting Railroad Company and subscribed his name to the foregoing consent by like authority; and both the said Charles S. Mellen and Frank E. Haff that they knew the corporate seal of the said The New York Connecting Railroad Company; that the seal affixed to such consent was such corporate seal, and that the same was affixed to the foregoing consent by authority of the Board of Directors of the said The New York Connecting Railroad Company and pursuant to a resolution adopted by the said Board.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners of The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and acts amendatory thereof, has, under date of February 14, 1907, submitted to the Board of Estimate and Apportionment for its approval a proposed certificate, dated February 14, 1907, to the New York Connecting Railroad Company.

—now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves such proposed certificate and the proposed grant and franchise therein contained.

Which was adopted by the following vote:

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

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

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

In the matter of the application of the New York Central and Hudson River Railroad Company, for itself, and as lessee of the New York and Harlem Railroad Company, for a franchise to construct, maintain and use ducts and subways to transmit electricity from their power house to their lines in the Borough of The Bronx. At the meeting held September 28, 1906, the Bureau of Franchises presented a report and a proposed form of contract, and on November 23, 1906, the matter was referred to a Select Committee consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of The Bronx.

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

February 6, 1907.

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

Sir—At meeting of the Board of Estimate and Apportionment, held November 30, 1906, a franchise petitioned for by the New York Central and Hudson River Railroad Company, for itself, and as lessee of the New York and Harlem Railroad Company, to construct, maintain and operate ducts and subways to transmit electricity from the power house to the lines of the company in the Borough of The Bronx, was referred to a Select Committee, consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of The Bronx.

In a communication dated October 19, 1906, Albert Harris, General Attorney for the company, states the company's objections to certain requirements in the form of franchise offered, and requests that the Board may see fit to modify the terms of the proposed franchise as set forth in his communication.

Your Committee will only report in detail upon the terms which the company wishes to have modified.

1. Compensation, an Annual Charge of \$6,000, Fixed by Tentative Agreement—Railroad company is willing to pay \$3,000; the Bureau of Franchises has fixed this rate upon a schedule established by the Board of Estimate and Apportionment, namely, \$2 per foot for the first hundred feet, and decreasing by regular steps to \$1 per foot for 600 feet and over.

While these rates are applicable, in the opinion of your Committee, for a distance up to 600 feet, we feel that further reduction should be made when the distance is for 5,000 feet and over; 65 cents per linear foot for a duct 2 feet 11 inches by 3 feet 11 inches for a distance of 6,370 feet, with an additional charge of \$25 for each splicing chamber or manhole constructed, would, in our opinion, be a fair rate, making the annual charge \$4,500 per annum.

2. Repairs and Maintenance to Street Surface—It is the opinion of your Committee that the company should be required, after the construction of the ducts, to restore the street surface to its original construction; and if at any future time the street is disturbed by the company they should replace it in the same condition as it was before being disturbed by them. The company should also be required to pay for the cost of paving and repaving of whatever the character of the pavement may be, and be required to keep in good repair during the entire term of this agreement, the surface of the street for a distance of five (5) feet from all splicing chambers or manholes constructed by the company.

3. Use of two ducts by the City—This requirement is good and should be in all City franchises, but on account of the high voltage, 11,000 volts, that it is proposed to carry in these ducts, we do not think any of them will be suitable for City purposes, and in our recommendation for the annual compensation, we have taken into consideration that these ducts are for the sole use of the company.

4. Clause 23—We see no objection to the company's request to change this clause to read as follows:

"The subway hereby authorized shall be used only by the company and for no other purpose other than for the transmission of electrical current required in the operation, management and maintenance of its railroads owned or leased."

In substitution for Clause 23, which reads:

"The subway hereby authorized shall be used only by the company and for no other purpose than transmitting electrical power for the operation of its trains."

5. A deposit of \$10,000 either in money or securities—We recommend that the City should have a bond of at least \$10,000 for the faithful performance of the work. The company can deposit with the City Chamberlain, railroad or City bonds as surety, the company receiving the interest on said bonds. By this agreement, the company will be put to no expense by carrying indemnity company bonds or losing the interest on money deposited.

In conclusion, we recommend to the Board that the above changes be made in the form of agreement for said franchise, presented to the Board on September 28, 1906, by the Bureau of Franchises, and when said modifications are made, the form of contract or agreement be approved.

Respectfully,

H. A. METZ, Comptroller.

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

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

Which was adopted by the following vote:

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

The report was then referred to the Bureau of Franchises with instructions to incorporate the provisions therein contained in the proposed form of contract.

The full minutes of the meeting of this day will appear in the CITY RECORD at a later date.

JOSEPH HAAG, Secretary.

BOROUGH OF MANHATTAN.

BUREAU OF BUILDINGS.

Operations for the Week Ending February 9, 1907.

Plans filed for new buildings (estimated cost, \$2,116,900).....	19
Plans filed for alterations (estimated cost, \$111,820).....	59
Buildings reported unsafe.....	27
Buildings reported for additional means of escape.....	10
Other violations of law reported.....	58
Unsafe building notices issued.....	69
Fire-escape notices issued.....	21
Violation notices issued.....	169
Unsafe building cases forwarded for prosecution.....	1
Violation cases forwarded for prosecution.....	50
Iron and steel inspections made.....	2,757

William H. Class, Chief Clerk.

EDW. S. MURPHY, Superintendent.

BOROUGH OF BROOKLYN.

REPORT OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN FOR THE WEEK ENDING JANUARY 19, 1907.

BUREAU OF PUBLIC BUILDINGS AND OFFICES.

During the week ending January 19, 1907, there were no orders issued by the Bureau of Public Buildings and Offices.

Bills aggregating \$1,442.93 were signed and forwarded to the Commissioner for transmission to the Department of Finance for audit and payment.

BUREAU OF INCUMBRANCES AND PERMITS.

Complaint Department.

Mail	2
Office	7
Inspectors	15
Police Department	1
Total	25

Classification and Disposal.

Boulders removed by Incumbrance Bureau.....	9
Trees and limbs, stumps removed by Incumbrance Bureau.....	10
Post removed by Incumbrance Bureau.....	1
Miscellaneous (curbing)	1
Total	21

Inspectors' Department.

Complaints made	15
Complaints settled	31
Slips settled	107

Permit Department.

Permits Issued—	
Builders	18
Cross walks	18
Vault repairs	8
Driveways	3
Corporation permits issued.....	157

Miscellaneous permits issued..... 204

Total

Permits Passed—	
Tap water pipes.....	34
Repair water connections.....	25
Sewer connections	32
Sewer connection repairs	10

Total

Cashier's Department.

Moneys Received—	
Repaving over water connections.....	\$326 00
Repaving over sewer connections.....	157 00
Extra paving	9 45

\$492 45

BUREAU OF SEWERS.

Superintendent's Office, Borough of Brooklyn.

Moneys received for sewer permits.....	\$428 68
Number of permits issued.....	60
For new sewer connections.....	36
For old sewer connections (repairs).....	24
Requisitions drawn on Comptroller, 4—	
Appropriations.....	\$2,509 12
Funds.....	1,082 31
Linear feet sewer built, 24-inch to 90-inch.....	24
Linear feet pipe sewer built.....	637
Total number of feet sewer built.....	661
Number of manholes built.....	4
Number of basins built.....	1
Linear feet of pipe sewers cleaned.....	6,900
Linear feet of sewers examined.....	250
Number of basins cleaned.....	114
Number of basins relieved.....	10
Number of basins examined.....	388
Manhole cover put on.....	1
Number of basin pans set and reset.....	1
Number gallons sewage pumped, Twenty-sixth Ward.....	52,666,240
Number gallons sewage pumped, Thirty-first Ward.....	12,796,800
Cubic feet sludge pumped, Twenty-sixth Ward.....	24,148
Cubic feet sludge pumped, Thirty-first Ward.....	44,684
Complaints examined.....	4

Laboring Force Employed During the Week

Sewer Repairing and Cleaning, Payrolls and Supplies—	
Inspectors of Sewer Connections.....	10
Foremen.....	6
Inspectors of Sewers and Basins.....	5
Mechanics.....	4
Laborers.....	60
Horses and carts.....	28
Street Improvement Fund—	
Inspectors of Construction.....	41
Laborers.....	10
Twenty-sixth Ward Disposal Works—	
Foreman.....	1
Laborers.....	14
Thirty-first Ward Disposal Works—	
Foreman.....	1
Mechanic.....	1
Laborers.....	19

BUREAU OF HIGHWAYS.

Division of Street Repairs.

Force Employed on Repairs to Street Pavements.

Foremen.....	27
Mechanics.....	27
Laborers.....	75
Horses and wagons.....	35
Horses and carts.....	18
Teams.....	13

Work Done by Connection Gangs.

Water and sewer connections repaired.....	36
Gas connections repaired.....	20
Dangerous holes repaired and made safe.....	164
Complaints received.....	181
Defects remedied.....	211

Work Done By Repair Gangs.

Newell street, between Calyer street and Greenpoint avenue, granite.....	80
Washington avenue, between Flushing and Park avenues, granite.....	105
Livingston street, between Elm and Bond streets, granite.....	35
Livingston street, between Elm and Bond streets, cobblestone.....	192
South Fifth street, between Rodney and Keap streets, cobblestone.....	44
South Fifth street, intersection of Union avenue, cobblestone.....	172
Hamburg avenue, between Linden and Grove streets, cobblestone.....	41
Hamburg avenue, between Bleecker street and Greene avenue, cobblestone.....	70
Total yards by Connection Gangs.....	739
Total.....	460

Total.....	1,199
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Miscellaneous streets cleaned, 1,640 linear feet.....	
Miscellaneous walks cleaned, 680 linear feet.....	
Built new cesspool on Malbone street and Clove road.....	
Filled washout on Eighty-sixth street and Eleventh avenue, 60 yards fill.....	
Total number of square yards of pavement repaired.....	1,199
Square feet of bridging relaid.....	365
Square feet of flagging relaid.....	4,957

Force Employed on Macadam and Unimproved Roadways.

Foremen.....	12
Mechanics.....	4
Laborers.....	48
Horses and wagons.....	10
Teams.....	23
Horses and carts.....	13

Macadam roadway cleaned, linear feet.....	8,041
Gutter cleaned, linear feet.....	15,802

Repairs Made to Macadam Roadways.

Force cleaning crosswalks and around all public buildings.

Operations of the Bureau of Buildings, Borough of Brooklyn, for the Week Ending

January 19, 1907.

Plans filed for new buildings, brick (estimated cost, \$1,421,000).....	151
Plans filed for new buildings, frame (estimated cost, \$54,055).....	31
Plans filed for alterations (estimated cost, \$52,405).....	69
Building slip permits issued (estimated cost, \$1,607).....	18
Bay window permits issued (estimated cost, \$6,915).....	26
Unsafe case filed.....	1
Violation cases filed.....	36
Unsafe notice issued.....	1
Violation notices issued.....	36

Unsafe case referred to Counsel.....	1
Violation cases referred to Counsel.....	91
Complaint received.....	1

Operations of the Bureau of Buildings, Borough of Brooklyn, for the Corresponding Week Ending January 20, 1906.

Plans filed for new buildings, brick (estimated cost, \$386,000).....	27
Plans filed for new buildings, frame (estimated cost, \$114,500).....	36
Plans filed for alterations (estimated cost, \$83,975).....	57

Respectfully submitted,

BIRD S. COLER, President, Borough of Brooklyn.

BOROUGH OF RICHMOND.

COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546, chapter 466, Laws of 1901, I herewith transmit for publication in the City Record the following report of the transactions of this office for the week ending January 12, 1907.

Public Moneys Received During Week.

Bureau of Highways—	
For restoring and repaving pavement (water connections, openings).....	\$106 92
For restoring and repaving pavement (sewer connections, openings).....	57 62
For restoring and repaving pavement (general account).....	28 20
Bureau of Sewers—	
For sewer permits.....	33 00
Total.....	\$225 74

Permits Issued.

Bureau of Highways—	
Permits to open streets to tap water pipes.....	8
Permits to open streets to repair water pipes.....	10
Permits to open streets to make sewer connections.....	11
Permits to place building materials on streets.....	4
Permits, special.....	13
Bureau of Sewers—	
Permits for new sewer connections.....	11
Total.....	57

Requisitions Drawn on Comptroller.

General Administration.....	\$796 00
Bureau of Highways.....	17,515 19
Bureau of Sewers.....	9,303 96
Bureau of Street Cleaning.....	2,489 43
Bureau of Public Buildings and Offices.....	920 00
Bureau of Engineering.....	965 65
Total.....	\$32,190 23

Work Done.

Bureau of Sewers—	
Linear feet of sewer cleaned.....	1,900
Number of basins cleaned.....	64
Number of basins examined.....	210
Number of manholes examined.....	112
Linear feet of culverts examined.....	750
Linear feet of culverts and drains cleaned.....	1,800
Number of flush tanks examined.....	8

Bureau of Street Cleaning—

Number of loads of ashes collected.....	523½
Number of loads of street sweepings collected.....	550½
Number of loads of light refuse collected.....	166
Number of loads of garbage collected.....	196½

Statement of Laboring Force Employed.

Eight hours constitute one working day.

	Bureau of Highways.		Bureau of Sewers.		Bureau of Street Cleaning.		Bureau of Public Buildings and Offices.		Engineer Corps.		Total.	
	No.	Days.	No.	Days.	No.	Days.	No.	Days.	No.	Days.	No.	Days.
Foremen.....	32	216½	4	28	10	70	2	14	18	123	66	451½
Assistant Foremen.....	2	12	1	8	3	20	1	8	3	18	8	50
Hostlers.....	15	120	1	8	12	84	1	8	1	7	13	91
Laborers.....	46	305¾	27	175½	53	302¾	13	79	22	138	159	894
Laborers (crematory).....	1	8	1	8	4	25	1	8	1	8	4	33
Carts.....	11	36	2	16	1	8	1	8	1	8	13	47
Carts (garbage, etc.).....	1	8	1	8	8	48	1	8	1	8	8	48
Teams.....	14	78¾	1	8	1	8	1	8	1	8	14	78¾
Drivers.....	1	8	1	8	14	46	304¾	1	8	69	39	394¾
Sweepers.....	1	8	1	8	62	430¾	1	8	1	8	62	430¾
Steam Roller Engineer.....	1	8	1	8	1	8	1	8	1	8	1	8
Janitors.....	1	8	1	8	1	8	1	8	1	8	1	8
Janitress.....	1	8	1	8	1	8	1	8	1	8	1	8
Female Cleaners.....	1	8	1	8	1	8	1	8	1	8	1	8
Mechanics.....	1	8	1	8	1	8	1	8	1	8	1	8
Mason's Helper.....	1	8	1	8	1	8	1	8	1	8	1	8
Auto Enginemen.....	1	8	1	8	1	8	1	8	1	8	1	8
Stokers.....	1	8	1	8	1	8	1	8	1	8	1	8
Stationary Engine-men.....	1	8	1	8	1	8	1	8	1	8	1	8
Total.....	108	109	31	228½	199	1291¾	33	223	54	333	429	2669¾

Appointments, Removals, etc.

P. J. Scully, Port Richmond, Laborer, Highways, \$2; died January 10, 1907.
R. J. Allen, Brooklyn, Topographical Draughtsman, \$1,500; appointed January 12, 1907, effective January 14, 1907.GEORGE CROMWELL,
President of the Borough of Richmond.

Louis L. Tribus, Acting Commissioner of Public Works.

PUBLIC ADMINISTRATOR.

NEW YORK COUNTY.

Public Administrator of the County of New York,
No. 119 Nassau Street,
New York, January 1, 1907.

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

Gentlemen—The Public Administrator, pursuant to chapter 230 of the Laws of 1898, section 27 of said Act, herewith exhibits to the Board of Aldermen of The City of New York a statement, on oath, of the total amount of his receipts and expenditures in each case in which he shall have taken charge of and collected any effects, or on which he shall have administered during the year 1906, with the names of the deceased, his or her addition, and the country or place from which he or she came, if the same be known.

Respectfully,

WILLIAM M. HOES, Public Administrator.

Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.
Julius Mackinroth, waiter.....	New York....	Germany .....	....	\$13 50
James McCall, none	New York....	England .....	....	5 91
Ferdinand Motz, merchant.....	New York....	Maryland .....	....	234 00
Patrick McElroy, unknown	New York....	Ireland	\$54 10	595 30
John Crowe, Jr., matmaker.....	New York....	Unknown	22 19	342 85
Thomas F. Booth, painter.....	New York....	England .....	....	126 10
Frederick Domeyer, importer.....	New York....	Unknown	703 84	4,173 38
Thomas Horrigan, soldier.....	New York....	Ireland	112 07	1,042 04
Joseph Brandel, clockmaker.....	New York....	Germany	43 60	524 23
Ottalie Will, domestic	New York....	Germany .....	....	250 00
Catherine L. Power, unknown	New York....	Unknown	140 00	1,901 17
Mary Mortill, etc., domestic.....	New York....	England .....	....	175 08
Louise Schallner, nurse.....	New York....	Germany	20 37	267 01
Margaret Moore, none.....	New York....	Ireland	59 44	919 97
August Simon, none	New York....	Germany	15 00	95 15
William Clancy, laborer.....	New York....	Unknown	289 62	4,109 84
Ann Clemens, washwoman.....	New York....	Ireland	67 03	1,037 39
Bridget Mellen, domestic.....	New York....	Pennsylvania	24 40	427 00
Patrick Casey, carpenter.....	New York....	Ireland	6 48	....
Patrick P. McKernon, R. C. priest..	New York....	Pennsylvania	1 96	221 55
Anna Koster, domestic.....	New York....	Germany	1 15	....
Jane Barber, cook	New York....	Unknown	246 32	3,974 10
August Lingemau, unknown	New York....	Germany	3 23	3 43
Sophia M. Rumpf, unknown	New York....	Unknown	10 34	197 96
Charles E. Krause, none.....	New York....	Russia	103 00	105 00
Mary E. Houlihan, domestic.....	New York....	Ireland .....	....	161 21
Florentine Bauer, housekeeper.....	New York....	Germany	2 21	2 21
Bridget Gaynor, servant	New York....	Ireland .....	....	6 84
Marcus Hoffman, cigarmaker.....	New York....	Austria	10 10	16 01
John Koch or Cook, sailor	New York....	Germany	38 74	717 53
Teresa Hill, cook	New York....	Ireland	31 95	925 64
Samuel J. Lynch, butcher.....	New York....	Russia .....	....	11 01
John Nagel, laborer.....	New York....	Ireland	29 18	359 58
Sophia Gunther, none	New York....	Germany	5 95	182 20
John Hain, soldier.....	New York....	Germany .....	....	62 25
Appoline Weibel, unknown.....	New York....	Unknown	72 00	2,371 56
Fredericka Elharte, none.....	New York....	Germany	1 39	....
Samuel Kehue, carpenter.....	New York....	Ireland .....	....	67 88
Joseph Miller, unknown	New York....	Unknown	10 22	381 80
Agnes McCauley, cook.....	New York....	Ireland .....	....	1,941 00
Carl L. A. Stephani, unknown.....	New York....	Unknown	1,785 62	20
Everitt Benthuyzen, marble work..	New York....	New York City....	3 90	107 02
Wilhelm Schroeder, farmer.....	New York....	Germany	44 75	1,102 79
Gabrielle Hall, etc., acrobat.....	New York....	Unknown	7 30	137 78
Elvira Cummins, domestic.....	New York....	West Indies.....	7 46	734 15
Joseph Moonis, unknown.....	New York....	Unknown	576 55	108,784 24
Josephine Leisl, kept boarders.....	New York....	Germany .....	....	44 31
John O'Brien, canalboat captain...	New York....	Ireland	6 72	....
Estella Mirgambe, milliner.....	New York....	France	89 53	53 30
Catherine Vemeire, boarding house..	New York....	France	6 63	365 15
Elizabeth Reilly, flower maker.....	New York....	Unknown	2 46	196 69
Albert Doninger, bartender.....	New York....	Germany .....	....	10
Thomas Schultz, baker	New York....	Holland .....	....	22 48
Kate Connolly, etc., unknown	New York....	Ireland .....	....	30 00
Richard Dunphy, clergyman.....	New York....	Unknown	8 93	428 62
Margaret Montgomery, boarding house	New York....	England .....	....	165 14
Julia Sheehan, unknown	New York....	Ireland .....	....	229 80
Edward C. Hyde, driver.....	New York....	New York.....	....	49 15
Sextus Hartman, unknown	New York....	Unknown .....	....	91 92
Patrick Duffy, laborer.....	New York....	Ireland	13 73	815 67
Johann Goffga, tailor	New York....	Germany .....	....	30 37
Otto Lind, cook.....	New York....	Sweden .....	....	36 45
Catherine Serre, domestic.....	New York....	France .....	....	1 50

* Including funeral expenses, claims of creditors and amount paid to next of kin, etc.

Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.
Frank Nottelbaum, unknown.....	New York....	Germany .....	....	5 90
Carrie Smith, cook	New York....	United States.....	....	112 65
Anna M. Carey, none.....	New York....	United States.....	....	148 50
Isidor G. Schaul, salesman.....	New York....	Germany	14 14	1,057 08
Agnes Neal, dressmaker.....	New York....	Maryland	1 80	66 10
Jennie Lurke, etc., unknown.....	New York....	Italy .....	....	9 38
Raffolo Caladera, unknown	New York....	Spain .....	....	6 56
Herman Aschkenazi, unknown.....	New York....	Germany .....	....	64
Johanna Engte, finisler.....	New York....	Germany .....	....	1 70
Christian Sprick, ship carpenter....	New York....	Germany	2 70	17 69
Arthur Dooner, none.....	New York....	Ireland	46	86 25
Annie Keeler, unknown	New York....	Ireland .....	....	31 25
John Lyons, etc., unknown.....	New York....	Unknown .....	....	3 15
Henry B. Southern, soldier.....	New York....	England	2 00	601 61
Margaret Kenny, nurse	New York....	Ireland .....	....	38 43
Herman Adamoff, unknown	New York....	Unknown .....	....	26
Sarah Garsh, domestic.....	New York....	England .....	....	10 00
August W. Eichler, unknown	New York....	Germany .....	....	09
Edwin Slevin, laborer.....	New York....	United States.....	....	55
Mary McCarthy, domestic.....	New York....	Unknown .....	....	7 37
Catherine Farmer, housework.....	New York....	Ireland .....	....	39 02
Michael Cook, unknown	New York....	Ireland	51 59	1,499 14
George Focke, etc., baker.....	New York....	Germany	218 55	744 33
Mary B. Doudon, capmaker.....	New York....	United States.....	....	2 60
Harold N. Halmal, etc., photographer	New York....	Norway .....	....	10 13
Margaret Sherry, domestic.....	New York....	Ireland .....	....	112 73
Otto Podratz, painter.....	New York....	Hungary .....	....	05
J. J. Smith, cook.....	New York....	West Indies.....	1,170 56	1,170 46
William Auerbach, unknown.....	New York....	Germany	46	21 11
William H. Grogan, gauger.....	New York....	New York City....	....	7 40
Charles Sauerlein, music teacher....	New York....	Germany .....	....	25 25
Joseph Cole, laborer.....	New York....	United States.....	....	9 17
Anton C. Hering, none.....	New York....	Germany	6,087 30	6,754 86
Valentine Pfeil, tailor.....	New York....	Saxony	24 75	1,427 70
Julius Srap, peddler.....	New York....	Germany .....	....	77
Annie Ryan, domestic.....	New York....	Ireland .....	....	112 30
Emil Dehnke, unknown.....	New York....	Germany	16 82	650 78
George Larsen, unknown.....	New York....	Unknown .....	....	7 76
Jennie Washburn, domestic.....	New York....	Nova Scotia.....	26 39	1,143 82
John Barrett, worked in hospital....	New York....	Ireland .....	....	10 71
Ivan A. Chartinovich, unknown.....	New York....	Russia .....	....	56 90
Ernest Von Miller, waiter.....	New York....	Switzerland	48 53	2,262 08
John Ajovtjan, molder.....	New York....	Armenia .....	....	209 06
Albert Gerlach, sailor	New York....	Germany .....	....	13 50
Arthur Rose, unknown.....	New York....	Germany	751 44	753 44
Jane C. Horne, unknown.....	New York....	Ireland .....	....	575 20
James A. Robinson, bookkeeper.....	New York....	New York.....	144 35	144 35
Frank D. Kane, calaman.....	New York....	United States.....	....	197 41
Rudolph Wildfang, agent.....	New York....	Germany	74	119 30
Annie Thornton, unknown.....	New York....	Unknown .....	....	9 62
Susan Pitts, unknown.....	New York....	New York.....	....	18 81
Delia Dorsey, unknown.....	New York....	Ireland .....	....	24 56
James L. Gordan, lawyer.....	New York....	Virginia	20 62	451 66
Kate Hyman, domestic.....	New York....	Germany .....	....	19 78
John Van Buskirk, agent.....	New York....	Germany .....	....	2 72
Frederick Kniffer, unknown.....	New York....	Unknown .....	....	2 50
Kate Coughlan, washwoman.....	New York....	Ireland	3 43	174 10
Gerolome Bercolina, painter.....	New York....	Italy .....	....	26 00
Margaret Welber, domestic.....	New York....	England .....	....	7 30
Phoebe Williams, domestic.....	New York....	United States.....	4 26	217 32
Paul Dietzel, waiter.....	New York....	Germany .....	....	9 47
Louis Golde, salesman.....	New York....	Germany .....	....	55
George Koelsch, tailor.....	New York....	Germany .....	....	20
Lucy H. Peck, none.....	New York....	Unknown	39 73	228 52
Mary Schoenknecht, boarding house..	New York....	Germany	3 92	3 92
Patrick Geoghegan, laborer.....	New York....	Ireland .....	....	10 66
Henry Schwarze, barber.....	New York....	Germany	3 82	249 60
Norman S. Townner, manager.....	New York....	Delaware	337 10	331 17
William Mayer, engineer.....	New York....	Germany .....	....	141 69
Albert Bushkat, cigarmaker.....	New York....	Austria .....	....	55
Sophia E. Burns, none.....	New York....	New York.....	....	144 32
Fritz Schienle, baker.....	New York....	Germany	5 70	302 66
Margaret Miles, etc., housework....	New York....	Ireland	44 98	3,293 11
Charles W. Bleck, laborer.....	New York....	Germany	2 20	245 23
John Maguire, unknown.....	New York....	Unknown	3 50	279 97
Mary Recke, unknown.....	New York....	Unknown .....	....	41
John Dodd, veterinary surgeon.....	New York....	Scotland	887 31	887 51
Rose Boyle, peddler.....	New York....	Ireland	5 52	432 50

* Including funeral expenses, claims of creditors and amount paid to next of kin, etc.

Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.
Walter Wilson, laborer.....	New York.....	Ohio .....	.....	35
Benj. F. de Costa, priest.....	New York.....	Unknown .....	.....	286 97
Henry Dupont, carpenter.....	New York.....	France	2 00	104 60
George Burro, unknown.....	New York.....	Italy .....	.....	2 52
Johanna O'Connor, domestic.....	New York.....	Ireland	0 93	810 49
Elizabeth Seelig, peddler.....	New York.....	Germany .....	.....	3 23
John McGregor, driver.....	New York.....	Scotland .....	.....	33 70
Edwardo Finas, unknown.....	New York.....	Cuba .....	.....	59
Dometrius de Cerkey, none.....	New York.....	Roumania	82 49	706 81
Herman Kohlhommer, baker.....	New York.....	Germany	22 62	1,309 79
Sarah Rosenberg, housework.....	New York.....	Germany	21 54	1,450 06
John McDonald, unknown.....	New York.....	Scotland .....	.....	12 57
Minnie Kauppliner, cook.....	New York.....	Finland .....	.....	84 69
Antonio Menzio, unknown.....	New York.....	Italy .....	.....	52
Amy Duby, domestic.....	New York.....	United States.....	.....	15 34
Howard E. Evarts, unknown.....	New York.....	Unknown	9 23	934 49
Edward Kelly, dock builder.....	New York.....	England .....	.....	2 38
Elizabeth Duffy, none.....	New York.....	New York City.....	249 60	248 05
Lizzie J. Evans, dressmaker.....	New York.....	United States.....	.....	13 50
Frederick Tucker, driver.....	New York.....	England .....	.....	6 50
Max Gerowitz, waiter.....	New York.....	Germany .....	.....	147 61
Henrietta Hawkins, domestic.....	New York.....	North Carolina.....	4 36	376 59
William M. Green, bric-a-brac dealer.....	New York.....	England	148 29	2,356 13
Manuel F. Del Valle, merchant.....	New York.....	Mexico	9 02	341 80
Marie Vilisits, domestic.....	New York.....	Hungary .....	.....	27 70
Annie Conlon, domestic.....	New York.....	Ireland	783 14	2,699 89
Richard B. Schneider, German Vice Consul.....	New York.....	Germany	17 29	122 38
Unknown man, unknown.....	New York.....	Unknown .....	.....	1 90
William Sheridan, shoemaker.....	New York.....	Ireland	180 60	11,996 21
Bridget Roche, domestic.....	New York.....	Ireland .....	.....	73 43
H. P. Egidis, unknown.....	New York.....	Italy	11 71	195 86
Thomas Flint, salesman.....	New York.....	England .....	.....	1 40
Carl F. H. Pollock, none.....	New York.....	Germany	7 43	143 00
George R. Bennett, laborer.....	New York.....	United States.....	100 00	97 95
Kate Ward, housekeeper.....	New York.....	United States.....	.....	192 00
William Gallagher, unknown.....	New York.....	Unknown .....	.....	26 19
Johanna Quick, none.....	New York.....	Ireland .....	.....	542 77
James Jones, bookkeeper.....	New York.....	United States.....	.....	60
John Willard, clerk.....	New York.....	United States.....	.....	50
Mary Keefe, cook.....	New York.....	Ireland	14 04	1,298 42
Myra C. Newell, governess.....	New York.....	England .....	.....	2 50
Alice Walsh, laundress.....	New York.....	Ireland .....	.....	31 61
George Perry, sailor.....	New York.....	United States.....	.....	39 70
John Meyer, driver.....	New York.....	Germany	2 82	310 29
Ignatius Zarko, stableman.....	New York.....	Russia .....	.....	42
Mary Welch, unknown.....	New York.....	Unknown .....	.....	16 89
Anna Hanson, laundress.....	New York.....	Sweden	25 85	208 55
Michael Regan, laborer.....	New York.....	Unknown .....	.....	46
Bridget Maloney, housekeeper.....	New York.....	Ireland .....	.....	33 85
John McCarthy, unknown.....	New York.....	New York.....	1 94	131 34
John Branigan, none.....	New York.....	Ireland	1 85	123 42
Robert R. Matthews, bookkeeper.....	New York.....	Ireland .....	.....	30
Danville Watson, clerk.....	New York.....	United States.....	.....	21 25
Maria Daddinansen, nurse.....	New York.....	Germany	3 52	95 75
John McNeill, valet.....	New York.....	Scotland	10 02	711 33
Eliza Shilling, housework.....	New York.....	Germany	2 92	2 77
Louisa Johnston, none.....	New York.....	Ireland .....	.....	246 00
James Smith, soldier.....	New York.....	Unknown	8 00	532 37
Servin Hansen, sailmaker.....	New York.....	Norway	24 30	2,135 11
John Perry, unknown.....	New York.....	Unknown .....	.....	113 46
James Thompson, valet.....	New York.....	Sweden .....	.....	14 34
Minnie Beatty, cook.....	New York.....	United States.....	5 30	7 86
Jacob Moser, unknown.....	New York.....	Austria	8 19	296 00
Leopold Jering, none.....	New York.....	Germany	8 06	23 83
Emil Gordon, none.....	New York.....	France .....	.....	10
Minnie M. Guest, chambermaid.....	New York.....	Ireland	4 65	378 39
Wilhelm Hamelman, workman.....	New York.....	Germany	4 94	.....
Anna Davies, none.....	New York.....	Long Island.....	89 99	3,501 79
Emil Heibig, baker.....	New York.....	Germany .....	.....	1 21
Ferdinand Muller, peddler.....	New York.....	Austria	5 40	6 05
Frank McNulty, soldier.....	New York.....	Ireland	6 92	24 87
Lizzie Bohner, cook.....	New York.....	Ireland .....	.....	73
Herman H. Nieman, none.....	New York.....	Germany	478 57	32,131 69
Abraham Schletten, carpenter.....	New York.....	Austria	16 89	35 59
Joseph C. Preville, dishwasher.....	New York.....	France .....	.....	20 50
Arthur Catlyn, soldier.....	New York.....	Br. West India.....	92	45 90
Johann Siket, unknown.....	New York.....	Unknown .....	.....	80 92
Annie E. Scott, none.....	New York.....	New York City.....	28 84	42 05

* Including funeral expenses, claims of creditors and amount paid to next of kin, etc.

Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.
Otto Olofsen, sailor.....	New York.....	Norway .....	.....	10
James Bentley, unknown.....	New York.....	United States.....	.....	29
Charles Newman, sailor.....	New York.....	Sweden	2 70	.....
Otto Geiger, broker.....	New York.....	Switzerland	5 96	453 36
W. W. Nowell, unknown.....	New York.....	Unknown .....	.....	2 13
Ferdinand Schmidt, manufacturer.....	New York.....	Germany	6 41	221 31
Hop Lee, unknown.....	New York.....	Unknown .....	.....	10
Ellen Callaghan, housework.....	New York.....	Ireland .....	.....	112 96
Paula Vivando, physician.....	New York.....	Italy	15 60	1,108 72
Joseph Reinhart, groom.....	New York.....	Austria .....	.....	28 28
Marie P. Parke, teacher.....	New York.....	Canada	13 90	1,571 94
Palmer Klinger, unknown.....	New York.....	Russia .....	.....	45 36
John Bloore, none.....	New York.....	Germany .....	.....	15
James B. Olney, gasfitter.....	New York.....	United States.....	3 00	2 96
Ann Hill, none.....	New York.....	Ireland	38 46	1,023 86
Frank Link, carpenter.....	New York.....	Germany	3 46	2 86
Patrick McGovern, lungshoreman.....	New York.....	Ireland	32 46	.....
Cornelius Kramer, unknown.....	New York.....	Germany	1 75	24 35
Leon Racenet, cook.....	New York.....	France	18 23	1,361 43
George Spellman, printer.....	New York.....	England	60	.....
Anna Hajdn, domestic.....	New York.....	Hungary	3 40	168 40
John Roes, driver.....	New York.....	Germany	38 54	1,430 42
Gustav Boennetneck, clerk.....	New York.....	Germany	37 39	2,026 04
John Nieman, driver.....	New York.....	Germany	3 95	278 38
Matilda Hoag, none.....	New York.....	Unknown	90	.....
Annie Curtis, washing.....	New York.....	Ireland .....	.....	34 00
Paulina E. E. Rydstrom, artist.....	New York.....	Sweden	5 92	445 97
Alberto Olevira, stone mason.....	New York.....	Bavaria	7 59	7 89
Sarah Forrester, peddler.....	New York.....	Unknown .....	.....	15 08
August M. Bahr, sailor.....	New York.....	Germany	1 61	300 06
Frederick Helm, stableman.....	New York.....	Germany	9 00	23 00
Bridget Cassidy, unknown.....	New York.....	Ireland	2 30	189 52
Meta Kueight, dishwasher.....	New York.....	Germany .....	.....	35 28
William Regan, soldier.....	New York.....	Ireland .....	.....	44 95
Sadie Gallagher, maid.....	New York.....	Ireland	14 78	20 67
Unknown man, unknown.....	New York.....	Unknown	9 20	17 65
Lucien Rodras, shoemaker.....	New York.....	France	23 34	22 29
Michael Lukanitsch, unknown.....	New York.....	Unknown	18 32	815 35
Fritz Kichener, cook.....	New York.....	Germany	1 80	.....
K. Kamener, cook.....	New York.....	Japan .....	.....	6 00
Margaret C. Conway, chambermaid.....	New York.....	Ireland	1 69	20 96
Carl E. Von Jongenfeld, architect.....	New York.....	Missouri	30 40	35 51
Margaret Dennison, servant.....	New York.....	Ireland	152 50	151 50
Eliza Glick, domestic.....	New York.....	Ireland .....	.....	16 00
Leopold Girard, unknown.....	New York.....	Unknown	1 38	98
Carl Ziegler, unknown.....	New York.....	Germany	20 30	16 60
Joseph Lot, unknown.....	New York.....	Germany .....	.....	47 90
Amelia Haggerty, laundry.....	New York.....	England	3 29	119 89
Jan Haruzekine, unknown.....	New York.....	Poland	4 29	4 29
Gregory McDonald, carpenter.....	New York.....	United States.....	9 34	9 14
John Linderberg, etc., unknown.....	New York.....	Sweden .....	.....	44 70
Patrick Hays, unknown.....	New York.....	Unknown .....	.....	37 75
Louis Baumgartner, farmer.....	New York.....	Germany .....	.....	52
William Jackman, wagon maker.....	New York.....	Germany .....	.....	30
Dora Krim, dressmaker.....	New York.....	Russia .....	.....	38 10
Meta Kienon, housekeeper.....	New York.....	Germany	2 37	99 46
James Legg, sailor.....	New York.....	Scotland .....	.....	9 83
Annie Corcoran, hospital help.....	New York.....	Ireland	1,442 87	103 91
Louis Schneider, watchman.....	New York.....	New York City.....	.....	85 60
John Rowland, engineer.....	New York.....	England	5 75	7 50
Harry Dempsey, porter.....	New York.....	Ireland	491 57	201 31
Moritz W. Schlott, waiter.....	New York.....	Germany	19 34	893 42
John McClymont, agent.....	New York.....	Scotland	3,993 42	3,521 51
Albert Barrett, music teacher.....	New York.....	Belgium	8 24	6 04
Maria Fullerton, housewife.....	New York.....	Ireland	1,088 58	1,088 48
Augusta M. Leigh, housewife.....	New York.....	Unknown	213 12	214 31
William Mauerhofer, dishwasher.....	New York.....	United States.....	20 01	12 65
Franz Schmutterer, baker.....	New York.....	Germany	554 78	18 56
Adolph Meyer, clerk.....	New York.....	Germany	1,280 45	1,284 50
Nicholas Hirt, shoemaker.....	New York.....	Switzerland	263 10	147 08
Max Perlmutter, actor.....	New York.....	Russia	1,022 73	1,019 60
William E. Ward, clerk.....	New York.....	United States.....	.....	353 28
William R. Hendricks, watchman.....	New York.....	United States.....	.....	18 18
Louis Lehman, none.....	New York.....	Germany .....	.....	51 43
Moses Levy, unknown.....	New York.....	Unknown	636 93	7 68
John Dzunk, none.....	New York.....	Germany	8 12	5 70
Jacob Kubler, laborer.....	New York.....	Germany	169 80	169 70
Mary Kelly, housewife.....	New York.....	England .....	.....	6 00

* Including funeral expenses, claims of creditors and amount paid to next of kin, etc.

Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.
John Hare, building inspector.....	New York.....	Ireland	1,475 79	322 81
Henry Beaumont, piano workman...	New York.....	Unknown .....	.....	20
Mary F. Martin, teacher.....	New York.....	United States.....	778 23	130 40
Niel Lindahl, unknown.....	New York.....	Sweden	231 77	136 11
Alice Fally, housework.....	New York.....	Ireland	2,560 56	208 56
Peter E. Olson, sailor.....	New York.....	Sweden	3 96	3 96
Mary Owens, house cleaner.....	New York.....	Ireland	1,073 94	171 26
George M. Wheeler, major, U. S. A.	New York.....	Unknown	6 00	0 00
Mary Madden, scrubber.....	New York.....	Ireland	111 76	76 81
Eliza Mercer, domestic.....	New York.....	Ireland	70 10	68 60
Matthew Eldridge, none.....	New York.....	United States.....	135 30	72 11
James Patrolough, promoter.....	New York.....	England	3,016 15	3,022 15
Louis G. A. Muller, railroad guard..	New York.....	Germany	11 90	14 25
Thomas MacIntyre, laborer.....	New York.....	New York City...	8 86	25 44
William B. Slingerland, stable boss..	New York.....	New York City...	105 86	128 86
John A. Svenson, tailor.....	New York.....	Sweden	12 75	70
Thomas Cleary, stableman.....	New York.....	Ireland	6 00	146 50
Herman Reinhard, physician.....	New York.....	Germany	3,256 81	3,256 21
Bernard Duffy, unknown.....	New York.....	Unknown	277 75	277 65
Fanny E. Mize, dressmaker.....	New York.....	Pennsylvania	520 48	334 34
Denis Sheridan, laborer.....	New York.....	Ireland	286 15	285 85
Lillie Jackson, etc., laundress.....	New York.....	United States.....	28 75	4 26
Charles Christiansen, waiter.....	New York.....	Sweden	70	50
Anna Brewerton, seamstress.....	New York.....	Switzerland	2 90	80 95
John Matheson, physician.....	New York.....	Canada	899 44	899 44
Louise Lyman, none.....	New York.....	England	180 86	189 86
Josephine Polak, unknown.....	New York.....	Unknown .....	.....	10
Elain Parker, unknown.....	New York.....	United States.....	1 10	1 10
Mary J. O'Connell, housework.....	New York.....	Ireland	567 02	123 51
Max Hecht, unknown.....	New York.....	Unknown	1 00	1 00
Susan Eberhardt, housework.....	New York.....	Germany	64 85	64 85
George D. Varalianz, kept restaurant.	New York.....	Armenia	64 69	64 69
Charles E. McDonald, physician.....	New York.....	South Carolina.....	132 75	132 75
Edward Potter, unknown.....	New York.....	Unknown	16 67	16 67
Henry Dohren, hospital help.....	New York.....	Denmark	328 28	159 01
Anna Rehm, unknown.....	New York.....	Germany	96 70	6 50
Sarah A. Rutherford, dressmaker.....	New York.....	Scotland	164 90	108 61
Solomon Renamel, cigarmaker.....	New York.....	Cuba	415 42	129 11
Luigi Steffenone, musician.....	New York.....	Italy	101 61	9 06
Catherine Fox, none.....	New York.....	Ireland	2,954 14	447 82
Anna Connors, domestic.....	New York.....	Ireland	1,325 06	217 07
Luther T. Craig, singer.....	New York.....	Ohio	141 50	141 50
Gregory J. MacLeod, unknown.....	New York.....	Unknown	10 90	10 90
John S. Hueston, messenger.....	New York.....	Canada	200 80	133 85
William Williams, porter.....	New York.....	Virginia	216 56	121 61
Mary Stevens, housework.....	New York.....	Ireland	121 20	121 20
Reuben Brauch, laborer.....	New York.....	United States.....	88 65	88 65
Joseph Ricogona, oil dealer.....	New York.....	Italy	2 77	40
Patrick L. O'Flynn, bartender.....	New York.....	Ireland	255 99	255 99
Marie Schmidt, none.....	New York.....	Austria	402 39	402 39
Bernard Durheim, U. S. Army.....	New York.....	Switzerland	139 66	13 31
Chane Hirsch, tailor.....	New York.....	Unknown	26 25	26 25
James Williams, waiter.....	New York.....	Virginia	11 96	.....
Mary A. Gormley, unknown.....	New York.....	Ireland	112 81	65 81
Paul Kluge, milk inspector.....	New York.....	Germany	2 92	2 92
Herman Peterson, delicatessen store.	New York.....	Germany	464 32	464 32
Mary W. Scott, housework.....	New York.....	United States.....	27 60	27 60
Edwin Temple, none.....	New York.....	England	5 68	.....
Edward Toner, none.....	New York.....	Ireland	323 41	80 25
John W. Doyle, canvasser.....	New York.....	United States.....	214 35	234 35
Joseph Melitzineg, laborer.....	New York.....	Austria	9 43	95
Lucy Sparks, none.....	New York.....	Georgia	4 90	4 90
Hallden Gotaa, packer.....	New York.....	Norway	3 22	70
August Zolver, or Zolvert, none....	New York.....	Germany	35,699 56	542 72
Joniah D. Evans, none.....	New York.....	South Wales.....	167 25	6 05
Joseph Yater, tailor.....	New York.....	Austria	77 75	77 75
Louis Wolff Coniell, engraver.....	New York.....	France	99 22	99 22
Hugo Frankfeld, merchant.....	New York.....	United States.....	208 00	7 71
Ellen Mulhall, none.....	New York.....	Ireland	362 10	107 61
Charles Gloser, clerk.....	New York.....	United States.....	135 42	93 75
David Zeh, bookbinder.....	New York.....	Germany	101 18	79 35
Katie Kilburn, domestic.....	New York.....	New York City...	127 33	127 33
Martin Murphy, musician.....	New York.....	New York City...	26 61	26 61
Ellen Milley, domestic.....	New York.....	Ireland	2,015 84	29 11
Sabatino Natale, unknown.....	New York.....	Italy	30 70	10
Frank McCoy, none.....	New York.....	Unknown	2 35	30
Joseph Gooparie, wire worker.....	New York.....	United States.....	20 49	20
August E. Gronett, unknown.....	New York.....	Unknown .....	.....	26

* Including funeral expenses, claims of creditors and amount paid to next of kin, etc.

Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.
Vincent Smolinski, unknown.....	New York.....	Unknown .....	.....	10
William Stack, unknown.....	New York.....	Unknown .....	.....	20
George Edwards, unknown.....	New York.....	Unknown .....	.....	20
George McLoyd, unknown.....	New York.....	Unknown .....	.....	10
Katherine Schultz, none.....	New York.....	Germany	298 06	95 31
Jacob Cook, machinist.....	New York.....	United States.....	425 00	146 95
Keri Kral, pocketbook manufacturer.	New York.....	Austria	14 00	20
Samuel Bart, tailor.....	New York.....	Russia	16 86	1 00
George Nicholas, none.....	New York.....	Germany	84 02	78 55
William McGrath, steamfitter.....	New York.....	United States.....	23 51	40
Ellen M. Richardson, nurse.....	New York.....	West Indies.....	470 74	470 74
Caroline Foster, servant.....	New York.....	England	1,321 05	1,321 05
Joseph Volt, porter.....	New York.....	Austria	2,631 63	2,631 63
Mary Wood, none.....	New York.....	United States.....	.....	10
Jacob Eidermann, tailor.....	New York.....	Russia	597 17	170 06
Odel D. Lynt, caretaker.....	New York.....	United States.....	52 75	50 10
Charles Dillwieg, etc., butcher.....	New York.....	Prussia	1,023 63	414 45
Charles Belmont, unknown.....	New York.....	Unknown	8 65	70
Leprandi Enrico, tailor.....	New York.....	Italy	200 00	128 11
Charles C. Hayden, waiter.....	New York.....	United States.....	100 00	50 10
Matthew Tobin, odd jobs.....	New York.....	New York City...	67 00	61 35
Giovanni Balletto, none.....	New York.....	Italy	300 00	127 85
Ellen C. Scott, domestic.....	New York.....	Ireland	62 98	62 98
Catherine Glass, domestic.....	New York.....	Ireland	312 60	272 95
John Coros, or Tilos Rappas, unknown.	New York.....	Unknown	106 92	60 65
George Peyton, none.....	New York.....	Ireland	115 88	115 88
John P. Trainor, unknown.....	New York.....	Unknown	783 74	18 61
Maria M. Hayes, match peddler.....	New York.....	England	213 00	118 65
Mary Clark, domestic.....	New York.....	Ireland	1,597 54	261 11
William Scoutton, none.....	New York.....	England	5 91	5 91
Walter Rainberg, waiter.....	New York.....	Sweden	7 21	90
D. B. Pattingall, unknown.....	New York.....	United States.....	9 64	.....
Max V. Nullferana, coal agent.....	New York.....	Germany	290 98	290 98
Thomas C. Canavan, mason.....	New York.....	England	182 50	87 51
Burton Mansfield, commission merchant.	New York.....	United States.....	784 44	784 44
Max Kruger, pocketbook manufacturer.	New York.....	France	428 38	253 95
Davis Moses, tailor.....	New York.....	Russia	414 91	188 60
Bridget Cochran, or Coughlin, domestic.	New York.....	Ireland	1,071 94	195 22
Maggie Kelly, housework.....	New York.....	United States.....	50 05	46 61
William Taylor, waiter.....	New York.....	England	150 00	91 11
Mary Dempsey, domestic.....	New York.....	Unknown	961 60	169 02
Isabella Porter, housework.....	New York.....	United States.....	172 30	172 30
Timothy Driacoli, porter.....	New York.....	Ireland	20 21	26 21
William F. Perry, promoter.....	New York.....	United States.....	3 22	45
Frank Jarefsky, unknown.....	New York.....	Unknown	81 05	60 10
Mary J. Symington, caretaker.....	New York.....	Unknown	986 21	91 25
Thomas Fay, painter.....	New York.....	England	200 53	200 53
Giuseppi Vitallo, laborer.....	New York.....	Italy	639 24	20 51
John R. Van Nest, none.....	New York.....	United States.....	9 66	1 00
Benjamin A. Starr, Jr., coal dealer.	New York.....	United States.....	6 00	6 10
William Hart, minstrel.....	New York.....	Halifax	97 11	10
Joseph Mogovino, laborer.....	New York.....	Italy	31 29	31 29
Charles D. Chadwick, unknown.....	New York.....	Unknown	8 31	8 31
Ida Neumier, chambermaid.....	New York.....	Switzerland	94 45	9 45
Mary Whitelaw, domestic.....	New York.....	Ireland	4 78	30
Christina Keller, housework.....	New York.....	Germany	31 20	5 80
James Mulhern, clerk.....	New York.....	Ireland	114 75	101 90
Lizzie Doolan, cook.....	New York.....	Ireland	5 08	1 35
Giovanni Romano, unknown.....	New York.....	Italy .....	.....	12
Louis Faresin, architect.....	New York.....	Italy	2 08	50
Lydia A. Jenkins, none.....	New York.....	United States.....	267 36	9 65
Frank Kramer, promoter.....	New York.....	Germany	3 91	60
Teresa Rose, cook.....	New York.....	Ireland	32 16	7 45
Katie Roen, none.....	New York.....	Unknown	180 81	7 45
Mary Trainor, none.....	New York.....	Ireland	152 79	152 79
Eliza Reilly, washing.....	New York.....	Ireland	11 39	50
David Ketchale, superintendent.....	New York.....	United States.....	39 61	39 61
Timothy Kelleher, ran elevator.....	New York.....	Ireland	736 94	121 05
Augusta Gustafson, domestic.....	New York.....	Sweden	264 53	132 70
Caroline Klose, baker.....	New York.....	Germany	431 27	431 27
Martin Lawlor, hospital orderly.....	New York.....	United States.....	44 40	44 40
Hugo Jansen, let furnished rooms...	New York.....	Denmark	79 09	79 09
Domenio Caparelli, none.....	New York.....	Italy	40 00	40 00
Mary Conlon, none.....	New York.....	Ireland	20 46	20 46
Margaret Reinhard, janitress.....	New York.....	Germany	287 51	287 51
Henry Wolff, gardener.....	New York.....	Germany	35 00	35 00
Eugene Bamberger, musician.....	New York.....	Germany	90	60
Johanna Sticker, housework.....	New York.....	Germany	21 99	21 99

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Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.	Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.
Uitini Angelo, organ grinder.....	New York.....	Italy	71 74	52 95	Frederic Geisker, unknown.....	New York.....	Unknown	26 32	10
Mary Casey, none.....	New York.....	Ireland	2 43	.....	Joseph Carpenter, saloon.....	New York.....	Ireland	520 65	167 87
Melvin Dillet, none.....	New York.....	United States.....	25 30	20	Sarah or Jane Carpenter, domestic.....	New York.....	Ireland	12 80	5 00
William Andrews, unknown.....	New York.....	United States.....	37 95	30 90	Mary Conway, or Williams, housework.....	New York.....	Ireland	506 02	114 15
Bridget Golden, unknown.....	New York.....	Ireland	286 65	7 55	Thomas A. Payne, expressman.....	New York.....	Virginia	413 83	133 57
Maria F. Conway, housework.....	New York.....	Ireland	37 95	7 45	Frank First, none.....	New York.....	Unknown	152 04	118 22
Hugh C. Dennis and Blanch Dennis, none.....	New York.....	United States.....	183 84	11 55	Martin Brennan, none.....	New York.....	Ireland	13,061 40	452 40
Martin Keane, railroad conductor.....	New York.....	Ireland	302 36	54 10	George Wilkinson, unknown.....	New York.....	England	22 28	22 28
Edward Chrissie, artist.....	New York.....	United States.....	234 19	162 35	Ann Brady, housekeeper.....	New York.....	Ireland	261 18	170 77
Mary Parker, none.....	New York.....	United States.....	664 95	101 80	Edward Jones, painter.....	New York.....	Unknown	59	20
Catherine Cosgrove, housekeeper.....	New York.....	Ireland	469 60	57 70	John Theissen, unknown.....	New York.....	Unknown .....	.....	10
Simon Wallach, agent.....	New York.....	Austria	123 54	78 25	Edwin D. Cahoon, clerk.....	New York.....	United States.....	503 38	505 38
Henry Cody, laundry.....	New York.....	England	304 39	106 50	William M. Cox, seaman.....	New York.....	Unknown	335 45	6 40
Maggie Ahern, or Woods, housekeeper.....	New York.....	England	259 79	127 25	Juliana Stemler, unknown.....	New York.....	Hungary	20 85	19 71
Annie Hamburg, etc., dressmaker.....	New York.....	Ireland	1 70	1 70	Margaret Smith, hospital help.....	New York.....	Ireland	403 37	195 67
James Holle, laborer.....	New York.....	Scotland	37 14	28 95	Mary Sanz, none.....	New York.....	United States.....	234 93	189 87
Michael Strobel, hatter.....	New York.....	Germany	67 30	42 85	Michael Duggan, hospital help.....	New York.....	Unknown	107 65	51 20
William Westwood, unknown.....	New York.....	England	54 65	54 65	Alcide Beaudet, gardener.....	New York.....	France	69 02	66 17
Paul Norquet, sculptor.....	New York.....	Belgium	1,510 93	148 91	Bridget or Delia McDonald, domestic.....	New York.....	Ireland	2,755 52	356 80
Rudolph Zante, or Yanke, porter.....	New York.....	Germany	3 47	60	Enrico Lipide, laborer.....	New York.....	Italy	300 00	222 70
Mary E. Gaffney, housekeeper.....	New York.....	United States.....	251 09	1 45	Magdalena Pfeuffer, domestic.....	New York.....	Germany	237 73	75 93
Catherine McGrath, or Ward, none.....	New York.....	Ireland	5,320 80	763 45	Mariana Sjoostian, none.....	New York.....	Turkey .....	.....	10
Elford E. Treffry, author.....	New York.....	England	1,298 86	418 43	Joseph Wagner, laborer.....	New York.....	United States.....	150 00	107 55
Salvin Boushakria, jeweler.....	New York.....	Syria	206 52	254 60	Erik Johansen, U. S. Navy.....	New York.....	Sweden	301 98	106 80
Thomas B. Norgate, draughtsman.....	New York.....	England	110 80	49 75	Emma Day, housekeeper.....	New York.....	Ireland	243 73	107 67
Edward McGovern, plumber.....	New York.....	Ireland	106 15	106 15	Patrick Cheevers, unknown.....	New York.....	Unknown	30 52	29 20
Bodo von Hodenberg, brewery workman.....	New York.....	Germany	5,086 38	278 95	Andrew Cogan, none.....	New York.....	Ireland	4 65	30
Louis Madras, inventor.....	New York.....	Hungary	90 21	90 21	Katie Craig, domestic.....	New York.....	Ireland	355 25	240 85
Peter Dale, driver.....	New York.....	Ireland	437 09	41 35	Henry Clare, Jr., salesman.....	New York.....	England	6 75	1 90
Rose Dickson, domestic.....	New York.....	Ireland	170 68	78 05	Edmond R. Kirven, none.....	New York.....	West Indies.....	75 00	75 00
Rosara Conti, or Nocura, housewife.....	New York.....	Italy	4 00	60	James F. Finnigan, watchman.....	New York.....	United States.....	1,209 35	249 97
Adam Boyle, restaurant help.....	New York.....	Ireland	13 42	60	Michael J. Gallagher, actor.....	New York.....	Ireland	237 42	143 67
George Spurgieri, picture frame worker.....	New York.....	United States.....	1 16	1 16	Emil Prost, soldier.....	New York.....	Austria	162 44	7 67
Ann Reilly, domestic.....	New York.....	Ireland	90 30	90 30	John Mulry, paver.....	New York.....	Ireland	4,072 38	183 67
Joseph Barr, watchman.....	New York.....	Hungary	1,001 43	136 30	Michael Lane, candy manufacturer.....	New York.....	Ireland	60 70	60 70
Alexander J. Pope, clerk.....	New York.....	Ireland	7,186 97	158 12	Martin Mattson, carpenter.....	New York.....	Sweden	181 27	6 37
William Munro, hippodrome helper.....	New York.....	Scotland	105 85	105 85	Adolph E. Bloom, tailor.....	New York.....	Germany	33 79	60
Charles E. Farrington, clerk.....	New York.....	Danish W. I.....	2,916 38	178 81	Mamie Van Hoesen, housekeeper.....	New York.....	Germany	106 20	106 20
John Gorda, or Swords, coachman.....	New York.....	Ireland	212 28	7 88	Josephine Baker, housework.....	New York.....	United States.....	108 10	96 35
Joseph Andre, unknown.....	New York.....	Unknown	3 10	.....	Cassie Doyle, domestic.....	New York.....	Unknown	147 65	1 05
Mary Kilroy, cook.....	New York.....	Ireland	18 00	6 10	Mary Anderson, housekeeper.....	New York.....	Ireland	282 57	224 30
Luigi D'Angelo, laborer.....	New York.....	Italy	73 40	1 75	William Steudd, waiter.....	New York.....	Germany	343 53	8 00
Frederick H. Boyden, treasurer.....	New York.....	Massachusetts.....	2,521 59	1,087 60	Henrietta Dombrosky, janitress.....	New York.....	Russia	57 70	5 20
Edward A. Willard, coal dealer.....	New York.....	United States.....	2,065 31	231 91	Benjamin Howard, unknown.....	New York.....	Unknown	1 30	1 30
Gastano Crifone, stone mason.....	New York.....	Italy	100 00	100 00	Richard P. Harrison, none.....	New York.....	Unknown	210 10	7 77
Andrew Anderson, longshoreman.....	New York.....	Norway	390 84	143 30	Antonio Brosco, laborer.....	New York.....	Italy	134 00	133 30
Mary Barry, housemaid.....	New York.....	Ireland	329 48	219 15	Margaret Keating, unknown.....	New York.....	Unknown	3,354 00	160 62
Thomas Gayne, tinsmith.....	New York.....	Ireland	144 17	67 65	Louis Meyers, bartender.....	New York.....	Germany	3 20	3 20
James Pickering, painter.....	New York.....	England	1,356 33	163 10	John Weber, none.....	New York.....	Ireland	6,205 11	625 10
Frank Muller, dry goods.....	New York.....	Hungary	102 50	102 50	Eugene Sullivan, unknown.....	New York.....	Ireland	20	20
Johann Michaels, promoter.....	New York.....	Hungary	623 10	109 65	Maria L. Moore, jewelry.....	New York.....	United States.....	.....	1 57
John Reinbaum, bartender.....	New York.....	Russia	02	1 20	John Schweitzer, soldier.....	New York.....	Germany	159 88	7 57
Julia Robinson, cook.....	New York.....	United States.....	515 11	77 89	William Ayre, soldier.....	New York.....	England	280 47	2 57
Robert Hood, shoemaker.....	New York.....	Ireland	70 59	9 55	John Collins, soldier.....	New York.....	Ireland	251 24	7 57
Alice Bennett, housekeeper.....	New York.....	England	319 37	15 65	Martin Blachall, soldier.....	New York.....	Ireland	210 56	7 57
James Coyle, laborer.....	New York.....	Ireland	1,104 16	179 35	Otto Tumpelman, soldier.....	New York.....	Germany	320 75	7 67
John Williams, bricklayer.....	New York.....	Canada	43 25	43 25	Thomas Kean, soldier.....	New York.....	Ireland	414 38	7 67
Gustav Isaacson, carpenter.....	New York.....	Finland	196 50	196 50	John Holland, soldier.....	New York.....	Ireland	319 09	7 57
John Mackros, laborer.....	New York.....	Greece	74 90	71 20	Michael Gallagher, soldier.....	New York.....	Ireland	450 85	1 30
Katherine Hwitzer, cook.....	New York.....	Switzerland	207 74	97 17	Catherine Belden, none.....	New York.....	Ireland	190 04	166 57
Giuseppe Gagliardi, waiter.....	New York.....	Italy	751 63	82 39	Herman Conrad, soldier.....	New York.....	Germany	214 54	2 57
Eliza McGee, unknown.....	New York.....	United States.....	28 44	28 44	Frederick Snyder, soldier.....	New York.....	Germany	37 90	7 57
John H. Trapp, clerk.....	New York.....	Sweden	54 98	54 98	Joseph Heinterwoth, soldier.....	New York.....	Germany	316 86	7 57
Oscar Wagner, cigarmaker.....	New York.....	Germany	203 00	159 95	Henry Wagner, gardener.....	New York.....	Germany	81 30	53 70
Ernest Frede, clerk.....	New York.....	Germany	2,000 00	61 05	Julius Falkenstein, soldier.....	New York.....	Germany	311 75	7 57
Agatha Gruber, domestic.....	New York.....	Germany	441 18	125 23	Carl Fanning, soldier.....	New York.....	Germany	179 86	2 57
Kate Brady, housekeeper.....	New York.....	Ireland	708 21	162 75	John Mouston, soldier.....	New York.....	Unknown	516 44	2 57
Emma Seeman, housekeeper.....	New York.....	Germany	667 48	188 45	Nicoli Lade, etc., boat captain.....	New York.....	Austria	101 79	102 98
Henry Hesselman, waiter.....	New York.....	Germany	630 91	14 65	Adam Schoeing, butcher.....	New York.....	Germany	8 22	2 10
Ludwig Christiansen, unknown.....	New York.....	Germany	47 00	8 37	Charlotte Alston, laundress.....	New York.....	United States.....	86 00	86 50
Josephine Glock, domestic.....	New York.....	Poland	4 45	4 45	Annie McKenna, housekeeper.....	New York.....	Ireland	1,191 40	134 98
Alois Komertaky, bartender.....	New York.....	Austria	330 02	89 15	Catherine Flood, housemaid.....	New York.....	Ireland	1 40	1 40
Iver Iversen, unknown.....	New York.....	Unknown	183 48	122 97	Arthur O'Neil, unknown.....	New York.....	Ireland .....	.....	10
Margaret Fitzgibbons, domestic.....	New York.....	Ireland	25 00	20	Bessie Lockwood, none.....	New York.....	Unknown .....	.....	10
James B. Calhoun, salesman.....	New York.....	Oregon	36 54	7 30	Payton B. Bibbs, soldier.....	New York.....	United States.....	12 00	12 00
John McMullan, packer.....	New York.....	Ireland	72 14	72 14	Josephine Doriat, housework.....	New York.....	France	4 00	09
Gottlieb Koenig, stableman.....	New York.....	Germany	03	20	Daisy Young, unknown.....	New York.....	Unknown	6 47	10
Otto Hagin, manager.....	New York.....	Germany	511 33	133 67	Maurice Quinlan, bricklayer.....	New York.....	Ireland	2,293 32	128 98

* Including funeral expenses, claims of creditors and amount paid to next of kin, etc.

* Including funeral expenses, claims of creditors and amount paid to next of kin, etc.

Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.	Name and Occupation.	Place of Residence at the Time of Death.	Country or Place from Which He Came.	Total Amount of Receipts in 1906.	*Total Amount of Expenditures in 1906.
Jeff Donohue, longshoreman.....	New York....	Ireland	131 70	7 77	Louis A. B. de Genier, porter.....	New York....	Italy	3 86	10
Martha Kimball, lodging house.....	New York....	United States....	288 67	92 27	Antoni Yovich, none.....	New York....	Austria	76 60	39
Daniel McKay, laborer.....	New York....	Ireland	40 90	10	Frances or Fanny Cassidy, unknown.	New York....	Ireland	6 00	6 10
Michael P. Buckley, bartender.....	New York....	Ireland	291 95	153 43	Anna Zieger, none.....	New York....	Germany	6 00	6 33
John H. Mallay, unknown.....	New York....	Unknown	1 76	.....	Mary A. Fisk, storekeeper.....	New York....	Ireland .....	.....	10
Ferdinand Beber, unknown.....	New York....	Unknown .....	.....	10	Eliza Hayes, housekeeper.....	New York....	Ireland	8,014 61	1 30
George Braun, carpenter.....	New York....	Germany	20	23	Francis D. Spear, bookkeeper.....	New York....	New York City....	3 35	3 35
Daniel Mackey, unknown.....	New York....	Unknown .....	.....	10	Maria Bajsek, cigarmaker.....	New York....	Hungary	216 56	85 31
Hans Garland, waiter.....	New York....	Germany	72 96	38 55	John Hindt, peddler.....	New York....	Bohemia .....	.....	45
Elise Huhn, housewife.....	New York....	Germany	276 36	156 24	Mary Peterson, cook.....	New York....	Virginia .....	.....	82
Frederick Lentz, peddler.....	New York....	Switzerland	32 00	32 00	Mary Gallagher, domestic.....	New York....	Ireland .....	.....	70
John Sinclair, unknown.....	New York....	Unknown	26	20	Malachi McNamara, laborer.....	New York....	Ireland	1 38	1 30
Max A. Senten, sailor.....	New York....	Germany	45 01	6 40	Albert Stutz, dyer.....	New York....	Germany	6 00	2 75
Mary Melnerney, cook.....	New York....	Ireland	289 83	134 65	Frederick Mallard.....	New York....	Unknown	7,752 44	7,752 44
Frieda Rottsch, cook.....	New York....	Germany	455 91	2 08	Julius Brannert, pocketbook manu- facturer.....	New York....	Germany	47	70
Mary Weiss, housework.....	New York....	Hungary	50 00	50 00	Catherine Small, cook.....	New York....	Ireland	8 94	80
Edward Blake, unknown.....	New York....	England	100 43	6 90	Gerolomo Mercione, unknown.....	New York....	Italy	355 36	355 36
John McFarland, laborer.....	New York....	Ireland	66 45	50 20	John Keller, bookmaker.....	New York....	Ireland	1,255 03	152 40
Theodore Caines, unknown.....	New York....	Unknown	6 00	6 00	Imogene Wheeler, none.....	New York....	New York City....	.....	10
Henrietta Frecant, glovemaking.....	New York....	England	109 94	90 68	Annie Mathews, housework.....	New York....	Ireland	131 72	104 31
M. Fannella McLarney, missionary.	New York....	United States....	4 34	4 34	Adam Planz, none.....	New York....	Germany	285 25	29 79
Nicolo Banevall, cook.....	New York....	Italy	28 86	28 86	Mrs. W. Spooner, unknown.....	New York....	Unknown	1 39	1 30
Margaret Kelly, or Gibson, house- work.....	New York....	Ireland	227 48	117 98	Mary Harris, laundress.....	New York....	Ireland .....	.....	95
Caapar Lindner, druggist.....	New York....	Germany	79 08	20	Michael Meyers, canal worker.....	New York....	United States....	16 34	1 50
Rosi Behulak, car cleaner.....	New York....	Hungary	880 92	205 68	Kate Gaffney, cook.....	New York....	Ireland .....	.....	2 45
William Wallace, ran elevator.....	New York....	West Indies....	124 70	109 65	Alfredo L. Perino, unknown.....	New York....	Unknown .....	.....	80
William E. Whittaker, none.....	New York....	United States....	64 90	64 90	James Dunn, messenger.....	New York....	Ireland	21 50	5 40
Stanislaus Ponanski, chef.....	New York....	Russia	1,402 56	102 30	Charles Ruell, unknown.....	New York....	Unknown	9 60	4 55
Lizzie Jockers, unknown.....	New York....	Germany	219 95	91 03	Edward O. Robinson, porter.....	New York....	West Indies....	100 60	18 47
Sarah McConnell, dressmaker.....	New York....	Ireland .....	.....	1 00	William McClellan, unknown.....	New York....	Unknown .....	.....	16
Leopold Tauss, waiter.....	New York....	Austria	110 00	27 28	Emma Magher, domestic.....	New York....	Sweden .....	.....	10
Sarah E. McKeever, domestic.....	New York....	Ireland	143 50	117 98	Giacomo Sevana, unknown.....	New York....	Unknown	60 43	20
Elizabeth Suff, housework.....	New York....	Germany .....	.....	10	Julius Bruggman, tailor.....	New York....	Switzerland	5 00	2 70
James T. Wilber, commission mer- chant.....	New York....	United States....	.....	20	Jean Le Bars, professor of French...	New York....	France	307 01	1 69
Emma Sloan, unknown.....	New York....	New York City....	5 10	.....	Nicholas Kohl, unknown.....	New York....	Unknown	200 10	70
Catherine Sullivan, hair dresser...	New York....	United States....	9 91	4 50	Ann Mackey, servant.....	New York....	Unknown	50 00	1 50
Mary Smyth, none.....	New York....	Ireland	7 00	6 20	Herman Christaller, draughtsman...	New York....	Germany .....	.....	10
Mary Domasco, unknown.....	New York....	Italy .....	.....	5 03	Theodor Muller, none.....	New York....	Germany .....	.....	20
Arthur J. Sparks, unknown.....	New York....	Unknown	3 50	3 50	John Sheridan, coachman.....	New York....	Ireland .....	.....	45
Buller Lee, ran elevator.....	New York....	United States....	6 00	6 00	Susan Owens, unknown.....	New York....	England	136 22	60
Paul Geffers, unknown.....	New York....	Unknown	3 91	.....	Mary E. Brady, none.....	New York....	Ireland	13	.....
Eric Wharton, dressmaker.....	New York....	Canada	444 85	110 98	Yonmud Young, laundry.....	New York....	Germany .....	.....	60
Stephen Bajsek, carpenter.....	New York....	Hungary	316 06	96 35	Katherina Bollomo, housewife.....	New York....	Italy	2 00	3 55
Kate Owens, housework.....	New York....	Ireland	32 62	6 20	Annie Flaherty, dressmaker.....	New York....	United States....	.....	79
Ann Fanning, unknown.....	New York....	Unknown	7 40	.....	Mary J. Kearney, housework.....	New York....	Ireland .....	.....	70
Bridget Devlin, washing.....	New York....	Ireland	615 89	134 88	Jacob Weideman, none.....	New York....	Germany .....	.....	1 20
Mary J. Cunningham, domestic.....	New York....	Ireland .....	.....	10	Lulu B. Grover, unknown.....	New York....	Unknown	35	8 30
Edward Leonard, bartender.....	New York....	Ireland	29 65	6 30	Charles B. Henning, nurse.....	New York....	Germany	9 05	.....
Chaim Ochsenkorn, unknown.....	New York....	Unknown	78 40	6 50	John Woods, unknown.....	New York....	Unknown	24 50	.....
John A. Haller, speculator.....	New York....	United States....	2 84	2 60	Frank Heider, tinsmith.....	New York....	Germany	80 11	20
Frederick J. Williams, miner.....	New York....	England	50 00	6 50	George Whitney, driver.....	New York....	United States....	.....	70
Prosper Mercier, none.....	New York....	France .....	.....	80	Angela Pecimici, unknown.....	New York....	Unknown	10	19
Markar Tashjian, unknown.....	New York....	Armenia .....	.....	2 70	Louisa Griffith, servant.....	New York....	United States....	70 00	70 20
Joseph Slovick, farmer.....	New York....	Austria	195 63	87 22	Mrs. Gaudhue, none.....	New York....	United States....	.....	20
Dominico Catroretro, carpenter...	New York....	Italy .....	.....	1 00	Fritz Gound, etc., unknown.....	New York....	Germany	95	90
Katharina Klein, housework.....	New York....	Germany	130 34	68 95	Catherine Henkul, nurse.....	New York....	Germany	254 36	184 87
Joseph F. Johnson, gardener.....	New York....	England	394 50	72 95	Alexander Campbell, unknown.....	New York....	Unknown	1 40	60
Annie Hoffman, housework.....	New York....	Ireland	1 00	3 50	W. H. B. Powell, unknown.....	New York....	Unknown	169 13	1 10
Marie Sali, domestic.....	New York....	Germany	10 60	6 60	James Connolly, engineer.....	New York....	Unknown	1 00	.....
Elize Csornyel, cook.....	New York....	Hungary	208 00	10	William Koefl, brushmaker.....	New York....	Germany	29 00	.....
Gustav Kientoch, waiter.....	New York....	Germany	75	75	John Daniels, unknown.....	New York....	Unknown	3 39	.....
Elizabeth Garathy, unknown.....	New York....	Unknown	9 30	9 30	Bridget Dempsey, servant.....	New York....	Ireland	68 52	10
Amelia Kroil, cook.....	New York....	Russia	751 06	162 22	Joseph Heppenheimer, unknown....	New York....	Unknown	5 97	.....
Hilda Swederus, housekeeper.....	New York....	Sweden .....	.....	2 80	Martin Kohn, unknown.....	New York....	Unknown	5 20	.....
Maggie Knosz, none.....	New York....	Germany	88 42	88 42	Anna La Mond, unknown.....	New York....	Unknown	05	.....
Anders Hanson, sailor.....	New York....	Sweden	40 38	6 10	Thomas Clary, unknown.....	New York....	Unknown	1 50	.....
Winifred Dwyer, none.....	New York....	Ireland .....	.....	1 57	Mary Yagielky, unknown.....	New York....	Unknown	6 55	.....
John Monahan, laborer.....	New York....	Ireland	118 00	98 83					
Rudolph Steidtner, unknown.....	New York....	Germany	410 69	122 88					
Winifred Dolan, unknown.....	New York....	Unknown .....	.....	1 57					
Sarah Callahan, domestic.....	New York....	Ireland .....	.....	1 57					
Salvatore Granato, laborer.....	New York....	Italy	223 25	223 25					
Delia Flaherty, housework.....	New York....	Ireland	20 00	6 30					
Bertha Kohler, domestic.....	New York....	Germany	35 42	91 28					
Karl Hehnkamp, peddler.....	New York....	Germany	54 13	65 10					
August Walters, laborer.....	New York....	Germany .....	.....	10					
Catherine Annella, cook.....	New York....	Italy	227 75	7 68					
Edward Meternash, U. S. Army....	New York....	Belgium	50 00	50 30					

Report of moneys, unclaimed by next of kin, and paid into the City Treasury under decrees of the Surrogate of the County of New York. Total, \$13,181.39.

Ann Hill	\$442 97
Joseph Brandel	522 05
Florence Rauer	2 19
Serein Hansen	86 95
John Nagel	472 13
Theresa Hill	700 70
Fritz Schniele	133 66
Edward Kelly	23 64
William Clancy	3,853 77
Bridget Mellan	385 84
Carl Schutty	10 35
Margaretta Miles	875 65
Mary G. Houlihan	40 30

* Including funeral expenses, claims of creditors and amount paid to next of kin, etc.

* Including funeral expenses, claims of creditors and amount paid to next of kin, etc.

Jennie Washburn	203 26
John Dodd	96 72
Appoline Wickel	737 74
John Howe, Jr.	297 71
Patrick McElroy	593 95
Jane Barber	3,701 81
	<u>\$13,181 39</u>

The balances remaining in the following estates, unclaimed by next of kin, have been paid into the City Treasury during the year, pursuant to chapter 230 of the Laws of 1898. Total, \$1,536.14.

Josephine Leistle	\$35 98
Bridget Gaynor	6 34
Julia Sheehan	212 54
Edward C. Hyde	38 40
Johann Gaffga	23 77
Catherine Serre	1 37
Frank Nottebaum	5 46
Anna M. Carey	140 06
Raffle Caladora	6 19
Herman Aschkenazi	60
Johanna Engete	1 60
Annie Keeler	23 73
John Lyons	2 98
Margaretta Kenny	38 43
Herman Adamoff	24
Edwin Slevin	49
Mary B. Dondon	2 41
Margaret Sherry	100 99
Otto Podratz	05
William H. Grogan	60
Joseph Role	4 09
Julius Srap	72
George Larsen	7 34
John Barrett	5 07
Ivan A. Chartanovich	48 50
Annie Ryan	99 30
Annie Thornton	9 10
Susan Pitts	7 60
Kate Hyman	14 16
John Van Buskirk	2 58
Fredk. Kneffer	2 37
Margaret Weber	2 61
Paul Dietzel	1 32
Maria Schoenknight	3 72
William Mayer	110 04
Unknown man	65
Bridget Roche	8 60
William Gallagher	24 47
Eliza Schilling	2 63
James Thompson	14 10
Emil Helbig	1 10
Frank McNulty	19 49
Lizzie Dohner	69
Annie E. Scott	38 98
W. W. Howell	2 02
Paltier Klinger	13 09
James B. Olney	2 79
Frank Link	2 69
Alberta Olivera	7 21
Sarah Forrester	14 32
Fredk. Helm	21 80
Sadie Gallagher	19 59
Unknown man	16 74
Lucien Rochas	17 59
Carl Ziegler	15 08
Joseph Lot	39 40
John Linderberg	17 97
Patrick Hayes	35 86
William E. Ward	215 77
William R. Hendricks	8 60
Peter E. Olsen	3 76
William Mauerhoffer	10 31
	<u>\$1,536 14</u>

The following estates were received from Bellevue Hospital during the year. The amount received was paid into the City Treasury. Total, \$491.67.

Louis Polinsky	\$0 40
Albert Matross	26
Alfred Collers	23
Harry Kaufman	25
Charles Miller	1 25
Vincenzo Spirigo	1 39
Cornelius Kerby	20
Lena Gleason	05
Diparto Dipasqualo	1 00
Susan Higginbottom	1 48
Frank Lappilgea	86
Thomas Pettom	72
Daniel Barnett	25
Bridget Doyle	06
Daniel Gorman	36
Joseph Miller	24
Samuel Burt	02
William Bush	34
Henry Nelson	1 50
Augustino Ross	1 00
James McDonald	04
Charles Engel	05
Frederico Ugenio	05
John Mulligan	35
Angelo Gallo	1 03
William Maynard	10
Moses Taylor	25
Patrick Hogan	1 50
James Sullivan	35
Louis Cherbourne	01
Edward Kleiber	25
Dan Cavanagh	3 00
James P. Smith	3 60
George Byrne	05
William L. Diehm	50
Christie McLalley	25
Joseph Beddy	1 00
Charles Leyle	1 00
M. Patronaksis	50
Denis Morgan	05
Louis Stank	57
John Kald	1 36
John Foster	05

Louis Cohen	1 50
Charles Baker, less expenses, \$1.20	18 86
Thomas Broughan	16
William Mohr	99
John Campbell	11
James Brown	10
Kate Pryor	13
Bridget English	05
Margaret Lee	81
Florence Wilson	90
Michael Dinnigan	4 72
Annie O'Donnell	27
Frank O'Hara	05
Annie Nelson	30
Nicholas Mannla	1 50
Nicholas Mannla, sale of foreign coin	1 52
Harry Steinmann	08
Henry Mangel	05
Martin Scanlon	55
Daniel Lyons	25
Usher Fisher	02
Emma McGuire	65
Joseph Comfort	16
William Creeb	22
George Halleran	15
Angelo Casterio	30
Henry Marx	1 01
Francesca Albaline	2 19
George Bryan	30
Annie Conklin	38
Thomas Holland	1 30
John Murphy	20
John Nolan	12
Charles McCahon	1 37
Edward Cassidy	83
Wm. H. Clark	1 51
Herman Fisher	35
Alphonse Metere	1 05
Michael Harrington	08
Unknown man	15
John Kutzelmann	40
Max Homer	50
Henry King	50
George Pladwell	35
Robert Blum	26
Robert Muss	02
John Hughes	45
Joseph Simoettinger	11
Alex. D. Read	07
Patrick Sheehan	2 00
Charles Neben	78
Gottlieb Thomas	10
Mary Lancaster	1 35
Benjamin Lushie	2 00
John King	15
William Duncan	15
Thomas Berry	10
Edward Hanlon	8 00
John McVicker	11
James Wilson	10
Mary Carroll	01
Dennis McCarthy	40
John Rauss	30
Paul Luke	65
Fannie Mitchell	52
Thomas Nealy	2 00
Richard Clay	80
William Howe	3 07
Leon Subel	20
Charles Ackerhead	2 57
Charles Odlin	1 00
John Seery	15
Robert Butterworth	35
Andrew Pond	15
Emil Benderwald	20
Mary Reilly	2 05
Mamie Williams	7 68
Mary Moore	30
Emilie Loherer	60
Dennis Mugan	72
Kate Whelan	25
William Austin	05
Joseph Stroenick	20
Comelo Donalo	05
Frank Shelby	75
Thomas Hicks	26
Joseph Sinbrea	52
Patrick Condon	60
Albert Logan	1 95
Charles E. Kent	58
John Perrian	06
Pasqualla Crumbo	45
John Lane	02
Kate Harley	25
Nathan Kelly	79
John Gorman	27
Francesca Rossa	25
Michael Mulvey	10
Giovanno Dousureti	80
Michael Lee	10
John Kelly	2 65
John Croggie	4 04
John Trainor	42
Henry Hildebrandt	75
John Salesoky	1 00
Sarah Cunningham	20
Mary Pousant	55
Annie Brown	42
Agnes Carr	57
Thomas Coyle	36
Thomas Halpin	1 10
Emil Lever	05
Amend Davenport	2 25
Carl Hild	1 00
Michael Devaney	15
Dan Reilly	15 75
William Kieffer	1 12
Daniel Snock	01
Israel Williskey	20
Edward McAuley	8 26
Cornelius Sheehan	02
John Perry	65
Hugh Pringle	24
Mary Sheehan	16

Michael Gleason	20	August Davis	1 05
Jane Duncan	03	Martin North	25
Johanna Shanlon	42	David Brown	50
Bridget Kirf	35	William McLoughlin	05
Justina Pasini	02	Lizzie Birmingham	60
Annie Silverstein	17	John McCormick	80
Ellen Costello	50	Stephen Foley	05
Joseph Pearson	51	Frank Bergstrom	62
Patrick Norton	35	Timothy McDonald	65
Patrick Sullivan	50	John Weilrand	28
John Butler	1 01	William Henderson	31
Louis Palyas	1 00	Mary Collins	20
Bitorio Calliardi	2 05	Mary Hayden	75
William Waters	50	Margaret Cummings	1 00
Henry Bolke	02	Kate Lally	38
David Wall	31	Samuel Kessler	55
David Cunningham	05	Henry Higgins	50
Matthew McAvoy	10	Patrick Gaffney	05
Joe Petres	02	Peter McNichol	53
John N. Palmer	2 00	Henry Walters	28
Matthew McCreary	3 95	Rose Writvitzof	25
James Cavanagh	2 05	Edward Walden	01
John Price	60	Joseph Ganvenal	1 00
George Vialk	07	Stephen Bruce	60
William Hanley	2 74	Thomas McCarthy	1 38
Joseph Mentz	02	Patrick Kelly	10
Cornelius McMahon, less expenses, 20 cents.	2 70	Morris Kennedy	05
Charles Runkel	25	Anna Plis	15
Albert Tartani	64	Rebecca Potter	10
John Dangan	11	Ellen Holmes	10
Harry England	06	Bridget Murphy	05
Luigi Dinaro	10	Martha Price	29
Edward Doherty	05	John Hopkins, or unknown man	1 00
John Lynch	1 00	Thomas Titchner	30
James Ross	2 29	Andrew Gottschalk	50
Michael Huron	02	Patrick Trainor	27
William Meyers	21	John Terrick, less expenses, 60 cents.	4 40
Matthew Seery	01	Joseph Day	1 00
Matthew Tobin	84	John Rose	1 85
Wing Hoy	1 60	Mary Cotter	19
Leslie Corde	22	Albert Corbett	02
William Albers	30	John Venus	01
Julian Moulborn, and sale of foreign coin.	80	Feodor Botocks	10
Harry Plummer	62	Sarah Cohen	15
Simon Raff	15	David Derman	25
Thomas Salano	1 35	Issy Goldstein	75
Peter McPhillips	12	James N. Goggin	14
John Sanford	1 00	John Harnot	86
James Heron	46	Peter Kerma	1 02
Charles Coles	15	John McGlynn	1 66
Ognatz Somagala	19	Bernard McGuire	39
Frank Hultz	04	Ovel B. Roper	05
Annie Foedler	1 92	Joseph Amantella	6 41
Mary Patterson	04	Leo Saber	7 00
James Downey, less expenses, 50 cents.	2 50	Charles Feizel	24
James Carr, or Carroll	50	Phillip Kelleher	37
James Dempsey	2 18	Michael Carlo	46
Joseph Hunter	03	Kate Willing	50
This. Neimansky	2 40	Edward Brookhouse	1 90
Unknown man	10	Katie Murray	01
Geo. Montague	23	Alex. Yunger	56
Frank Hilderbrandt	05	John Kral	04
Leon Wald	01	Edward Fagan	35
Hector Davidson	03	John Eichorn	23
Jacob Curtis	01	Harry Reill	02
Daniel McCarthy	10	Daniel Gallagher	10
John J. Flynn	03	Daniel Barry	20
Henry Engelage	20	William Little	10
Mary Martin	1 50	James Riley	62
Charles Matthews	7 23	Nellie Weeks	25
Dominic Motto	05	Thomas Green	10
Thos. O'Donnell	06	May Willoughby	40
Frank Cocola	02	Adolph Danielson	30
Charles Brown	1 00	Patrick Deagon	30
Henry Porter	1 10	John J. Foley	68
Rebecca Friedlemann	31	Aaron Helman	2 01
Edward Gibbs	30	Lea Tuttle, less expenses, 50 cents.	4 50
Anton Arthaber	11	Henry Decot	10
Annie Adler, less expenses, 30 cents.	2 75	Henry Kenny	01
Ellen Doyle	25	James Cromley	06
Mary Barrone	55	Timothy Hogan	10
John Brickel	20	Zelick Mascalek	1 07
Cath. Smith	10	Pat. McGowan	10
Edward Antonio	05	Donald Connelly	75
Bernard Gordon	25	Genaro Bernardo	1 30
William H. Clark	2 30	Peters Costa, less expenses 20 cents.	8 55
James Mulhearn	05	Arthur Alden	2 56
John Small	25	Minnie Bordley	81
Patrick Walsh	05	Katie Higgins	11
Patrick Drowney	15	Henry Needham	15
Mary Machisutz	26	Valanto Galano	81
Mary Kelly	03	William Walsh	20
James Fay, less expenses, 30 cents.	2 90	Peter Yutz	1 00
Maggie Schutzler	50	James Powers	62
Charles Edwards	15	Joseph Clanto	1 15
Charles Schneider	30	Samuel Schmeltzer	25
Adolph Henry	1 00	Marie Kirshner	41
George Pressley	25	Patrick Kitt	75
Joseph Nevin	2 10	Bernard Gormley	10
Albert Murphy	10	Lizzie Lamb	10
Albert Jarwood	1 50	John Murray	88
John Doyle	20	William Cahill	34
William Haggerty	25	Maud Hall	1 00
Bridget Hutchinson	05	James McLaughlin	01
Ellen Ranson	05	Martin Kennedy	50
Patrick Brady	85	Thos. J. Baldwin	1 00
John Littlejohn	33	Richard Forristal	25
Robert Tate	2 49	T. R. Thompson	25
James Roche	55	Morris Prenderville	01
Joseph Armon	1 88	Patrick Kelly	05
Anna Kaufmann	02	Christina Keenan	86
Michael DeFranco	25	Michael McDermott	21
Louis Hoffman	1 14	William Seine	15
Joseph Asendorf	05	William Cahill	50
John Chamberlain	41	William Birch	15
Frank Cardenella	20	Adolph Wenzel	1 10
Mary Kicham	09	Thomas Gregg	26
Emma Howe	06	James McCarthy	20
Gus Newburger	2 55	Guisepe Bartolone	76
Rufus Mack	1 11	John Thompson	45
Edward Moriarty	37	Michael Gallagher	10
Martin Lesser	11	Daniel Whalen	1 00
Andrew Psota	1 09	Joseph Detoer	03
William Carmen	1 00	Thomas Calan	27
Joseph Green	12		

Mary McGowan	95
James Wilson	05
Carl Yarden	60
Unknown man, Twentieth street and East river	93
Unknown man, No. 32 Pike street	51
Unknown man, No. 2367 Second avenue	60
Unknown man, foot of East One Hundred and Tenth street	60
Unknown man, One Hundred and Tenth street and Eighth avenue, L station	1 01
Unknown man, Pier 7, North river	44
Unknown man, No. 935 Third avenue	04
Unknown woman, No. 22 First street	2 38
McCutchen, less expenses, 60 cents	7 10
Unknown man, No. 246 East One Hundred and Seventeenth street	37
John Hammond	4 46
William Abbott	08
John Brown	05
Michael Chiarelli	2 00
Lulu Jackson	35
Michael Lawler	25
William Mitchell	05
James Murphy	25
M. Nally	1 79
Toney Rossi, less expenses, 50 cents	3 55
Mathew Shinberger	2 45
Thomas Toole	35
Unknown man, No. 114 West Forty-ninth street	69
John Stephens	2 00
John Brown	25
John Clinton	05
Victor Caspini	05
Frank Drenenburg	1 00
Thomas Flynn	1 00
Henry Finkenheim	1 03
Charles Goodman	1 31
George F. Mullen	43
John McCusker, less expenses, 60 cents	4 75
Samuel Popkins	41
Otto Reinwald	11
Frederick Tatham	20
Unknown man, No. 42 Park row	12
Unknown man, No. 75 Chrystie street	10
Unknown man, No. 398 First avenue	14
Phillip Reilly	3 60
William Harbey	20
Thomas Powers, less cartage, 75 cents	4 62
Mary Cunigan, less carfare, 10 cents	1 42
Frank Baname	50
Charles Gay	45
James Green	05
Halfden Geehaar	85
William Gilliner	17
William Haynes, less expenses, 50 cents	12 50
Peter Martino	10 13
A. Martin	05
Michael Murphy	03
Charles Muaroeh, less expenses, 50 cents	10 80
John Miller	05
Geo. McGrath	2 55
Lawrence Rock, less expenses, 50 cents	7 09
Wm. Ray	6 50
Maurice Rogers	05
Lucy Sparks	22
Patrick Turbat	30
Unknown man, No. 141 Seventh avenue	97
Unknown man, No. 318 Bowery	1 00
J. C. Stauch	05
Sol Isaac	3 50
John J. Smith	2 40
James Supple	1 00
Albert Berkstone	61
Joseph Doenger	1 06
Wm. Despodi	05
Wm. B. Kelly	10
Unknown man, C. P. Ramble	1 79
Unknown man, Eagle Hotel, No. 1730 Lexington avenue	90
Unknown man, Allen and Canal streets	14
Unknown man, No. 36 Grand street	57
Unknown man, Pier 14, North river	01
Unknown man, Chatham square and Mott street	47
Unknown man, One Hundred and Thirty-seventh street and Harlem river	45
William Barry	30
Thomas Borden	10
Geo. D. Cunliffe	10
Hallane Di Scato	4 78
Chas. Fround	15
Thos. Fitzpatrick	05
Edw. C. Fisher	71
Louis Levine	54
Michael O'Brien	05
Rhenold Stach	45
David Sutherland	2 16
James Smith	45
Ella Washington	79
Unknown man, No. 309 Bowery	72
Unknown man, Thirty-fourth street and Fifth avenue	40
Unknown man, New York Hospital	01
Francisco Aguino, One Hundred and Seventeenth street and Third avenue	53
Thomas Ryan, No. 104 West Fourteenth street	25
Unknown woman, No. 226 Rivington street	1 61
Isaac Files	1 00
S. Nevill	1 30
John Gerahy	1 15
Herman Haraeski	1 55
Mrs. J. Laurie	25
Lee Patterson	25
Wm. Shanahan	10 68
Unknown man (J. Hood Wright Hospital)	05
Unknown man (foot of East Houston street)	1 18
Unknown man (Pier 7, East river)	75
John Corcoran	10
Patrick Donnelly	1 65
Julius Levy	3 03
Charles Miceli	02
Cornelius Ryan	10
Wm. Travis	65
James Tuitte	2 00
Peter Weber	6 57
B. Young	3 58
Unknown man (No. 77 Park row)	03
W. Fernald	25
Edward Denzing	24
Paul Klamfuss	23
James Lynn	60
John McCarthy	26
J. N. Smith	4 09

James Williams	3 30
William W. Walsh	81
Unknown man (Thirty-sixth street, North river)	10
Unknown man (East river, foot of Whitehall street)	60
Unknown man (North river, Fifty-second street)	1 20
Unknown man (No. 2312 Second avenue), less expenses, 40 cents	1 45
Bolerlaus Tokorki, less charges, \$1	1 79
Andres Sundell	1 80
Antonio Torbiello	2 18
Unknown man, found at Oak Point, less charges, 20 cents	55
Unknown man, found at City Island	05

The proceeds of sale of personal effects received from the Coroners during the year were paid into the City Treasury. Total, \$170.22.

George Meakin	\$3 46
William Schaf	55
John Kelly	83
Otto Steiner	92
Frank Dixon	1 40
Henry Reichenberg	55
Frederick Canning	92
Edward Bowen	55
Ed L. Graham	1 20
Henry Blumer	83
Ludwig Jacobi	27
Unknown man and woman	1 84
Unknown man	55
Unknown woman	1 10
Herman F. Lucke	3 23
Joseph Thompson	1 84
Samuel Stone	4 04
Herman F. Lucke	1 15
Unknown man, Forty-ninth street and North river	46
Joseph Amelio	1 15
Margaret A. Davies	23
Charles Von Wittke	23
James O. Dell	2 31
Unknown man, No. 347 Bowery	46
Henry Guly	23
Unknown man, or Jack Sullivan	46
Sophia Murray	46
Charles Miceli	74
Unknown man, No. 14 West One Hundred and Seventeenth street	1 15
Emory A. Clark	65
Jacob Pfortner	46
James M. Brooks	74
Giovania Trania	28
Theodore Deutschman	46
J. H. Smith	74
Shachur Salzman	70
Antonio Anaxtazi	74
Grace Marshall	1 61
Julius Levy	1 52
Clifford England	83
Fred Miller	55
Charles Weisner	83
Gilbert Carr	65
Max Lubosh	74
Edward Doherty	23
George Iloff	74
Henry Luning	92
Unknown man, No. 863 Ninth avenue	74
Minnie Stoemer	74
Joseph Vollmer	74
Frank Schmitt	28
Thomas Flink	56
Henry Blumer	70
Unknown man, J. Hood Wright Hospital	65
Louis H. Orelman	3 92
Samuel Heyman	1 66
Unknown man, Central Park, Fifty-ninth street and Sixth avenue	74
Unknown man, No. 135 West Thirty-sixth street	56
John Staab	85
Frederick W. Alexander	23
Augustine Levi	3 20
Abraham Rubier	46
Unknown man, New York and Putnam Railroad	1 66
Unknown man, Bronx Park	4 51
Richard Jansch	3 70
Charles Wade	92
Unknown man	56
George White	92
James McKenzie	1 01
B. Young	1 41
John Darr	1 38
L. Patterson	2 07
Antonio Bonelli	46
Peter E. Olson	3 62
Gregory McDonald	1 20
J. H. Smith	42
Paul Klamfuss	42
Unknown woman, East river and Twenty-sixth street	1 38
Lee Patterson	3 06
Joseph Farnia	23
John F. Trainor	1 66
Servia Sartuto	46
James Breen	1 01
Thomas Fitzpatrick	65
Thomas Larkin	1 01
William Hart	1 11
August Moller	92
H. Wilson	92
Joseph Smith	23
Lewis Levine	23
S. Neville	2 07
S. Neville	1 01
Ed. C. Fisher	83
Ed. C. Fisher	1 75
Ed. C. Fisher	1 01
Jane Fisher	1 75
Reinold Stasch	2 07
Isaac Files	46
William Fitzgerald	1 01
Jos. Egan	1 47
Unknown man, No. 1730 Lexington avenue	2 32
Unknown man, Central Park Ramble	1 38
Charles Munrich	46
William Gilliner	46
Thomas Poillon	65
Peter Martino	3 70
Lawrence Rock	11 58
Sol Isaac, or Isaac Solomon	55
Jacob Goetz	23

Shack	46
Unknown man, No. 318 Bowery	77
Mary Whitelaw	46
Charles Braly	46
Charles Gay	92
George McGrath	92
Ike Ross	65
William Ray	1 40
L. Walber	1 40
Arthur Jordan	1 40
Charles Muerich	55
Edward Lloyd	55
Bessie Culkin	55
Joseph Hagen	46
Jeane Cheno	46
Michael Kurke	1 20
Thomas Powers	1 01
Axel Bengaven	2 91
William Gallow	1 61
Carl Kahl	2 07
Estate of Jacob Choskin	4 03
Estate of Ling Born	55
Unknown man	65
A. Stewart	46
C. G. Marschauser	65
Mary Claiche	1 61
Theo. Wardell	55
John Clinton	82
Philip Reilly	74
John McMullen, or McKeever	46
John Meehan	2 30

The following estates were received during the year from the Department of Public Charities. The amount received was paid into the City Treasury, Total, \$421.11.

Mary Fay	\$1 21
Michael Mulrain	1 23
Alfred Ward	4 10
Bridget Reilly	3 38
Edward F. Walker	1 00
John Grady	1 71
Isidor Katz	1 00
Michael Dank	55
John Jones	1 74
Thomas Barry	20
Peter Tracy	1 25
Andrew Howland	32
John Rhall	02
Hyman Bieberg	56
Agnes Archer	98
Lucy Stewart	11
Gustav Sachs	52
Hannah Milliken	1 00
Peter McLoughlin	55
John Bell	15 80
Henry B. Butt	6 02
Annie Collins	1 15
Thomas Murphy	09
Eug. L. Sullivan	2 00
Ida Abramovitz	25
James Baker	32
Samuel Zinger	2 95
Morris Cohen, less carfare, 10 cents	3 65
Tony Dumst	85
Barbara Tomiska	25
Maria Matxella (or Matsella)	2 66
Lydia Kardash	47
Joseph Mann	1 00
Peter Koreman	78
Mary Hessian	5 12
Albert Gregory	5 00
Edward T. Jones	05
Nicholas Grabe	2 00
Patrick Dolan	1 03
John Balanas	1 62
John Hartnett	51
John P. Mulline	35
Carrie Thomas	30
Antonio Malatinti	12 27
Michael Reardon	2 01
Patrick McCann	93
Martin Hart	1 00
Albert Arnott	10
Jane Carpenter	1 21
Wm. Remek	61
Alphonsine Berger	42
Jessie Ische	2 14
Gustavus Dohrenwend	1 11
Sarah Muldoon	68
Thomas Hughes, less expenses, 20 cents	20 80
Richard O'Connor	1 07
Charles Johnson	5 40
John Reubbaum	1 00
Thomas Potter	1 46
George Henshaw	1 60
Aaron Wicks	47
Agnes Hennessy	24
Paul Bassam	58
Fritz Scheihofen	1 00
Charles McEvoy	70
Adolph Marup	1 16
James Bennett	4 00
Michael Welden	3 00
Patrick J. Mooney	05
John Murphy	1 00
Samuel Komblum	07
Louis Bennett	1 25
Johanna Kehoe	30
Rosa Soria	23 00
Morgan O'Brien	15
Cath. Marr (or Maher)	2 55
John Singleton	3 00
Catherine Dalton	45
Jacob Sittel	10 00
Marie Rains	3 25
Joseph White	1 03
Ellen McGee	1 50
Thomas Winder	2 50
John Ross	2 06
Mary Ann Nolan	1 00
John Fox	1 05
Simon Barrow	51
Thos. Gilkinson	2 00
Hannah Maher	1 93

Sarah Smith	50
Sarah Gibbons	10
Patrick Garrity	1 55
James Casey	2 50
Henry Younggren	35
William Guiney	3 07
Christopher Menka	1 30
Patrick J. McLoughlin	2 10
Eliza Smith	1 35
Nicholas Thode	05
Bridget Early	1 16
Maria Mack	17
Annie Weisheil	25
James Hays, less expenses, 10 cents	1 90
Jane Warburton	05
George Snyder	1 42
Tessie (or Thiene) Hall	1 09
Charles Bechtheft	6 00
Augustine Veimer	25
William Post	50
Bertha Guilford	1 00
Joseph Ryckstuh	24
Robert Colanes	1 45
James Reed	25
Fred'k Bertram	40
John Hegney	3 41
Kate Cavanagh	5 00
Mary Cavanagh (or Kavanagh)	35
Adam Reith	35
Sam Fettlebaum	71
Ham King Hong, less expenses, 10 cents	1 25
Thomas Kirk	75
Minnie Bernheim	30
Mary Black	18
John M. Dodd	75
James Hard	4 00
Henry Plump	35
Augusta Howard	15
Mary Brennan	5 00
Charles Bennett	4 00
Henry Strasser	34
John Harris	26
Thomas Hale	65
Catherine Reach	1 56
Rachel Axberg	10 00
Chin Sing	18
James Hewitson	1 50
Fred. Leiter	50
Catherine Venoura	1 75
Wm. Wohlrabe	3 25
James Hawkins	75
Kate Nelson	25
Arthur Pigott	7 00
Jacob Wertzenlet	1 64
Bridget McPhelan	25
Jennie Neylich	2 22
John Doonan	75
Delia Cooney	30
Elizabeth Cameron	3 51
Mollie Morgan	75
Elizabeth Downes	1 03
John C. Wilson	10 00
Philip Ansorage	2 00
Peter Novata	5 00
Annie Bosterick	1 25
Bridget Finnigan	1 00
John Beaumont	46
Bridget Doran	25
Ellen Callahan	1 05
Louis Lorena	32
Mark Sheridan	7 00
Armand Morean	1 00
John Anderson	10
James J. Hands	2 00
Dennis O'Leary	18
Mary Geisler	2 00
Simon Walsh (or Welch)	75
Pollion B. Elliot	90
Pasquale Mecia	58
David Davidson	7 30
Annie Feldt	2 09
Morris Varanstein	3 00
Sigismund Neufeld	06
Lulu Young	02
Bernard Umbald	21 00
Wm. Davis	2 00
Wm. Higby	6 30
George Leibrock	2 00
Andrew McNeill	20
Mary Gillen	1 00
Patrick O'Connell	35
Mary E. Baker	3 00
Augustine Guano	2 05
James Rue	1 55
Johanna Finnian	75
Frederick Lehman	21 09
Adalberk Klein	06
Helen O'Shaughnessy	75
John McGarry	20
Edward Kehoe	1 25
Joseph McCullough	10 00
John Miller	05
Geo. Stroholm	3 16

The proceeds of sale of personal effects received from the Department of Public Charities during the year were paid into the City Treasury. Total, \$48.98.

Nicholas Thode	\$1 38
Margaret McLaughlin	1 25
Mary Carroll	70
Sarah Hafford	70
Julien Moulbern	92
Mary Whitelaw	10 18
Simon Frank	2 54
John Fox	46
Adolph Marup	1 38
William Albers	55
Mary Clark	40
Celia Nealis	55
Henry Plump	83
Sam Fettlebaum	75
John Hagney	37
Bridget Sullivan	55
Henry Troneryana	1 34
Mary Dutcher	23

Kate McEnery	1 00
Abraham Meyer	28
William H. Nelson	75
Yetta Roth	23
Eliza Crane (or McCrane)	55
Mary Ferrai	92
Mary Nevins	1 70
Mary E. Baker	55
James English	75
Jennie Meylich	46
Catherine Rooney	23
Patrick O'Connell	37
John Mesner	1 20
S. Neville	32
Thomas Powers	37
Daniel McStay	46
John Hohman	37
Manuel Marto	2 07
Otto Hess	37
Eduard Chaba (or Chudeha)	46
John Hanken	74
John Adams	1 15
William Schuyler	41
Charles Bibbons	32
Annie Thayer	1 20
Mary Schaffer	46
Mary Hudson	80
Julia Buckley	46
Kate Scully	1 01
Francis Stokofski	92
Rose Wittman	46
Alice Turner	80
Abraham Meyer	46
Mary Scatterlee	1 15

The following estates were received from the House of Relief during the year. The amount received was paid into the City Treasury. Total, \$56.40.

Joseph Hoffman	\$0 15
Jacob Frankowitz	05
James McCoughlan	10
Esther Cahill	37
Christian Ruppiger	03
Michael Wenkel	32
William Waters	01
Emil Kruger	20
Helen Jaranlosky	05
Emil Raash	10
George Craff	15
Harry Lewis	30
John McGuire	15
Salvatore Rosano	38
Daniel Mead	07
Alex. Anderson	10
Daniel Kelly	05
Marian Ero, exchange foreign coin.	94
William Kronig	10
James Flaherty	02
Peter Gleason	10
William Stevens	1 21
James Lenahan	05
William Hay	05
Frank Katzel	20
Deley Johnson	25
Benjamin Chase	14
Charles Jelmeck	10
Clarence Breen	05
Daniel Ring	10
George Connelly	30
Conrad Luhrs	65
John Dunn	05
Mary Jertensen	15
Karl Miller	61
Foe Young	2 00
Joseph Meyers	10
Bong Toa, less charges, 35 cents.	5 71
William Thompson	20
Charles Desmond	04
Frank Miller	1 66
Charles Him	55
Alfred Bean	30
Lawrence Brown	05
Tay Wak Fem.	05
John Fallon	25
John H. Macbeth.	30
Axal Anderson	33
Isaac Newton	13
George D. Ferguson.	1 05
John Mooney	23
Frank Kiernan	06
James Webster	25
Sing Ah	01
Yoo Yin Li	2 50
Thomas Fritch	03
Thomas Conner	2 45
John Smith	15
James Murray	30
Edward Vinckovisk	15
Joseph Monahan	70
James Finn	01
Patrick O'Keefe	94
Hennia Quill	1 00
Patrick Moran	05
Robert Pratt	10
Charles Smith	15
Martin Lynch	10
Hans Hanson	51
Thomas Walters	10
Thomas Wallace	50
Joseph Sullivan, exchange of foreign coin.	60
Margaret Buckley	17
M. C. Dening.	3 46
Payton Johnson	10
Herman Lencke	18
Hon. Inc.	51
John O'Connor	49
Andrew Massenen	2 14
Ernest Borg	6 00
James Rogers	35
Charles Holtz	77
James Winn	10
Michael Ferrari	6 62
Peter Roberts	1 12

Cash Account for the Year 1906.	
January 1, 1906, balance.	\$435,555 38
Total amount of cash received during the year.	302,327 03
Total amount of cash disbursed during the year.	\$737,882 41
Balance January 1, 1907.	371,920 20
Depositories—	
Morton Trust Company.	\$21,833 14
Trust Company of America.	123,417 36
Bankers' Trust Company.	55,802 92
Century Bank.	10,485 14
Fourteenth Street Bank.	30,000 00
Phenix National Bank.	87,801 09
Windsor Trust Company.	16,714 65
Lincoln Trust Company.	13,007 91
	\$365,062 21
Total amount paid into the City Treasury for commissions.	\$11,480 64
Total amount paid into the City Treasury for account of intestate estates.	16,992 96
Total amount paid into the City Treasury for costs.	16 00
Total.	\$27,489 60

City and County of New York, ss.:

William M. Hoes, Public Administrator of the County of New York, being duly sworn, deposes and says, that, according to his best knowledge, information and belief, the foregoing account contains a true statement of the total amount of his receipts and expenditures in each case in which he shall have taken charge of and collected any effects, or on which the Public Administrator shall have administered during the year 1906, with the name of the deceased, his or her addition and the country or place from which he or she came, if the same be known.

WILLIAM M. HOES.

Sworn to before me this 10th day of January, 1907.
Edward G. Sheldon,

Commissioner of Deeds for the City and County of New York.

The following securities belonging to the following estates are in my possession, namely:

Estate of Carl L. A. Stephani.

Five, \$1,000 each, St Paul and Northern Pacific Railway 6 per cent. bonds, due 1923.
Two, \$1,000 each, City of St. Paul, Minn., 4 per cent. bonds due August 1, 1919.
Two, \$1,000 each, Morgens Louisiana and Texas Railroad and Steamship Company first 7 per cent. bonds, due 1918.
Two, \$1,000 each, Pacific Railroad of Nevada first 4 per cent. bonds, due 1938.
Four, \$1,000 each, City of Minneapolis, Minn., 4 per cent. bonds, due May 15, 1919.
Ten, \$1,000 each, West Shore Railroad first guaranteed 4 per cent. bonds.
Ten, \$1,000 each, Illinois Central Railroad first 3½ per cent. bonds, due 1951.
Two, \$1,000 each, Chesapeake and Ohio Railway first consolidated 5 per cent. bonds, due 1939.
Seven shares, \$100 each, Chicago and Northwestern Railway common stock.

Estate of Hugo Frankfeld.

One \$1,000 and one \$500 Norfolk and Western first consolidated mortgage, due 1996.

Estate of Margaret Montgomery.

Certificates of the New York Building, Loan and Banking Company aggregating \$2,900. The company is in the hands of a receiver.

The following bonds secured by mortgages on real estate are in my possession, namely:

Estate of August Zolvert.

Bond of \$5,000 secured by mortgage on property on First avenue, near Twenty-first street.

Estate of John Weber.

Bond for \$5,000 secured by mortgage on property near Fordham avenue, New York City.

Estate of John Weber.

Bond of \$1,800 secured by mortgage on property in Unionport, New York. Which was ordered on file.

EXECUTIVE DEPARTMENT.

REPORT OF THE BUREAU OF WEIGHTS AND MEASURES FOR THE YEAR ENDING DECEMBER 31, 1906.

Mayor's Bureau of Weights and Measures,
City Hall, New York,
January 11, 1907.

Hon. GEORGE B. McCLELLAN:

Sir—I present herewith a report of the work performed or entered upon by the Bureau of Weights and Measures attached to your office during the year ending December 31, 1906.

In the compilation below is given the summary of the inspections made and complaints filed, and also a statement of the amount of money involved in the violations found, and the amount collected by Mr. Herman Stiefel, the Chief of the Bureau for the Recovery of Penalties, of the Corporation Counsel's office, together with a comparative table of work done in 1905.

This is the second annual report made by this bureau, and for a bureau in existence but two years, without adequate available funds, much work has been accomplished.

In an additional statement is set forth some of the problems and the difficulties which have been met with and overcome, also the requirements and necessities of the bureau as the same have presented themselves to me.

The total number of places visited during the year by the field staff of eighteen inspectors was 43,705, as against 25,565 made last year.

The number of certificates issued where all instruments were found to conform to the State standard was 37,781, as against 24,945 issued last year.

The number of complaints found in violation of the ordinance was 2,750, as against 1,642 found last year.

The aggregate number of penalties involved in the complaints found this year is \$68,750, against \$41,550 last year.

The amount of penalties collected by the Bureau for the Recovery of Penalties, as reported by Inspectors, is \$16,383, against \$12,573.50 last year.

The number of complaints pending is 283.

In the number of measures inspected are included yard measures as used in department stores.

The miscellaneous instruments inspected include cheese cutters, oil tanks, etc.

Comparative Table.

	1905.	1906.
Stores and places visited.....	25,505	43,705
Certificates issued where instruments were found correct.....	24,945	37,781
Requests from merchants for special inspections.....	150	287
Number of violations referred to Corporation Counsel for prosecution.....	1,642	2,750
Number of violations pending.....	156	283
Number of days at Court by Inspectors.....	247	291
Aggregate amount of penalties involved.....	\$41,550 00	\$68,750 00
Amount of penalties collected by Corporation Counsel.....	12,573 50	16,383 00
Scales.....	50,324	80,445
Weights.....	136,574	199,542
Measures.....	21,950	38,871
Miscellaneous.....	7,494	11,071
Total instruments inspected and sealed.....	216,342	329,920

Number of inspections made and violations found where businesses of the following nature were carried on:

Nature of Business.	No. of Inspections Made.	No. of Violations Found.
Grocers.....	15,130	453
Butchers.....	8,720	753
Junk dealers.....	463	34
Bakers.....	2,147	12
Delicatessen.....	2,611	81
Dairy.....	453	7
Druggist.....	1,793	1
Fish dealers.....	921	92
Confectionery.....	2,486	24
Paints.....	431	7
Butter and eggs.....	667	11
Fruits and vegetables.....	2,126	41
Leather findings.....	22	1
Provisions.....	242	11
Coal dealers.....	958	78
Teas and coffees.....	433	6
Poultry dealers.....	196	11
Ice.....	582	179
Dry goods.....	746	6
Hardware.....	731	2
Seeds and feed.....	117	2
Wines and liquors.....	609	8
Peddlers.....	454	10
Macaroni manufacturers.....	32	1
Commission merchants.....	88	1
Miscellaneous.....	565	3
Total.....	43,705	1,835

One of the problems which occupied the attention of the Bureau during the latter part of the year was the question of the power of this Bureau to condemn a certain computing scale on the ground that the computing device was fraudulent. The matter was put into the hands of the Corporation Counsel, who rendered two opinions upon the subject. The question at issue is now in the Courts and in a fair way for final settlement.

Ice Dealers.

During the months of July and August the attention of the Bureau was given to all dealers in ice, large and small. In order to properly carry out this inspection, it was necessary to hire wagons to carry the heavy standards, and the time having arrived for action the Inspectors started out on this most urgent work, with the result that exactly one hundred and seventy-nine dealers out of five hundred and eighty-two inspected were found violating the ordinance. This was over 30 per cent. of all inspected. Eighty-five of such dealers were found selling ice without weighing it, as required by law. All of the above violations have been acted upon, and one of the largest companies has settled eight cases for \$200, and has taken an appeal to the higher courts upon the twenty cases pending, as they claim that the drivers substituted fraudulent scales for the good ones given them. However, as this was the first time that ice dealers' scales were ever tested simultaneously, the moral effect was at once apparent, and the practice of cheating with doctored scales or without scales has been diminished, and I hope with constant supervision to prevent ice dealers from selling a diminutive cube of ice purporting to weigh 50 pounds for 20 cents, and dealers will find it cheaper to use correct scales than to pay the penalty imposed.

COAL.

Wholesale Dealers.

It may be well to state here that this question is one of the problems mentioned in the first part of this report.

This article of trade was brought under the scrutiny of the Bureau during the early part of December. The Bureau hired carts for transporting test weights and tested each large coal scale in the entire City. This inspection was made in accordance with the power conferred by the following sections of the ordinance:

"Sec. 9. No person shall sell or offer for sale in any market or in the public streets or in any other place in the City of New York, any fruits, vegetables or berries, in crates, baskets or other measures, or any butter in prints, or any ice or coal or other fuel, at or for a greater weight or measure than the true measure thereof; and all ice, coal, coke, meats, poultry and provisions (except vegetables sold by the head or bunch) of every kind, sold in the streets or elsewhere in The City of New York, shall be weighed or measured by scales, measures or balances, or in measures duly tested and stamped by the Inspector or Deputy Inspectors of Weights and Measures; provided, that poultry may be offered for sale and sold in other manner than by weight, but in all cases where the persons intending to purchase shall so desire and request, poultry shall be weighed, as hereinbefore provided.

"Sec. 11. No person shall sell or supply any coal or coke within the limits of The City of New York, unless there shall be delivered to the person in charge of the wagon or conveyance used in such delivery a certificate duly signed by the person selling such fuel, showing the weight of the fuel proposed to be delivered, the weight of the wagon or conveyance used in such delivery, the total weight of fuel and conveyance, and the name of the purchaser.

"Sec. 12. No person in charge of a wagon or conveyance used in delivering coal, coke or other fuel, to whom the certificate mentioned in the previous section has been given, shall neglect or refuse to supply such certificate to the Inspector or Deputy Inspector of Weights and Measures, or to any person designated by either of them, or to the purchaser or intending purchaser of the fuel being delivered; and when the said officer or person so designated, or the intending purchaser, shall demand that the weight shown by such certificate be verified, it shall be the duty of the person delivering such fuel to convey the same forthwith to some public scale in the district, or to any private scale the owner whereof shall consent to such use, and permit the verifying of the weight of said wagon or conveyance."

The net result of the work done under the above sections is shown in table given below:

Table of Coal Inspection.

	Dealers' Weights in Tons.	Actual Shortage When Reweighed by Inspectors, Pounds.
Borough of Richmond.....	1	80
Borough of Richmond.....	1	150
Borough of Richmond.....	1	100
Borough of Richmond.....	1	230
Borough of Richmond.....	1	170
Borough of Richmond.....	2	350
Borough of Richmond.....	1	240
Borough of Richmond.....	1	330
Borough of Richmond.....	1	170
Borough of Richmond.....	1	50
Borough of Richmond.....	2	130
Borough of Richmond.....	2	310
Borough of Manhattan.....	3 1/4	240
Borough of Manhattan.....	1	140
Borough of Manhattan.....	1	130
Borough of Manhattan.....	2	100
Borough of Manhattan.....	1	100
Borough of Manhattan.....	1	50
Borough of Manhattan.....	3	100
Borough of Queens.....	2	110
Borough of Queens.....	1 1/2	90
Borough of Queens.....	1	130
Borough of Queens.....	1	120
Borough of Queens.....	1 1/2	225
Borough of Queens.....	1	50
Borough of Queens.....	1	80
Borough of Brooklyn.....	1	200
Borough of Brooklyn.....	1	40
Borough of Brooklyn.....	1	90
Total.....	39 1/4	4,305

Average shortage per ton, 109 3/4 pounds.
Dealers found short, 29.

Coal Scales Out of Balance.

	Scales.	Out of Balance, Pounds.
Borough of Richmond.....	1	35
Borough of Richmond.....	1	30
Borough of Queens.....	1	50
Borough of Brooklyn.....	1	15
Borough of Brooklyn.....	1	15
Borough of Brooklyn.....	1	25
Borough of Brooklyn.....	1	20
Borough of Brooklyn.....	1	25
Borough of Brooklyn.....	1	18
Borough of Brooklyn.....	1	18
Borough of Brooklyn.....	1	15
Borough of Brooklyn.....	1	15
Borough of Brooklyn.....	1	15
Borough of Brooklyn.....	1	10
Borough of Brooklyn.....	1	15
Borough of Brooklyn.....	1	20
Borough of Brooklyn.....	1	18
Borough of Brooklyn.....	1	15
Borough of Brooklyn.....	1	15
Borough of Brooklyn.....	1	50
Borough of Brooklyn.....	1	15
Borough of Brooklyn.....	1	25
Borough of Brooklyn.....	1	50
Borough of Brooklyn.....	1	20
Borough of Brooklyn.....	1	10
Borough of Brooklyn.....	1	200
Total.....	25	744

Average weight out of balance per scale, 29 19-25 pounds.

Miscellaneous.

Dealers selling coal without weighing.....	21
Dealers delivering coal without certificate, as required by law.....	3

Recapitulation.

Total number of complaints made against coal dealers.....	78
Total number of dealers delivering short weight coal by the ton or more..	29
Total number of tons contained in 29 loads found short.....	39 1/4
Total number of pounds short on the same.....	4,305
Average shortage per ton, pounds.....	109 3/4
Number of coal scales found out of balance and in use by dealers.....	25
Total shortage in weight, as found in the above scales, pounds.....	744
Average shortage per scale, pounds.....	29 19-25
Number of dealers selling without weighing.....	21
Number of dealers delivering coal without certificate, as required.....	3
Total number of complaints forwarded to the Corporation Counsel for prosecution.....	78

In accordance with the authority vested in the Bureau under the sections above quoted one hundred and seventy-one coal wagons were haled, the loads weighed and the weight verified. The Inspector accompanied each wagon to the place of delivery and returned with it empty to the same scale and there compared both weights. In most cases the official coal scale designated by your Honor was used and the record of the weighing entered upon the Weight Master's record book.

This inspection was made with much difficulty in the outlying boroughs. However, all difficulties were overcome and the results were amazing, as reports of violations sent in from those boroughs are of such a character and magnitude that it resembled organized effort on the part of dealers to short weight the buyers of coal.

I cite some instances of violations in the Borough of Richmond of dealers selling coal by the ton, as the delivery ticket set forth, who had no scales whatever to weigh on and who admitted sending tons out in bags, each bag purporting to weigh 100 pounds. Twenty of such bags were delivered for a ton, or forty for two tons, and so on. On a one ton load reweighed, the twenty bags contained but 1,670 pounds—a net shortage of 330 pounds, or more than one-seventh of a ton—an excellent scheme of financing a coal yard when coal is sold for \$6.50 per ton.

The nature of the violations found is astounding and is hardly creditable, but it seems that the coal buying public will receive any weight that looks like a ton without question.

Many kinds of excuses have been offered by dealers in explaining how their loads were found short. Some offered the excuse that the State Coal Law allows a shortage of 30 pounds on each ton, and it may be well to state here that many dealers take advantage of this 30 pound allowance and send their loads out short that amount on each ton. This is a mean practice and one which gives a large profit in a year to the dealer and a corresponding loss to the consumer. This claim of 30 pounds allowance was permitted on one three-ton load found short, along with a claim by the driver that he was not weighed with the wagon; thereupon the weight of the driver was ascertained to be 150 pounds, which, deducted from the gross amount, left a net shortage of 240 pounds.

A complaint made by some dealers is that this Bureau has no jurisdiction or authority to inspect loads of coal under the ordinance, as they claim that the ordinance conflicts with the State Coal Law, as was explained by a prominent dealer of this city. However, such claims will not deter this Bureau in enforcing the ordinance and trying to obtain for purchasers of coal the full value of their money.

Retail Dealers.

Another phase of this question has been found, and it is a downright fraud practised by the retail coal dealers on purchasers of small amounts. Such dealers generally operate in the poorer neighborhoods where their nefarious trade can be carried on with the least trouble and without much fear of detection and where it does the most harm, as the poorest of the poor are victims of this kind of fraud, and often poor people buy coal by the hundredweight or bushel and seldom get much more than half what they pay for. There are several ways in which these parasites carry on their trade, one of which was discovered this year. A coal peddler was observed in the act of weighing out a supposed hundredweight of coal upon a pan beam scale. It was noticed that the counterpoise on the free end of beam was missing (which by the way is always so), making the weight of the pan or scoop count for whatever article is weighed. This was not stealing enough, but it was also observed that the four pound pea was set in the 90 pound notch, making, as was afterwards ascertained, a total steal of 25 pounds. The peddler excused his action by saying that coal was so dear that he could not get 40 cents for 100 pounds, as poor people, such as were his customers, would not pay that much, and he graciously accommodated them by cutting the price $12\frac{1}{2}$ per cent. and the weight 25 per cent. A number of such peddlers have been found and their cases forwarded to Mr. Stiefel, the Assistant Corporation Counsel, for prosecution. I would urgently recommend that some method be found of rescinding the licenses of such peddlers who sell short weight coal. I believe this would have the desired effect, as many of these peddlers move between the time complaint is made and the day of service of notice; therefore, it is hard to get them to court under existing conditions as many of them cannot be found. Therefore, the recommendations as above set forth would be best suited by having the License Bureau use its given power to revoke such licenses as may be brought to its notice.

Still another kind of fraud has been found among small dealers of coal doing business in cellars and selling to the same class of customers as do their peers who own wagons and fraudulent scales. There are many such coal cellars throughout the city, and few have been found having scales with which to weigh coal. The practice is to sell it by the bag for a stipulated price, and it seems that a great rivalry has sprung up among such dealers to see who could sell the smallest bag, as such have been growing smaller in circumference steadily and the bags sold for 25 cents contain an average of 40 pounds, while such bags are supposed to contain 60 pounds.

This branch of the coal trade is a difficult one to handle as the class of people doing business in this manner, when interrogated by the inspectors, feign not to understand English, and as they all look alike, it is hard to get the particulars required to sue for a penalty. Therefore I would recommend that such dealers be licensed, the same as peddlers of coal, and upon every license issued the requirements of the Bureau of Weights and Measures to be printed in different languages, such licenses not to be transferred without notification. This, I believe, would keep this particular kind of business in check and the purchasers of small amounts would get the equivalent in coal for cash.

Grocers.

A glance at the table will show the number of grocers inspected and found using fraudulent instruments.

One of the hardest tasks of this year was the stopping of grocers from selling short weight packages. This has been done with the assistance of the Penal Code and the District Attorney of Kings County, by prosecuting one dealer for petty larceny.

By a personal inspection in one of the stores where light weight packages, such as sugar, tea, coffee, etc., were reported to be sold, I found the difficulty met with by the Inspectors of the Bureau in detecting such mean, petty larceny (mean it is, as the larceny is always perpetrated upon women and children, never upon an adult male, as this particular case proved to me) to be in securing the necessary evidence that the said packages were "knowingly" sold short weight, for when I asked for a $3\frac{1}{2}$ pound package of sugar, the owner did not hand over one of the "shorts," but proceeded to fill up $3\frac{1}{2}$ pounds on the scale, while there stood upwards of 100 put-up packages on the shelf behind the counter. When asked to hurry and hand out a done-up package, he answered, "Those are not $3\frac{1}{2}$ pound bags, but are bags sold for 17 cents" (very clever). This grocer told me that the ordinance did not prevent him from selling bags at a stated price, which was true, as the ordinance does not prohibit such, so the Penal Code was made use of.

One of the largest retail grocers in Brooklyn was visited by an Inspector at noon on a certain Saturday, who tested a number of packages of flour and sugar which he found short weight from four to six ounces. He warned the manager and the clerks not to sell these short weight packages, but to refill them to the correct weight. The answer given by the manager was that 99 out of every 100 grocers did the same. At about 8 p. m. that same day, the Inspector visited the store while several packages were being sold, and upon the reweighing of a $3\frac{1}{2}$ -pound bag of flour purchased it was found to be one of the several bags examined that day, and $4\frac{1}{2}$ ounces short weight. The result of this inspection and prosecution was very effective in stopping this kind of larceny, and the fact that the dealer was fined \$100 spread throughout the grocery trade, with the result that it is now hardly possible to find a short weight package sold, and not one genuine complaint has been received of late indicating that such frauds are practiced any longer.

Recommendations to cover this practice will be found under the head of Ordinance.

Butter as Sold in Grocery Stores.

Some grocers selling butter were found to have a small scale used for the purpose of weighing butter and generally so dilapidated that it was mostly a half ounce out of balance. This seemed a small matter to some respectable groccymen when they were called upon to settle up, but it did not seem such to the Bureau. When it is considered that butter sold at such high prices as it is at this writing, between thirty-eight and forty cents per pound at retail and sold in mostly quarter and half pound drafts, the profit to the grocer and the loss to the purchaser who pays for one-half or one ounce short on scale or weight in addition to the weight of the wooden dish which is generally about one-half an ounce, at the retail rate of $2\frac{1}{2}$ cents per ounce, it will readily be seen that this practice results in much profit to the dishonest grocer and a great loss to the buyer, as there is generally on an average of 75 weighings out of a firkin of 60 pounds, each firkin averaging a profit of over \$1 above the lawful. One very peculiar fact is that the grocers do not make a mistake and give overweight.

Another old time practice of the dishonest groccymen in giving short measure was discovered late this year in the shape of liquid measures being used for dry measures in the selling of dry beans, peas, etc. When questioned, each one had practically the same excuse—that of custom. Some said if they sold a dry quart, they would have to charge more. This is absurd, as all such articles are bought by dry measure or the equivalent in weight by those selling the same by liquid measure. When it is considered that in some beans and peas there is a difference of two ounces or more in weight between a liquid and a dry quart measure, it can readily be seen what a fraud this is, practiced under the semblance of custom. As this practice was only discovered the latter part of this year, and the ordinance is not explicit enough upon this subject, it is proposed in the amendment of the ordinance to embody that part of the State Commerce Law, compelling such articles to be sold by dry measure or

weight. This is another step in the line of protection offered by this Bureau to the public which had not come to its notice before.

This Bureau did not stop at retail shops or dealers, but inspected all the wholesale grocery dealers' scales in the City as well, thereby protecting the retailer against short-weight.

Butchers.

The number of retail butchers found using their scales as a means to help them retire on savings enough to enable them to endow abattoirs, was considerable. Some of these expert butchers have been visited several times and some have had two and three complaints lodged against them this year. Some of those found last year have been detected again this year, and with the proposed increase in penalty, which is treated of elsewhere, it will be possible to drive these persistent violators out of business or compel them to give correct weight.

The many tricks used in the manipulation of scales by butchers to defraud have been brought to your attention in previous reports and will not wholly be dwelt upon here. However, it may serve the public to better describe some of the schemes found in use, and in order to do this, photographs have been made of several kinds of scales and methods used, showing the most daring and clumsy manner generally adopted in those shops in the more thickly populated quarters of the City. The pictures, with explanation, will be found on other pages.

New Methods Used.

There was one brand new and indeed an ingenious electric device discovered this year. It consisted of an incandescent bulb hung on the hook of a scale, presumably to show the face of scale to better advantage to the customer, who, by the way, only looks at it when his purchase is on it, and does not discover that the scale pointer starts at two ounces beyond the zero point. An Inspector found the bulb suspended as described. A new excuse went with the new trick. It was merely hung out of the way, said the dealer, but upon inspection, it showed that it was hung two ounces in the "weigh."

Another explanation given for a scale found seven ounces fast was that the scale had a hole in the pan and it was ounce against the dealer, so to obviate any possible chance of losing one ounce on account of such hole, he placed a bag with a seven-ounce bar of solder in it hung upon the pan, and begun selling turkeys at 22 cents per pound. This bar of solder is shown in the picture of a fraudulent spring balance scale.

So many articles of hardware are taken off scales (commonly called attachments), and for which a more suitable name could not be found, that pictures of some of them have been made which may better serve to describe them.

The attachment game is worked only by the boldest butchers who give short weight and it is only resorted to upon Saturday nights during the rush hours, at which times many of them have been found. It is used because it is surer than the over-charge method inasmuch as the weight of attachment is always paid for, and is shown on scale in the weight charged.

A member of the Benchman's Union made a complaint here of his former employer pulling the scales and setting hooks on them on Saturday nights. This complaint coming whence it did, was made the object of an investigation one Saturday afternoon in December, and as expected, the scales were found perfectly true, and a California ham was bought at 10 cents per pound, which weighed exactly what it was sold for. This was just as anticipated, as the proprietor expected our visit.

On the whole, there has not been as many complaints received this year as were last year, for the good reason that those butchers caught last year using such methods kept well within the law, as mostly all complained of are using honest scales and methods.

Poultry Butchers.

Many butchers sell poultry on the eves of holidays, and last year being the first occasion that the Bureau had to handle this traffic, much experience and information was gained which was used this year to good advantage, as the following will show:

On November 28, the full force of men were sent out in their districts to visit every large poultry dealer or butcher selling such, and the total number visited on that night was 608, twenty-four of whom were complained of in that crusade. This inspection was repeated on the eve of Christmas, and nineteen butchers were found using fraudulent scales that night. Of the twenty-four violators found on November 28, four were found in Washington Market. One of the four was inspected seven times that day and upon the eighth visit, three ounces of hooks were found on his scale (and by the way, the same four violators were found last year, together with six others). I mention this here to show that constant supervision has made this market one of the very best, as far as correct scales are concerned, as only one poultry seller was caught on the eve of Christmas in this market who was selling with a scale three ounces short. Not one charge of receiving short weight in Washington Market has been made this year in contrast to the many received last year.

Wholesale Butchers.

Wholesale butchers doing business in the West Washington Market have been complained of by retail butchers for giving light weight and this market was visited by two inspectors who found one new 300 pound spring scale with a brass lock tied to the hook, weighing one-fourth of a pound. This scale was perfect without the lock. Two scales were found in the possession of another wholesale dealer, one three ounces fast and another three-fourths of a pound fast. It was discovered that the scales used here were all large pan-spring scales, and were hung from the shed almost on the curb line where the weighing is done. Whether advantage is taken of this or not, I cannot say, but such scales being very sensitive, and offering slight resistance to the wind which is pretty strong around this market, one is very apt to record more than the true weight of the article weighed, as at the time of testing a scale hung as above described with an eight pound test, the pointer kept moving from the 9 $\frac{1}{2}$ to the 10 $\frac{1}{2}$ pound division, and upon a four pound test, the scale indicated 6 $\frac{1}{2}$ pounds. This test was made on December 20, a wet day and the wind did not seem very strong. If meat or poultry were weighed upon these good scales on a windy day, I do not wonder that the retailers complain of short weight being received, especially if the wind were strong.

Junk Dealers.

Numerous complaints have been made by Inspectors against Junk Dealers, large and small, for using incorrect scales with all manner of devices to keep the scale from correctly recording the true weight.

One large junk dealer in Ann street was accused by the head of the Society for the Prevention of Vice, of cheating him out of 600 pounds on a 900 pound sale of books which were weighed before delivery. This complaint was investigated and found to be true, as the scale was of the platform type and was correct of itself, but the principal of the inclined plane was brought out in the attachment used. The scale was fitted with a movable wooden platform, supposedly to give the scale platform a greater area, but in truth, to cheat any amount the operator desired, by pushing the movable platform over the scale platform until the cleat on the end of the movable platform met a corresponding cleat nailed to the floor at the side of the scale which cleat raised the movable platform off the scale. Several tests were made with this platform in different degrees, by weighing the complainant and his assistant. On the first test made, the platform was pushed up slightly, and a deficiency of 90 pounds resulted in the weight of complainant; a second test with a greater angle given to the platform showed the original of 220 pounds weight reduced to 30 pounds. Many tests were made, and if the platform was shoved up hard under a weight, an average of two pounds to one hundred pounds indicated on the beam. The money was refunded, and the license of this dealer was revoked. Service of summons was attempted, but he was nowhere to be found.

Many junk dealers using wagons have small hand spring scales, the front of which are made to slide and which are very deceptive.

Peddlers and Hucksters.

The harvest time for peddlers is the grape and cherry season, when a small scale of the counter balance type is set on the peddler's cart and at such an angle, that to get a balance would be an impossibility. Such scales are made with a scoop attachment and have an iron ring to counter the weight of same; this ring is mostly always missing from the scale, leaving it a quarter of a pound out of balance, and if it is not missing and happens to be on the cart, it is never used, or used only when an inspector is around. A number of complaints have been made against peddlers, but when service of papers is desired, there is one peddler missing and for this reason, I believe

that a co-operation with the Police Department and with the Bureau of Licenses could be arranged whereby this traffic could be more easily handled and violators speedily dealt with.

Department Stores.

The attention of the Bureau was not given to the detection of the small dealers only, but was turned upon the larger tradespeople as well, as all the big dry goods and department stores in the City were visited and all the instruments inspected and tested. This was done last year for the first time, and wherever any scales or other measures were found to be incorrect or out of balance, complaint was made in the usual manner. One such complaint was lodged against one of the most popular stores for having five scales incorrect, which resulted in the collection of \$50 penalty, and another department store settled two complaints for \$25.

The result of this kind of inspection proves that the Bureau has been instrumental in keeping all measures used in these stores up to the standard, as only one was found short out of the 13,934 tested.

Fish Dealers.

This is a luxury on the east side, and has been the cause of several visits to this office of those who were cheated on the weight.

This trade is an extensive one on the east side of the City, and the residents in this locality purchase considerable fish mostly at the market under the Williamsburg Bridge, where dealers are allotted stands by the Department of Street Cleaning. Each stand has two scales, one at either end, and of different capacity. There were found but three scales reported in June of this year as being out of order, against forty-one found in the same month last year, and upon an investigation made in October this year, it was found that all scales used in this market were in good order. One fish dealer was complained of for giving 17½ pounds for 20 pounds, at seven cents per pound. He had two very fine spring scales in excellent condition, and the complainant claimed that he was overcharged, whereupon the bag was produced with fish, entrails and all, and the weight verified. In this instance, the difference in price was demanded returned by the complainant, with compensation for time and carfare to and from this office, required in making his complaint, which the dealer refunded.

Such a good condition of scales was not found in the many small fish stores scattered throughout this territory, as a number of complaints have been made against owners of such since April 1, the majority of whom paid the penalty.

The Great East Side.

The term used here covers that part of the City between the Battery and the Harlem river east of Broadway and Fifth avenue, and here is where the best work of the Bureau has been done. This East Side is populated by a class of purchasers who can ill afford the loss even of a fraction of an ounce upon any purchase, and here it is where purchases are made in small amounts, such as two ounces or quarter pound lots; one-half ounce lost on each purchase means much to the poor people residing in this quarter, and to better protect these people four inspection districts have been made of the two formerly existing, and in consequence of this, there has been 153 per cent. more violations detected and prosecuted in this territory this year than in 1905.

The total number of violations reported from this side of the City in 1905 were 497, compared with 1,257 this year, and were found distributed in the different sections or districts as follows:

In the first district, extending from the Battery to Grand street, east of Broadway, 363 shopkeepers having 574 incorrect scales or weights were reported.

In the second district, from Grand street to Fourteenth street, east of Broadway, 129 dealers using 190 fraudulent instruments were complained of.

In the third district, from Fourteenth street to Forty-second street, east of Broadway and Fifth avenue, there were 105 store owners using 166 incorrect scales, weights or measures.

The upper section of the East Side extends from Forty-second street to the Harlem river east of Broadway and Fifth avenue. Here were discovered 219 dealers using 327 false instruments. The total number of violations reported in this East Side was 46 per cent. of all the violations found in the entire City.

If the full penalty could be recovered in each case reported from this East Side, the sum of \$31,425 would be added to the City Treasury, but in many cases settlements were effected for a slight penalty by the Bureau for the Collection of Penalties, thereby saving the time of both the Inspectors and the prosecuting officers necessarily spent in the prosecution of such cases. However, the total amount collected from violators found on this side was \$8,476, with 244 violations still pending.

The residents of this side of the City by receiving full weight for their money have profited, of course, and if this could be calculated in dollars and cents, it would show plainly that the work of the Bureau was of some financial benefit both to the public and to the City.

The following table describes the number of violations found in the several districts in the East Side.

In 1905, 273 dealers were found using 497 incorrect instruments in violation of the law in this territory. In 1906, 816 dealers, using 1,257 incorrect instruments were found in this same territory:

District.	Dealers.	Violations.
Battery to Grand street.....	363	574
Grand street, to Fourteenth street.....	129	190
Fourteenth street, to Forty-second street.....	105	166
Forty-second street, to One Hundred and Tenth street.....	142	203
One Hundred and Tenth street, to Harlem river.....	77	124
Total.....	816	1,257

The Bronx.

This borough is fast expanding and many stores using instruments for weighing or measuring are opening up, which must be attended to by the two Inspectors in that large area, the same number of Inspectors who have been doing this work since 1896, and on account of the rapid increase in population, the number of places of business using weighing instruments have also increased. The work of the Inspector in the lower district of this borough shows that 217 complaints have been made by him this year, as against 66 last year, and the sum of \$955 has been recovered on 200 of the above number of complaints, leaving seventeen cases pending. The upper section being of a suburban character, and not having the same class or number of dealers as the lower section, there were twenty-five violations made this year, against fifteen last year; on the whole, a good showing for this borough.

Queens.

Practically the same conditions exist here as in The Bronx, as the same number of Inspectors (two) cover the borough, and to show the effect of organization, especially in this borough, a comparison of the violations found in the years before the establishment of the Bureau with the two years of the Bureau's work is given.

Previous to 1905, no violations were found. In 1905, eighty-one violations were found, and in 1906, one hundred and eighty were reported.

The amount of penalties collected for the violations found in this borough so far this year was \$1,178.50, with forty cases pending—a very creditable increase.

Richmond.

Much of the work done in this borough has been treated of in a preceding paragraph, but it may be well to state that this borough is in charge of one Inspector, and excellent work has been done here, as the tabulated statement of the coal inspection report of this borough will show.

A description of the difficulties met with and some of the methods used to cheat with scales has been made with pen, but to better serve the purpose of the Bureau several pictures of scales are enclosed.

All these pictures were taken at the office, and as the balance of the appropriation for 1906 was but \$14.50, only eleven pictures were made, which cost \$14. These pictures would serve the public in detecting how scales are manipulated in order to cheat them, if they could be brought to its notice. As the buying public understand little of the many devices used by dishonest tradesmen to catch pennies from their customers, the suggestion is here offered that the educators of the City might help this Bureau in its endeavor to stop all selling of short weight by making such pictures as are here represented the basis of public school lectures.

Picture No. 1 represents a type of spring scale in common use, and is here shown in supposedly good condition, but the spring has been fixed so that a five-pound test weight on this scale registered 5½ pounds.

Picture No. 2 shows the same type of scale which has been doctored by removing the glass face and bending the indicator and replacing the face. The indicator then points to four ounces ahead of the zero point. A comparison of Picture No. 1 with No. 2 shows the difference at starting point plainly.

Picture No. 3 is the same scale, with almost 3¼ ounces of butcher's hooks attached to the hook of the scale. These were found on a like scale in use in Washington Market on November 28, after the same scale was inspected and passed ten times that day—a common trick in butcher's shops. The hooks are generally found hanging up and look like a part of the scale. This picture shows hooks only, but many other pieces of iron are used in the same fashion.

Picture No. 4, showing scale with a brass padlock attached; this scale was found in actual use in Washington Market. This shows scale four ounces fast.

Picture No. 5. This is what appeared to the view of two inspectors at Washington Market in the poultry inspection on Wednesday, November 28, the eve of Thanksgiving Day. In this picture is shown a paper bag in which a seven ounce bar of solder is snugly hidden. The excuse for having it on the scale, as given by the dealer, was that the scale stood one ounce against him, by reason of a hole in bottom of pan, and so as to keep from losing one ounce on each turkey weighed, he made up for the ounce short, and filled the one ounce hole with a seven-ounce bar of solder and covered both with a paper bag.

As usual, when the inspectors appear, such bags can be removed quickly and the scale would show that a poultry butcher of Washington Market turned philanthropist and actually gave one ounce on every poultry sold (but we had been there before), so two inspectors not known to any market man were sent to remove all paper found on scales, with the result as above described.

Picture No. 6. Counter Scale—Scales of this type are used in grocery stores. The iron hook showing under the down side represents the way attachments are used on like types of scales. Many light weights are found in use on scales like this.

Picture No. 7. Showing weights light from ½ ounce to 4 ounces. The three weights standing on edge, two with holes drilled to make same light, and one smooth of surface, are weights which were confiscated, and give a fair example of how weights are reduced generally. The two one-pound weights showing holes drilled are over ¼ pound light. The one-pound weight showing the smooth bottom is nearly four ounces light. This weight was sawed off about one-quarter of an inch from the bottom.

The small scales hanging up (the sliding front) are 50-pound spring scales used by junk dealers. The hand or pointer is far above the zero point, and is made so by the sliding up of the front. If eight pounds were placed on any of these scales, perhaps an ounce would show on indicator. In many cases it would take twenty or more pounds to weigh one ounce on such scales. The rest of this picture represents a lot of what-nots taken from scales, all in actual use.

Picture No. 8. A type of scale beam used on ice wagons. This one, with many others, was found in use during the ice crusade last summer when ice was scarce. The scale here represented was found 100 pounds out of balance.

Picture No. 9. Top row, 13 spring scales without pointers. Bottom row, 12 scales from 20 to 30 pounds out of balance. Just a fair sample taken from ice wagons. On the top row, each one here represented was being used in selling ice at 40 cents per hundred weight. The pointers were entirely removed. On the bottom row is shown 12 shorts, as they are called, on account of their short length, and a very appropriate name it is, as they were all short over 25 pounds on a hundred weight.

Picture No. 10. Some confiscated scales now in this office—barrels of them—some taken in the ice crusade in July last, others taken from time to time from peddlers or hucksters, all more than ¼ pound out of balance.

Picture No. 11. Showing type of spring scoop scale used by fruit, vegetable and junk dealers. This scale was found in actual use. The pointer was broken off and a piece of wire was tied on to the broken pointer with a rubber band. This pointer was so arranged that the scale was ¼ pound fast.

Ordinance Under Which the Bureau is Working.

An Ordinance in relation to the sealing and inspection of weights and measures in The City of New York.

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

Section 1. There shall be a Mayor's Bureau of Weights and Measures in The City of New York, in charge of an Inspector of Weights and Measures, to be appointed by the Mayor and removable by him at his pleasure, who shall be paid a salary of twenty-five hundred dollars per annum. The Sealers and Inspectors of Weights and Measures shall hereafter be known as Deputy Inspectors of Weights and Measures, and they and their successors shall each receive a salary of fifteen hundred dollars per annum and be removable by the Mayor at pleasure.

Sec. 2. The present Sealers and Inspectors of Weights and Measures shall continue to hold office as Deputy Inspectors of Weights and Measures. Any vacancy which shall hereafter occur shall be filled by appointment by the Mayor.

Sec. 3. Said Inspector and each of said Deputy Inspectors of Weights and Measures shall, before entering upon the duties of his office, execute to The City of New York a bond, with one or more sufficient sureties to be approved by the Mayor, in the penal sum of two thousand dollars, conditioned for the faithful performance of the duties of his office.

Sec. 4. All persons using weights and measures, scale beams, patent balances, steelyards or any other instrument in weighing or measuring any article intended to be purchased or sold in The City of New York, shall cause the same to be sealed and marked by a Deputy Inspector of Weights and Measures of said City.

Sec. 5. Any person who shall, in weighing or measuring any article for purchase or sale within The City of New York, use any weight, measure, scale beam, patent balance, steelyard or other instrument not sealed and marked as herein required, shall forfeit and pay the sum of fifty dollars for each and every offense.

Sec. 6. All weights, measures, scale beams, patent balances, steelyards and other instruments for weighing, to be sealed and adjusted by a Deputy Inspector of Weights and Measures in The City of New York, shall be made to conform to the standard of the State, and shall be marked by him with the initials of his name and the date on which the same shall be sealed and marked.

"Upon the written request of any resident of The City of New York, the Inspector of Weights and Measures shall test or cause to be tested, within a reasonable time after the receipt of such request, the weights, measures, scale beams, patent balances, steelyards or other instruments used in buying or selling by the person, firm or corporation designated in such request."

Sec. 7. If any person shall use, in The City of New York, in weighing or measuring, as aforesaid, any weight, measure, scale beam, patent balance, steelyard or other instrument which shall not conform to such standard, or shall use in weighing aforesaid any scale beam, patent balance, steelyard or other instrument which shall be out of order or incorrect, or which shall not balance, he, she or they shall forfeit and pay for every such offense the sum of twenty-five dollars.

Sec. 8. The Inspector shall keep a register of the name of each person, firm or corporation whose weights, measures, scale beams, patent balances, steelyards or other instruments have been inspected, together with the number and size of same, and what of each was approved and what condemned, with the date of inspection, and such record shall be open to the inspection of the public at all reasonable times.

Sec. 9. No person shall sell or offer for sale in any market or in the public streets or in any other place in The City of New York, any fruits, vegetables or berries in crates, baskets or other measures, or any butter in prints, or any ice or coal or other fuel at or for a greater weight or measure than the true measure thereof; and all ice, coal, coke, meats, poultry and provisions (except vegetables sold by the head or bunch) of every kind, sold in the streets or elsewhere in The City of New York, shall be weighed or measured by scales, measures or balances or in measures duly

tested and stamped by the Inspector or Deputy Inspectors of Weights and Measures; provided that poultry may be offered for sale and sold in other manner than by weight, but in all cases where the persons intending to purchase shall so desire and request, poultry shall be weighed as hereinbefore provided.

Sec. 10. Any weights or scales found by the Deputy Inspector in use in any market or in the public streets, which, upon being tested, are found to be short in weight by one-quarter of a pound or upward, may be summarily confiscated and destroyed.

Sec. 11. No person shall sell or supply any coal or coke within the limits of The City of New York, unless there shall be delivered to the person in charge of the wagon or conveyance used in such delivery a certificate duly signed by the person selling such fuel, showing the weight of the fuel proposed to be delivered, the weight of the wagon or conveyance used in such delivery, the total weight of fuel and conveyance and the name of the purchaser.

Sec. 12. No person in charge of a wagon or conveyance used in delivering coal, coke or other fuel, to whom the certificate mentioned in the previous section has been given, shall neglect or refuse to supply such certificate to the Inspector or Deputy Inspector of Weights and Measures, or to any person designated by either of them, or to the purchaser or intending purchaser of the fuel being delivered; and when the said officer or person so designated, or the intending purchaser, shall demand that the weight shown by such certificate be verified, it shall be the duty of the person delivering such fuel to convey the same forthwith to some public scale in the district, or to any private scale the owner whereof shall consent to such use and permit the verifying of the weight shown, and shall after the delivery of such fuel return forthwith with the wagon or conveyance used to the same scale and verify the weight of said wagon or conveyance.

Sec. 13. It shall be the duty of the Deputy Inspectors of Weights and Measures, and each of them is hereby authorized to inspect, examine, test and seal, at least once in each year, and as much oftener as the Inspector of Weights and Measures may deem proper, the weights, measures, scale beams, patent balances, steelyards and other instruments used in The City of New York in weighing and measuring as aforesaid.

Sec. 14. No person shall refuse to exhibit any weight, measures, scale beams, patent balances, steelyards or other instruments to any of said Inspectors for the purpose of being so inspected and examined, under the penalty of twenty-five dollars for every such offense.

Sec. 15. No person shall in any way or manner obstruct, hinder or molest any Inspector of Weights and Measures in the performance of his duties as hereby imposed upon him, under a penalty upon every such person of twenty-five dollars for every such offense.

Sec. 16. All weights, scale beams, patent balances, steelyards and other instruments used for weighing shall be inspected and sealed at the stores and places where the same may be used; but in case they or any of them shall be found not to conform to the standard of this State, the owner thereof shall, within five days, at his expense, have the same so altered and repaired as to conform to the said standard of the State, under the penalty of ten dollars for such neglect.

Sec. 17. It shall be the duty of each of the said Inspectors to make a record and certificate as hereinafter provided of all the weights, measures, scale beams, patent balances, steelyards and other instruments used for weighing and measuring inspected by him, in which he shall state the names of the owners of the same, and whether they are conforming to the standard of the State.

Sec. 18. It shall be the duty of the Deputy Inspector of Weights and Measures to report promptly to the Inspector of Weights and Measures the names of all persons whose weights, measures and other instruments for weighing and measuring shall be found to be incorrect.

Sec. 19. It shall also be the duty of said Deputy Inspectors to file monthly reports with the Inspector of Weights and Measures, and to make such other and further reports and keep such further records as may be required from time to time by said Inspector.

Sec. 20. It shall be the duty of the Inspector of Weights and Measures to report forthwith to the Corporation Counsel the names and places of business of all persons violating any of the provisions of this chapter, and all persons making use of any fraudulent or unsealed weights, measures, scales or other instruments for weighing or measuring.

Sec. 21. It shall not be lawful for the said Inspector or Deputy Inspector to vend any weights, measures, scale beams, patent balances, steelyards or other instruments to be used for weighing or measuring, or to offer or expose the same for sale in The City of New York, under the penalty of fifty dollars for every such offense.

Sec. 22. Each Deputy Inspector shall give a certificate to the owner of the weights or measures inspected, and shall keep a record of such certificate given on a corresponding stub. The certificates and corresponding stubs shall be numbered consecutively. The books containing the stubs, after the corresponding certificates have been given out, shall become a public record. The Inspector shall be authorized, when required, to certify extracts from these records.

Sec. 23. All complaints against Deputy Inspectors of Weights and Measures shall be lodged with the Inspector of Weights and Measures, and by him reported, with his recommendation thereon, to the Mayor for his final action.

Sec. 24. The Deputy Inspectors shall be assigned for service by the Inspector to such district as he may deem proper. Whenever any Deputy Inspector shall resign or be removed from office, it shall be his duty to deliver at the office of the Inspector of Weights and Measures all the standard weights and measures and other official property in his possession.

Sec. 25. All existing ordinances in The City of New York in relation to the sealing and inspection of weights and measures and all other ordinances inconsistent herewith are hereby repealed.

Sec. 26. This ordinance shall take effect immediately. The above ordinance, adopted in March, 1904, does not meet the requirements of the Bureau at the present time. It merely states that a bureau be established and does not provide for the necessary help required in the establishment of a bureau, such as clerks, stenographer, etc., and altogether omits furnishing any funds or appropriation wherewith to carry out its further provisions.

It has also incorporated in it, many parts of the old ordinance which was in vogue when the weights and measures law was enforced by twenty sealers or inspectors in their respective districts and it treats of the duties and powers of the inspectors much the same now as formerly, as mostly every section refers to the duties of the deputy inspectors, which sections do not confer power directly upon the bureau as a bureau or upon the head of the bureau. So many changes or amendments are necessary to make the present ordinance meet the requirements of this bureau's work, that an entirely new ordinance should be adopted governing the inspection of weights and measures and sale of various articles mentioned further on, which should contain ample provision for the needs of the bureau as hereafter set forth, together with added power of inspection over all kinds of instruments used, and further supervision of articles sold or bought by weight or measure, and should embrace the essential parts of the State Commerce Act as relate to such.

To show the many sections of the ordinance which should be amended or omitted in the adoption of a new ordinance, a few are treated of here.

That part of the first section reading "in charge of an Inspector of Weights and Measures" should be changed to read "in charge of a Chief of Bureau." As the latter title was classified by the Civil Service Commission, it is now the official one.

That part of this same section, changing the title of Sealers and Inspectors to Deputy Inspectors and equalizing their salaries, should be changed, for the reason that this part of the section has never been legally established by the Board of Estimate and Apportionment and no funds were ever provided to carry it out. Therefore, the men still officially retain their old titles of Sealers and Inspectors, but conform to all the provisions of the ordinance relating to the duty of Deputy Inspectors.

It was the intention of the framers of the ordinance to make the Inspectors' and Sealers' duties and powers the same, compensating all alike, but no provision being made to legally do this, as provided by the Charter on the part of the Honorable Board of Aldermen, the matter stands to-day as it did in the beginning.

This matter was brought to your Honor's attention in the last report made by this Bureau, and I take this means of recommending that the excellent work done by the half of the force receiving \$1,200 per annum be rewarded by making their salaries the same as the other half who are receiving \$1,500 per annum. This could be done

with very little expenditure, as but \$3,000 additional would be required, and when it is considered that this Bureau is fast becoming self supporting, which it is to a considerable extent now, by the penalties recovered upon complaints made by the Inspectors, as about one-half the total amount of money appropriated for this year was returned to the City Treasury through the above mentioned source, this could be done together with providing for the rewarding of those doing the best work by establishing one title under several grades. As it is at present, there is no prospect of advancement beyond the \$1,500 limit of salary, and nearly all the employees in this Bureau have served eight years faithfully, and are of the highest type of City Inspectors as their duty puts them always in contact with the public and brings them into court as prosecuting or expert witnesses. Several of the best men have left this branch of service to take higher salaried positions, or positions offering advancement in other City offices and courts such as this Bureau does not offer under the present conditions.

Section 3 could be omitted entirely, as this is a relic of the fee system which was adopted from the old ordinance, and it no longer applies and is an expense upon the Inspectors. Furthermore, it would be impossible for the City to recover under the bond as issued, as no money is handled, and the faithful service part of the bond is well taken care of by the Civil Service Law.

Section 7. This is the section sued under for the recovery of penalties for using incorrect instruments. If it can be amended so as to include prosecution criminally for selling short weight packages of all kinds, as well as using incorrect instruments, it would help the Bureau materially. If it is found that criminal prosecution cannot apply, it may be so amended as to increase the penalty and this penalty to cover the infractions of any other sections of the ordinance, as follows:

For the first offense, the present penalty of \$25; for the second offense, \$50; for the third offense, \$75, and for the fourth offense, \$100. This is necessary, as there are on record in this office names of dealers having two and three violations against them this year. This is the main reason for suggesting a criminal prosecution, the same as applies in some other large cities, also the authority for the publication of the second, third, and fourth offenders' names and places of business would be a step in the right direction and would stop the practice of giving short weight, as the public would not trade with a dealer publicly denounced as persisting in giving fraudulent weight.

Section 9. This section includes mostly every kind of commodity sold by weight and might be made more specific by taking away several articles mentioned, such as ice, coal and fuel, and substituting such articles as bread, beans, peas, etc., and by adding all food products or commodities sold in barrels, boxes, bottles, jars, etc., purporting to be of a stated weight or measure, the penalty proposed in section 7 to cover any infraction of this section.

Section 11. This can be amended to provide a penalty of \$10 for neglect to show certificate, and can be added to section 12.

Section 12. This section can be so amended as to cover all sales or proposed sales or purchases of ice, coal, coke, charcoal or fuel, such as are taken from section 9. It can also be amended by giving the power to Inspectors of this Bureau to weigh and re-weigh any load or part of load of ice, coal, coke, or other fuel proposed to be sold or offered for sale, and to empower said Inspectors to use any scale which has been tested and certified to by this Bureau the owner of which consents, and the price of fifteen cents for each load weighed to be paid to such owner.

All the above mentioned articles should be sold by weight except coke or charcoal, which may be sold by weight or measures duly passed by this Bureau.

Further amendments should be made to provide that the owners of such scales designated by the Mayor as official scales should keep a book of record for the information of this Bureau in a prescribed manner, such book to constitute a record of the weighing of all loads brought to said scale and should be open at all reasonable times to the scrutiny of the Inspectors of this Bureau. The penalties as provided in section 7 to apply to the above section.

Section 22 can be amended by changing title and changing the part relating to extracts from certificate stubs, and substituting extracts from records on file in this Bureau.

All the remaining sections not treated of here can be embodied with slight changes in title and form in the proposed new ordinance which should specify the power of the Bureau in the inspection of articles such as bread, beans, peas, milk bottles, boxes, barrels, bottles, and all packages of any description, sold by weight or measure. Also power to test and examine all scales used for express or freight weighing as well as those used for buying or selling.

One section could be given to creation, organization, powers, supervision, titles, and the power of the Chief to enforce the ordinance through Inspectors or other representatives and to make such rules and regulations for the employees of the Bureau as are consistent with the proper enforcement of all regulations appertaining to the operation of a bureau. This section will remove the many defects and confusions in sections now existing, and will centralize the power of inspections in the Bureau.

This is merely an outline of what is proposed to be embodied in the ordinance as to the subjects mentioned, as the subject is one requiring careful consideration and forethought, and should be so constructed that it will meet all the requirements needed to safeguard the purchasing public against short weight; further suggestions will be made in due time, all for the best interests of the Bureau and the general public.

Importance of the Bureau.

The magnitude of the work devolving upon this Bureau can be better understood when it is considered that the large population of the entire city is constantly buying the necessities of life through the medium of scales, weights, or measures, and that mostly every person doing business uses a measure of some kind; these must be inspected at least one each year, and in many cases frequent inspections are required. All this, together with the office work, is accomplished by a force of twenty Inspectors.

Needs of the Bureau.

Increased appropriation and force, and a new ordinance giving more power to the Bureau.

The appropriation allowed in 1905 for this year was \$20,500 for salaries. No allowance was made for contingencies and in consequence of this the Bureau was handicapped to a great extent until the latter part of the year, when funds were transferred to the account of this Bureau, which were used for the hire of horses, carts, and the purchase of new standards.

To meet the actual requirements of this Bureau, funds should be provided for an increase in the force, equalizing the salaries of Inspectors now in the Bureau, and for general expenses, such as cart hire, carfares, etc., renewal and increase of standards, postage, and equipment.

The staff of the Bureau consists of one Deputy Chief, one Chief Inspector, and eighteen Inspectors. There is urgent need of more help in this Bureau, as the many letters received here each day from the public, in fact, from all over the country, require the services of a stenographer and typewriter. This work, together with all the office work, preparation and keeping of records, is now being performed by the Deputy Chief and Chief Inspector, and the office work is increasing so rapidly that assistance of a clerical nature is required in order that the men now so employed can attend to their proper duties.

Further recommendations in this regard will be found in the proposed changes to the ordinance.

This opportunity is taken to thank all those giving assistance to this Bureau during this year. In this regard, much assistance of value to the Bureau's work and to the City has been rendered by Mr. Herman Stiefel, the Corporation Counsel in charge of the Bureau for the Recovery of Penalties, who prosecuted all the violations sent to him for settlement in a manner which redounds to his credit as well as to this Bureau's, as but few cases have been dismissed by the Civil Judges, to whom also thanks are extended for their assistance in rendering such favorable decisions in the large number of cases brought before them by this Bureau.

The lay assistance rendered and interest given by the Secretary of the Bureau of City Betterment was of a helpful nature to the welfare of the Bureau and appreciation of his good offices is hereby acknowledged.

Respectfully submitted,

PATRICK DERRY,

Chief of the Bureau of Weights and Measures.

DEPARTMENT OF PARKS.

Thursday, February 7, 1907.

Stated meeting, 3 p. m.

Present—Commissioners Herrman (President), Berry, Kennedy.

A representative of the Comptroller being present, and the meeting open to the public, the estimate box was opened and all the estimates or proposals received, in pursuance of duly published advertisements, were opened and read, as follows:

For Furnishing and Delivering Rubber Goods for Department of Parks, Boroughs of Brooklyn and Queens, February 7, 1907.

Items and Quantities.	John W. Buckley.		Cavanagh Bros. & Co.		Kern Commercial Company.		The Manhattan Supply Company.		New York Belting and Packing Company, Ltd.		Voorhees Rubber Manufacturing Company.	
	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
1. One and one-fourth inch straight rubber connections (Rickets), 3 dozen.....	\$1 75	\$5 25	\$5 00	\$15 00	\$5 50	\$16 50	\$5 70	\$17 10	\$3 50	\$10 50	\$3 00	\$9 00
2. One-half-inch fibre washers, 2 gross.....	21	63	50	1 50	50	1 50	60	1 80	80	2 40	20	60
3. Two and one-half-inch, 4-ply rubber hose (without couplings), 500 feet.....	52	265 00	55	275 00	50	250 00	52	260 00	72	360 00	60	300 00
4. Three-fourth-inch, 4-ply rubber hose (with couplings), 5,000 feet.....	15½	465 00	14	420 00	15	450 00	16	480 00	21	630 00	16½	495 00
5. Two and one-half-inch patent coupling, rubber washers, as per sample, 1 gross.....	2 85	2 85	3 75	3 75	3 75	3 75	5 00	5 00	4 80	4 80	4 90	4 90
6. Two and one-half-inch hose couplings, rubber washers, as per sample, 1 gross.....	1 98	1 98	2 75	2 75	5 40	5 40	3 25	3 25	6 40	6 40	4 80	4 80
7. Low rubber boots, No. 7, as per sample, 1 dozen pairs.....	33 95	33 95	34 80	34 80	36 60	36 60	35 00	35 00	35 40	35 40	38 40	38 40
8. Low rubber boots, No. 8, as per sample, 1 dozen pairs.....	33 95	33 95	34 80	34 80	36 60	36 60	35 00	35 00	35 40	35 40	38 40	38 40
9. Low rubber boots, No. 9, as per sample, 1 dozen pairs.....	33 95	33 95	34 80	34 80	36 60	36 60	35 00	35 00	35 40	35 40	38 40	38 40
10. Rubber hip boots, No. 7, as per sample, 1 dozen pairs.....	48 43	48 43	49 80	49 80	52 35	52 35	50 00	50 00	50 40	50 40	54 72	54 72
11. Rubber hip boots, No. 8, as per sample, 1 dozen pairs.....	48 43	48 43	49 80	49 80	52 35	52 35	50 00	50 00	50 40	50 40	54 72	54 72
12. Rubber hip boots, No. 9, as per sample, 1 dozen pairs.....	48 43	48 43	49 80	49 80	52 35	52 35	50 00	50 00	50 40	50 40	54 72	54 72
13. Rubber hip boots, No. 10, as per sample, 1 dozen pairs.....	48 43	48 43	49 80	49 80	52 35	52 35	50 00	50 00	50 40	50 40	54 72	54 72
14. Low rubber boots, No. 10, as per sample, 1 dozen pairs.....	33 95	33 95	34 80	34 80	36 60	36 60	35 00	35 00	35 40	35 40	38 40	38 40
15. Black oilskin suits and hats, as per sample, 1 dozen.....	26 60	26 60	28 00	28 00	29 25	29 25	28 00	28 00	28 40	28 40	32 00	32 00
16. Three-eighth-inch rubber hose, as per sample, 2,000 feet.....	99½	199 00	06	120 00	10	200 00	09	180 00	10½	205 00	07	140 00
17. Three-eighth-inch male and female hose couplings, as per sample, 4 dozen.....	2 00	8 00	1 20	4 80	1 95	7 80	1 50	6 00	2 00	8 00	1 08	4 32
18. Male and female spray caps, figure 55, as per sample, 2 dozen.....	3 45	6 90	2 64	5 28	1 55	3 70	5 40	10 80	10 80	21 60	10 80	21 60
19. One-pound rolls of insulated binding tape, 2 dozen.....	4 15	8 30	4 80	9 60	3 00	6 00	2 50	5 00	3 00	6 00	3 00	6 00
20. One-inch male and female hose couplings, 4 dozen.....	1 50	6 00	2 70	10 80	3 75	15 00	1 75	7 00	3 50	14 00	1 62	6 48
21. Three-fourth-inch female hose couplings, 3 dozen.....	60	1 80	1 50	4 50	1 50	4 50	70	2 10	1 80	5 40	75	2 25
22. 3/4", as per sample, 1 dozen.....	4 15	4 15	6 00	6 00	3 75	3 75	6 70	6 70	4 20	4 20	13 80	13 80
23. Male and female hose couplings, 3/4-inch shank by 3/4-inch hose pipe thread, 2 dozen.....	2 30	4 60	1 80	3 60	2 10	4 20	6 70	13 40	2 25	4 50	1 01	2 02
Total.....		\$1,331 58		\$1,248 98		\$1,354 15		\$1,380 75		\$1,654 40		\$1,414 69

For Furnishing and Delivering Blacksmith Supplies at Workshops, Prospect Park, Ninth Avenue and Seventh Street, as Required, Borough of Brooklyn.

No.	Items and Quantities.	Cavanagh Bros. & Co.		P. J. Langler.		The Manhattan Supply Company.		Rowe Bros.	
		Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
1. Assorted Norway iron, 375 pounds.....		\$0 04	\$15 00	\$0 03½	\$13 12	\$0 04	\$15 00	\$0 03	\$11 25
2. Five-eighths B. B. chain, 100 pounds.....		05	5 00	06	6 00	06	6 00	07	7 00
3. Three-eighths to 1 by 3/4 shank twist drills, 48.....		*4 50	18 00	*6 00	24 00	*4 20	16 80	*4 00	16 00
4. Five by 3/4 machine bolts, 1,000.....		12 50	25 00	13 00	30 00	12 80	28 00	12 47	24 70
5. Octagon Black Diamond cast steel, 2 tons.....		106½	260 00	1 07	280 00	1 06½	260 00	1 06	240 00
6. One-inch black iron pipe, 8,000 feet.....		05½	440 00	05½	440 00	05 40-100	432 00	05½	440 00
7. Three-inch square solid dies for B. and P. bolt cutter, 3.....		3 00	9 00	1 50	4 50	85	2 55	1 50	4 50
8. Taps for B. and P. bolt cutter, 3.....		35	1 05	55	1 65	33	1 05	40	1 20
9. Ten-inch hack saw blades, Star, 6 dozen.....		70	4 20	75	4 50	70	4 20	70	4 20
10. Phoenix horseshoes, 20 kegs.....		4 00	80 00	* 25	85 00	4 40	88 00	4 25	85 00
11. Perkins tip horseshoes, 5 kegs.....		5 00	25 00	5 35	26 75	5 60	28 00	5 35	26 75
12. Nos. 4 to 10 Capewell nails, 12 boxes.....		3 50	42 00	3 50	42 00	5 00	60 00	3 00	36 00
13. Toe calk steel, 500 pounds.....		03	15 00	027	13 50	04	20 00	02 1-10	13 50
14. Eighteen-inch Hellar's rasps, 2 dozen.....		8 00	16 00	7 50	15 00	8 20	16 40	7 00	14 00
15. Eighteen-inch Hellar's tanged rasps, 1/2 dozen.....		11 50	5 75	10 00	5 00	11 40	5 70	10 00	5 00
16. Sixteen-inch pincers, 1 pair.....		1 50	1 50	1 25	1 25	1 50	1 50	1 30	1 30
17. Two and one-half pound rounding hammers, 5.....		1 35	6 75	1 20	6 00	1 30	6 50	1 30	6 50
18. No. 2 to No. 6 Currie bar pads, 250 pairs.....		1 10	275 00	1 10	275 00	1 20	300 00	1 00	250 00
19. Sixteen-inch Nicholson files, flat and half round, 6 dozen.....		4 00	24 00	4 00	24 00	3 10	12 60	3 40	20 40
20. Half round iron (Slatington or equal), 4 tons.....		52 00	208 00	47 00	188 00	53 00	212 00	45 00	180 00
21. One-fourth, 5-16, 3/8 round iron (Slatington or equal), 10 tons.....		60 00	600 00	55 00	550 00	60 00	600 00	46 00	460 00
22. Three-fourths by 3/4 band iron, 5 tons.....		55 00	275 00	57 00	285 00	60 00	300 00	57 00	285 00
23. Assorted tee and angle iron, 5 tons.....		52 00	260 00	49 00	245 00	52 40	262 00	49 00	245 00
24. Assorted flat iron, 3/4 to 1 by 1 to 6 inch, 12 tons.....		49 00	588 00	44 00	528 00	48 50	582 00	44 00	528 00
25. Round edge Slatington tire iron, 3 tons.....		52 00	156 00	50 00	150 00	56 00	168 00	45 00	135 00
26. One-half tapped washers top nuts, 500 pounds.....		06	18 00	06	18 00	05½	16 50	06	18 00
27. Three and one-half by 5-16 Skelly tire bolts, 1,500.....		15 50	8 25	17 90	11 85	18 00	12 00	14 52	7 80
28. Rainbow packings, 100 pounds.....		53	53 00	57½	57 50	50	50 00	60	60 00
29. One-half square Black Diamond cast steel, 2 tons.....		150 00	300 00	150 00	300 00	140 00	280 00	15 06	240 00
30. Solid collar solid axles, 2½ by 11 by 58, octagon, 4.....		8 00	32 00	15 00	60 00	14 50	58 00	8 00	32 00
31. Three by 14 by 44 and 48 truck springs (6 to set), 2 sets.....		28 00	56 00	36 00	72 00	38 00	76 00	20 00	40 00
32. One-inch iron table leg bases, 200.....		115 00	23 00	115 00	10 00	122 50	45 00	15 00	10 00
33. One-inch iron table leg caps, 200.....		110 00	20 00	110 00	20 00	122 50	45 00	15 00	10 00
34. Stove bolts, 1¼-inch by 5-16-inch, 2,000.....		15 00	6 00	13 00	6 00	12 10	4 80	13 00	6 00
35. Cotton waste, 500 pounds.....		00	45 00	08	40 00	07½	37 50	10½	52 50
36. Frost nails, from No. 7 to 14, 100 pounds.....		50	50 00	75	75 00	77	77 00	70	70 00
37. Four-inch belt, 50 feet.....		52	26 00	35	17 50	28	14 00	33	17 50
38. Two and one-half inch belt, 50 feet.....		18	9 00	22	11 00	16	8 00	23	12 50
39. Two-inch belt, 50 feet.....		15	7 50	17	8 50	14	7 00	20	10 00

No.	Items and Quantities.	Cavanagh Bros. & Co.		P. J. Langer.		The Manhattan Supply Company.		Rowe Bros.	
		Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
40.	Belt lacing, 5 pounds.....	1 00	5 00	60	3 00	54	2 70	1 25	6 25
41.	Belt hooks, 100.....	01	1 00	01	1 00	02 1/2	2 50	01 1/2	1 50
42.	Dies and taps, from 1 to 1/4, as per sample, 1 set.....	25 00	25 00	15 00	15 00	14 00	14 00	15 30	15 30
			\$4,047 00		\$3,969 62		\$4,177 70		\$3,649 65

* Per dozen. † Per hundred. ‡ Per pound. § Per thousand. a Bids 52 cents per 1,000, but extends as above. b Bids 6 cents per ton, but extends as above.

Table of Bids for Furnishing and Delivering Painters' Supplies for the Department of Parks, Borough of Brooklyn.

No.	Items and Quantities.	Thomas C. Dunham, Inc.		C. W. Keenan.		The Manhattan Supply Company.		Pittsburg Plate Glass Company.	
		Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
1.	Atlantic white lead, 3,000 pounds.....	\$0 07 1/4	\$180 00	*\$7 35	\$588 00	\$0 0775	\$620 00	\$0 07	\$500 00
2.	Masury's chrome yellow (medium), in oil, 1,500 pounds.....	11 1/4	168 75	13	195 00	24	360 00	135	232 50
3.	Ultramarine blue, in oil, 200 pounds.....	12	24 00	15	30 00	20	40 00	12	24 00
4.	Masury's burnt sienna, in oil, 200 pounds.....	0695	13 90	10	20 00	14	28 00	09	18 00
5.	Masury's raw sienna, in oil, 200 pounds.....	0695	13 90	10	20 00	13	26 00	09	18 00
6.	Masury's burnt umber, 200 pounds.....	0665	13 30	10	20 00	12	24 00	08	16 00
7.	Indian red, in oil, 200 pounds.....	0625	12 50	11	22 00	13	26 00	095	19 00
8.	Thomson's bronze green paint (52 gallons), 12 barrels.....	53 56	642 72	59 00	708 00	48 00	576 00	52 00	624 00
9.	Bolted whiting, 300-pound barrels, 60 barrels.....	1 78	106 80	2 00	120 00	1 88	112 80	1 75	105 00
10.	Valentine's one-coat coach varnish, 40 gallons.....	1 78	71 20	2 50	100 00	4 00	160 00	3 40	136 00
11.	Valentine's rubbing coach varnish, 20 gallons.....	1 78	35 60	2 40	48 00	3 00	70 00	2 65	53 00
12.	Valentine's liquid dryer, 30 gallons.....	64	19 20	90	27 00	1 05	31 50	75	22 50
13.	Valentine's brown shellac, 30 gallons.....	2 10	63 00	2 30	69 00	1 80	56 70	2 00	60 00
14.	Black sable lettering pencils, 1 dozen.....	2 75	2 75	4 00	4 00	1 90	1 90	4 00	4 00
15.	Black sable striping pencils, to be selected, 1 dozen.....	3 25	3 25	3 87	3 87	2 10	2 10	3 00	5 00
16.	Prince's metallic roof paint, 52 gallons, in oil, 1 barrel.....	24 96	24 96	30 00	30 00	22 50	22 50	26 00	26 00
17.	Glazier's No. 2 zinc points, 12 packages.....	07	84	07	84	06	72	07	84
18.	Glazier's No. 3 zinc points, 12 packages.....	07	84	07	84	06	72	07	84
19.	Thomson's elastic roof cement, 300 pounds.....	04	8 00	04	8 00	03 1/2	7 00	03 1/2	7 00
20.	Best turpentine, 364 gallons.....	24 1/2	271 18	76	276 64	80	291 20	75	273 00
21.	Raw linseed oil, 364 gallons.....	42	152 88	43	156 52	44	160 16	40	143 60
22.	Masury's drop black, quick drying, in 5-pound force cans, 50 pounds.....	16	8 00	18	9 00	20	10 00	15	7 50
23.	Two-inch camel hair blenders, 1 dozen.....	8 35	8 35	3 00	3 00	5 20	5 20	2 00	2 00
24.	One-inch camel hair blenders, 1 dozen.....	4 15	4 15	3 00	3 00	2 50	2 50	1 40	1 50
25.	Patty, in 100-pound tubs, 400 pounds.....	01 3/4	7 00	*1 60	6 40	02	8 00	015	6 00
26.	Dry red lead, in 100-pound kegs, 500 pounds.....	07 1/2	37 50	*7 50	37 50	07 1/2	37 50	07 1/2	36 25
27.	Best American glass, AA, 30 by 44, 2 boxes.....	5 50	11 00	6 50	13 00	6 00	12 00	4 92	9 84
28.	Best American glass, AA, 24 by 38, 2 boxes.....	5 00	10 00	5 75	11 50	5 50	11 00	4 48	8 96
29.	Best ammonia, 1 carboy.....	7 00	7 00	7 80	7 80	6 00	6 00	7 00	7 00
30.	Wood alcohol, 5 gallons.....	60	3 00	55	2 75	54	2 70	60	3 00
			\$4,325 57		\$2,540 66		\$2,716 20		\$2,431 33

* Per 100 pounds.

For Furnishing and Delivering Oils, etc., at Workshops, Prospect Park, Ninth Avenue and Seventh Street, Borough of Brooklyn, as Required.

Items and Quantities.	American Oil and Belting Company.		William E. Burke.		Cavanagh Bros. & Co.		Kern Commercial Company.		The Manhattan Supply Company.		The F. J. P. Tompkins Company.	
	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.	Price.	Amount.
Naphtha (52 gallons in each barrel), 85 barrels.....	\$9 27	\$787 95	\$8 75	\$743 75	\$7 15	\$607 75	\$8 84	\$751 40	\$9 20	\$782 00	\$9 61	\$816 85
Kerosene oil (52 gallons in each barrel), 70 barrels.....	6 32	442 40	5 98	418 60	5 07	354 90	6 24	436 80	7 00	490 00	7 61	532 70
Valvolene cylinder oil (52 gallons in each barrel), 6 barrels.....	18 30	109 80	19 70	118 20	20 70	124 20	19 76	118 56	22 00	132 00	17 48	104 88
Machine oil (52 gallons in each barrel), 8 barrels.....	8 84	70 72	8 80	70 40	8 00	64 00	9 36	74 88	10 00	80 00	7 76	62 08
Pine disinfectant, equal to sample (52 gallons in each barrel), 20 barrels.....	20 80	416 00	21 80	436 00	23 00	460 00	23 40	468 00	24 00	480 00	10 00	200 00
Automobile engine oil (52 gallons in each barrel), 5 barrels.....	9 88	49 40	10 40	52 00	10 00	50 00	10 40	52 00	10 00	50 00	10 00	50 00
Algae Jell, 6 barrels.....	24 00	144 00	26 00	156 00	35 50	213 00	33 80	202 80	35 00	210 00	35 00	210 00
Coal tar, 9 barrels.....	5 00	45 00	5 00	45 00	5 00	45 00	5 00	45 00	4 90	44 10	5 00	45 00
		\$2,065 27		\$2,039 95		\$1,918 85		\$2,149 44		\$2,268 10		\$2,021 51

For Furnishing and Delivering Forage at Prospect Park Stables, Ninth Avenue and Seventh Street, Borough of Brooklyn, as Required.

Items and Quantities.	F. Donovan & Son.		Gasteiger & Schaefer.		Levy Bros.	
	Price.	Amount.	Price.	Amount.	Price.	Amount.
Timothy hay, 300,000 pounds.....	\$0 0138	\$4,140 00	*\$1 45	\$4,350 00	\$0 0140	\$4,200 00
Best rye straw, 25,000 pounds.....	0098	245 00	*1 10	275 00	0150	375 00
Yellow corn, No. 2, 65,000 pounds.....	015	975 00	*2 70	1,105 00	0170	1,105 00
Cracked corn, 7,000 pounds.....	0155	107 10	*1 60	112 00	0175	122 50
Best wheat bran, 5,000 pounds.....	0140	74 50	*1 12	56 00	0175	87 50
No. 1 white clipped oats, 6,800 bushels.....	655	4,454 00	60 1/2	4,226 00	70	4,760 00
On meal, 500 pounds.....	02 1/4	11 25	*2 30	11 50	03	15 00
Screenings, 2,500 pounds.....	146	36 50	*1 60	40 00	0150	37 50
Fine salt, 500 pounds.....	02 1/2	12 50	*2 00	10 00	03	15 00
Coarse salt, 500 pounds.....	02	10 00	*2 00	10 00	03	15 00
Rock salt, 1,000 pounds.....	02	20 00	*2 00	20 00	03	30 00

Items and Quantities.	F. Donovan & Son.		Gastinger & Schaefer.		Levy Bros.	
	Price.	Amount.	Price.	Amount.	Price.	Amount.
Axle grease, 15-pound pails, 36 pails.....	1 00	36 00	1 55	41 40	1 25	45 00
Axle grease cases, 6 cases.....	4 35	26 10	5 00	30 00	5 00	30 00
Corn meal, 1,500 pounds.....	0 120	20 85	* 1 10	22 50	0 160	24 00
		\$10,168 80		\$10,809 40		\$10,861 50

* Per hundredweight.

The minutes of the previous meeting were read and approved.

Commissioner Kennedy offered the following:

Resolved, That all the bids or proposals received January 31, 1907, for repairs and alterations to bulkhead at foot of Ocean parkway, etc., in the Borough of Brooklyn, be and the same hereby are rejected, it being deemed for the interest of the City so to do.

Which was adopted by the following vote:

Ayes—Commissioners Herrman, Betry, Kennedy—3.

Commissioner Kennedy offered the following:

Resolved, That the proposal of the lowest formal bidder for furnishing and delivering forage at Prospect Park stables, in the Borough of Brooklyn, for which bids have been this day received, be forwarded to the Comptroller for his approval of sureties, and when so approved, that a contract for the same be entered into and executed by the President for and on behalf of this Board.

Which was adopted by the following vote:

Ayes—Commissioners Herrman, Berry, Kennedy—3.

On motion, at 3.35 p. m., the Board adjourned.

M. F. LOUGHMAN, Secretary.

DEPARTMENT OF EDUCATION.

Board of Education,
Park Avenue and Fifty-ninth Street,
New York, February 9, 1907.

The Board of Education has entered into contracts with the following-named contractors during the week commencing February 4, 1907:

Contractor and Address.	Sureties and Address.
Leopold Ascher, No. 118 Chambers street.....	The Metropolitan Surety Company, No. 38 Park row.
F. W. Derob & C. T. Reynolds Company, No. 101 Fulton street.....	The Metropolitan Surety Company, No. 38 Park row.
Geo. Reichhard & Sons, No. 530 West Forty-third street.....	The Metropolitan Surety Company, No. 38 Park row.
Hwywood Bros. & Wakefield Company, No. 129 Charlton street.....	The Metropolitan Surety Company, No. 38 Park row.
The S. T. Smith Company, No. 11 Barclay street.....	The Metropolitan Surety Company, No. 38 Park row.
Chas. J. Tagliabue Manufacturing Company, No. 53 Fulton street.....	The Metropolitan Surety Company, No. 38 Park row.
E. S. Banks & Co., No. 73 Warren street.....	The Metropolitan Surety Company, No. 38 Park row.
Blaisdell Paper Pencil Company, Philadelphia, Pa.....	The Metropolitan Surety Company, No. 38 Park row.
John W. Buckler, No. 60 Warren street.....	The Metropolitan Surety Company, No. 38 Park row.
Parsons Bros., No. 257 Broadway.....	The Metropolitan Surety Company, No. 38 Park row.
F. Westpfal, No. 186 East Houston street.....	Geo. Kessler, No. 1556 Avenue A; Herman Milgrim, No. 190 East Houston street.
Robt. F. Ferguson, No. 18 Mercer street.....	Edw. Barnes, No. 155 West One Hundred and Twenty-second street; Robt. Ferguson, No. 243 Lenox avenue.
Todd & Todd, Minneapolis, Minn.....	Aetna Indemnity Company, No. 68 William street.
E. B. Estes & Sons, No. 45 John street.....	American Bonding Company, No. 34 Nassau street.
Republic Bag and Paper Company, No. 17 Battery place.....	Title Guaranty and Surety Company, No. 277 Broadway.
Geo. W. Millar & Co., No. 62 Duane street.....	National Surety Company, No. 346 Broadway.
Remington Typewriter Company, No. 327 Broadway.....	National Surety Company, No. 346 Broadway.
Moller & Shuman, Marcy and Flushing avenues, Brooklyn.....	American Surety Company, No. 100 Broadway.
Vacuum Oil Company, No. 29 Broadway.....	American Surety Company, No. 100 Broadway.
John Greig, No. 281 West Eleventh street.....	American Surety Company, No. 100 Broadway.
Abraham & Straus, Fulton street, Brooklyn.....	American Surety Company, No. 100 Broadway.
Swan & Finch Company, No. 151 Maiden lane.....	American Surety Company, No. 100 Broadway.
The Manhattan Supply Company, No. 127 Franklin street.....	The Metropolitan Surety Company, No. 38 Park row.
M. Gitterman, No. 30 Belvidere street, Brooklyn.....	The Metropolitan Surety Company, No. 38 Park row.
A. F. Benoit, No. 20 Fulton street.....	The Metropolitan Surety Company, No. 38 Park row.
M. Feigel & Bro., No. 147 Wooster street.....	The Metropolitan Surety Company, No. 38 Park row.

FRED H. JOHNSON, Assistant Secretary, Board of Education.

BOROUGH OF QUEENS.

COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546, of chapter 466 of the Laws of 1901, I transmit herewith the following report of the transactions of the office of the Commissioner of Public Works, Borough of Queens, for the week ending January 19, 1907.

Public Moneys Received During the Week.

For restoring pavement over street openings.....	\$123 31
For vault permits.....	27 00
For sewer connections.....	90 00
Total.....	\$240 31

Requisitions Drawn on Comptroller.

Bureau of Highways.....	\$16,321 51
Bureau of Sewers.....	4,792 59
Bureau of Street Cleaning.....	5,185 84
Bureau of Public Buildings and Offices.....	641 70
Total.....	\$26,941 70

Permits Issued.

To open streets to tap water pipes.....	5
To open streets to repair water connections.....	3
To open streets to make sewer connections.....	7
To open streets to repair sewer connections.....	1
To place building material on streets.....	13
Special permits.....	20
To cross sidewalks.....	7
For subways, steam mains and various connections.....	5
For sewer connections.....	9
For sewer repairs.....	5
For other purposes.....	4
Total.....	79

Statement of Work Done, Bureau of Highways, Borough of Queens, Week Ending January 19, 1907.

Paved Streets—

Square yards of granite pavement repaired.....	258
Square yards of trap rock pavement repaired.....	12
Square yards of cobble pavement repaired.....	20
Loads of sand used in repairs.....	57
Loads of stone hauled.....	47

Macadamized Streets—

Square yards of macadam pavement repaired.....	1,078
Square yards of macadam pavement cleaned.....	1,540
Square yards of macadam pavement resanded.....	23,970
Square yards broken stone spread on picked-up bottom.....	28,130
Square yards macadam pavement finished.....	1
Loads of screenings used.....	40
Loads of screenings hauled.....	4
Loads of broken stone used.....	195
Loads of broken stone hauled.....	42
Loads of sand used.....	519
Loads of sand hauled.....	330
Loads of worn out material hauled away.....	2

Unpaved Streets—

Square yards of roadway graded.....	411
Square yards of roadway filled in.....	280
Square yards of roadway crowned and repaired.....	278
Square yards of sidewalk cleaned.....	150
Loads of dirt hauled away.....	109
Loads of dirt put on.....	218
Loads of ashes put on.....	14

Gutters—

Linear feet of gutters cleaned.....	10,075
Loads of dirt hauled away.....	125

Flagging, Curbing, etc.—

Square feet of flagstone relaid.....	35
Linear feet of curb reset.....	30
Linear feet of curb dressed.....	141
Square yards of crosswalks cleaned.....	575

Linear feet of crosswalks relaid.....	40
Linear feet of crosswalks dressed.....	20
Culverts—	
Feet of old lumber used.....	180
Lengths of 12-inch pipe used.....	18
Linear feet of culverts cleaned.....	150
Trees and Weeds—	
Square yards of weeds cut down and removed.....	1,360
Loads of trees removed.....	38
Loads of dead limbs hauled away.....	7
Washouts—	
Loads of dirt filling in washouts.....	254
Miscellaneous—	
Loads of snow removed from fire hydrant and crosswalks.....	1,239
Square yards of streets cleaned of snow.....	59,596
Number of basins flushed.....	37
Number of manholes flushed.....	26
Linear feet of sewer cleaned.....	1,550
Number of basins cleaned.....	83
Linear feet of sewer examined.....	7,840
Linear feet of sewer flushed.....	4,900
Number of basins examined.....	75
Number of basins repaired.....	1
Number of basins relieved.....	222
Linear feet of sewer repaired.....	75
Number of manholes cleaned.....	82
Open drains cleaned, feet.....	2,560
Culvert and stone drains cleaned and repaired, feet.....	80
Material used—	
Planks.....	20
Nails, pounds.....	10
Cement, barrel.....	34
12-inch pipe, feet.....	14
Bricks.....	50
Loads removed from sewers and basins.....	157

Street Sweepings, Garbage, etc., Collected and Disposed of.

Ashes, loads.....	1,657
Sweepings, loads.....	388½
Garbage, loads.....	276¼
Rubbish, loads.....	170
Loads of snow removed.....	1,583
Miles of streets swept.....	75

Bureau of Public Buildings and Offices.

Plumbing, plastering, carpenter work, painting and repairs to tin roofs, leaders, etc., and cleaning.

Bureau of Topographical Surveys.

Work Done by Office Force—Map showing change of line, Newtown road; map showing closing of Rutledge street and Park place; alteration map, showing amendment to Flushing avenue, Main street, Stevens street and Grand avenue; damage map, Fourteenth avenue (Stemler street), calculation and plotting of field work.

Work Done by Field Force—Plane table survey, Jamaica South, Springfield, Aqueduct and Bayside. Monumenting location, level and traverse work, Arverne, Rockaway Beach and College Point; triangulation.

Statement of Laboring Force Employed Week Ending January 19, 1907.

Bureau of Highways—	
Mechanics and Laborers.....	537
Horses and carts.....	198
Trucks and teams.....	46
Steam rollers.....	2
Bureau of Sewers—	
Foremen, Assistant Foremen, Drivers, Sounders, Mechanics and Laborers.....	178
Horses and carts.....	20
Bureau of Street Cleaning—	
District Superintendent, Section Foremen, Assistant Foremen, Laborers, Mechanics' Helpers, Crematory Laborers and Drivers.....	126
Trucks and teams.....	34
Horses and carts.....	84

Bureau of Public Buildings and Offices—	
Clerks, Foremen, Engineer, Firemen, Stokers, Carpenters, Plumbers, Pipe Fitters' Helpers, Painters, Laborers, Cleaners, Janitor, Tinsmith, Plumbers' Apprentice and Masons' Helpers.....	50

Bureau of Topographical Surveys—	
Assistant Engineer, Laborer, Sounder, Rodmen, Driver, Foremen, Assistant Foremen, Draughtsmen, Transmitters, Computers, Chainmen, Leveller, Axemen and Flaggers.....	184
Horses and carts.....	4

LAWRENCE GRESSER,

Commissioner of Public Works, Borough of Queens.

Approved:

Joseph Bermel, President of the Borough of Queens.

BOROUGH OF QUEENS.

COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546 of chapter 466 of the Laws of 1901, I transmit herewith the following report of the transactions of the office of the Commissioner of Public Works, Borough of Queens, for the week ending January 26, 1907:

Public Moneys Received During the Week.

For restoring pavement over street openings.....	\$64 36
For sewer connections.....	40 00
Total.....	\$104 36

Requisitions Drawn on Comptroller.

Bureau of Highways.....	\$18,833 85
Bureau of Sewers.....	6,769 35
Bureau of Street Cleaning.....	5,126 57
Bureau of Public Buildings and Offices.....	1,100 78
Total.....	\$31,830 55

Permits Issued.

To open streets to tap water pipes.....	12
To open streets to repair water connections.....	4
To open streets to make sewer connections.....	6
To open streets to repair sewer connections.....	1
To place building material on streets.....	7
Special permits.....	23
To cross sidewalks.....	10

For subway, steam mains and various connections.....	3
For railway construction and repairs.....	2
For sewer connections.....	4
For sewer repairs.....	5
For other purposes.....	2
Total.....	79

Paved Streets.

Square yards of granite pavement repaired.....	332
Square yards of trap rock pavement repaired.....	21
Square yards of cobble pavement repaired.....	33
Loads of sand used in repair.....	1,230
Loads of stone hauled.....	84

Macadamized Streets.

Square yards of macadam pavement repaired.....	1,001
Square yards of macadam pavement cleaned.....	7,140
Square yards of macadam pavement resanded.....	39,762
Square yards of broken stone spread on picked-up bottom.....	1,577
Loads of screenings used.....	50
Loads of screenings hauled.....	38
Loads of broken stone used.....	380
Loads of broken stone hauled.....	151
Loads of sand used.....	1,201
Loads of sand hauled.....	896
Loads of worn out material hauled away.....	10

Unpaved Streets.

Square yards of roadway graded.....	90
Square yards of roadway filled in.....	515
Square yards of roadway crowned and repaired.....	2,840
Square yards of sidewalk cleaned.....	575
Loads of dirt hauled away.....	127
Loads of dirt put on.....	975
Loads of ashes put on.....	68

Gutters.

Linear feet of gutters cleaned.....	150
Loads of dirt hauled away.....	12

Flagging, Curbing, etc.

Linear feet of curb reset.....	80
Linear feet of curb dressed.....	55

Culverts.

Repairing culverts, number of planks used.....	2
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Trees and Weeds.

Dead and dangerous trees and stumps cut down and removed.....	2
Loads of dead limbs hauled away.....	28

Washouts.

Loads of dirt used filling in washouts.....	137
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Miscellaneous.

Loads of snow removed from hydrants and crosswalks.....	111
Square yards of street cleaned of snow.....	115
Loads of dirt used filling in over drain pipe.....	30

Statement of Work Done, Bureau of Highways, Borough of Queens, Week Ending January 26, 1907.

Number of basins flushed.....	46
Number of manholes flushed.....	33
Linear feet of sewer cleaned.....	2,200
Number of basins cleaned.....	148
Linear feet of sewer examined.....	1,300
Linear feet of sewer flushed.....	5,200
Number of basins examined.....	70
Number of basins repaired.....	2
Linear feet of sewer relieved.....	300
Linear feet of sewer repaired.....	140
Number of manholes built.....	1
Number of manholes cleaned.....	104
Open drains cleaned, feet.....	5,260
Culvert and stone drains cleaned and repaired, feet.....	80
Material used—	
Brick.....	800
Cement, barrels.....	2¼
Planks.....	6
Nails, pounds.....	10
Loads removed from basins.....	205
Loads of sand used.....	3½

Street Sweepings, Garbage, etc., Collected and Disposed of.

Ashes, loads.....	1,872
Sweepings, loads.....	378
Garbage, loads.....	253
Rubbish, loads.....	178¼
Loads of snow removed.....	3,248
Miles of street swept.....	75

Bureau of Public Buildings and Offices.

Plumbing, plastering, carpentering work, painting and repairs to tin roofs, leaders, etc., and cleaning.

Bureau of Topographical Surveys.

Work Done by Office Force—Alteration map, showing amendment Flushing avenue, Main street, Stevens street and Grand avenue; map showing change of line of Newtown avenue, damage map, Fourteenth avenue (Stemler street); profile Bleecker street; calculation and plotting of field work; plane table survey, Jamaica South, Springfield, Aqueduct and Bayside; monumenting Long Island City, Newtown, Richmond Hill and Woodhaven; location, level and traverse work, Arverne, Rockaway Beach and College Point; triangulation.

Bureau of Highways.

Mechanics and Laborers.....	504
Trucks and teams.....	46
Horses and carts.....	213
Steam roller.....	2

Bureau of Sewers.

Foremen, Assistant Foremen, Drivers, Sounders, Inspectors, Mechanics and Laborers.....	178
Horses and carts.....	20

Bureau of Street Cleaning.

District Superintendent, Section Foremen, Assistant Foremen, Laborers, Mechanics' Helpers, Crematory Laborers, and Drivers.....	125
Trucks and teams.....	28
Horses and carts.....	85

Bureau of Public Buildings and Offices.

Clerks, Foremen, Engineer, Firemen, Stokers, Carpenters, Plumbers, Pipe Fitters' Helpers, Painters, Laborer, Cleaners, Janitor, Tinsmith, Plumber's Apprentice and Mason Helpers.....

50

Bureau of Topographical Surveys.

Assistant Engineer, Laborers, Sounders, Rodmen, Driver, Foremen, Assistant Foremen, Draughtsmen, Transmitters, Computers, Chainmen, Levelers, Axemen and Flaggers.....
Horses and carts.....

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LAWRENCE GRESSER,

Commissioner of Public Works, Borough of Queens.

Approved:

Joseph Berner, President of the Borough of Queens.

BOARD OF EXAMINERS.

Board of Examiners, January 22, 1907.

Present—Messrs. Warren A. Conover, Charles Buck, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry R. Marshall and William J. Fryer, Chairman.

Meeting called to order at 2 p. m.

On motion, minutes approved as read.

Messrs. Buck, Smith and L. ker excused by the Chairman.

Appeal 1 of 1907, Alteration 1121 of 1906, premises Nos. 136 to 140 Front street, Manhattan; S. A. McGuire, appellant.

No appearance.

On motion, laid over, the Clerk being instructed to notify appellant to appear at the next meeting.

Appeal 2 of 1907, New Building 7 of 1907, premises northeast corner Washington avenue and One Hundred and Sixty-seventh street, The Bronx; Thomas Graham, architect and appellant.

No. 1. The projection of one foot beyond building line to form bay windows on second, third, fourth, fifth and sixth stories of said two buildings, claiming such projections as being unlawful.

According to previous rules of said department that apply projections up to present time. Plans have always been approved for same by the payment to Borough President by certified check for the amount of space used that projects not more than one foot. The computation being made from the amount of assessment of value of land taken from tax books. Printed blanks being provided by the department for that purpose.

To relieve the long dead line of elevation on East One Hundred and Sixty-seventh street, being lot 127 feet, building 117 feet is enriched and beautified by the bays, our lots being narrow in relation to the depth enables us to procure for apartments a larger percentage of floor space. Because the Tenement House Department compels us to widen the outer courts one foot by reason of increased depth.

Mr. Thos. Graham appeared before the Board.

On motion, laid over.

Appeal 3 of 1907, New Building 20 of 1907, premises west side Lafayette street, 230 feet south of Railroad avenue, The Bronx; Clement B. Brun, architect and appellant.

No. 1. Brick walls cannot exceed 55 feet in depth.

That the proposed construction is equally good and more desirable than that which can be employed.

To allow the walls to be built of brick 8 inches thick, 61 feet in depth, as shown on plans.

That the buildings proposed are located in the frame district and could be built of frame.

The party walls are walls on lot lines, are solid walls with no openings, and the rear portion of the building for a distance of 31 feet 4 inches has a span of only 14 feet.

The walls are to be laid in cement and lime mortar, and temporary partitions will be placed while buildings are constructed, walls braced carefully, so that all vibrations of beams will not affect walls while in course of construction.

Mr. Clement B. Brun appeared before the Board.

On motion, laid over.

Appeal 4 of 1907, Violation 5374 of 1906, Plan No. ... of 1906, premises No. 18 West Forty-eighth street, Manhattan; Chas. C. Bull, appellant.

The Superintendent of Buildings has placed a violation on the building in consideration of the lack of wire glass in the new elevator shaft and car.

The law does not require wire glass in said elevator or shaft, which is technically a dumbwaiter, as it only runs between the first and second stories.

That the work may be allowed to remain as it is at present.

The law does not require such a dumbwaiter shaft to be fireproof, but this shaft has been made fireproof throughout.

The windows referred to are in the side wall of the house adjoining building against which abuts at its rear a solid brick wall. No danger to any adjoining building could arise from fire in the shaft; nor could any fire in adjoining buildings communicate with the building of the appellant through these windows.

The decorative treatment of the shaft and car would be spoiled if wire glass is substituted for the clear plate glass now in place.

On motion, laid over.

Adjourned.

EDWARD V. BARTON, Clerk.

BOARD OF EXAMINERS.

Board of Examiners, January 20, 1907.

Present—Messrs. Warren A. Conover, Charles Buck, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry R. Marshall and William J. Fryer, Chairman.

Meeting called to order at 2 p. m.

On motion, minutes approved as read.

Messrs. Buck and Croker excused by the Chairman.

Appeal 1 of 1907, Alteration 3121 of 1906, premises Nos. 136 to 140 Front street, Manhattan; S. A. McGuire, appellant.

Mr. McGuire appeared before the Board, requesting withdrawal of appeal.

On motion, withdrawal granted.

Appeal 2 of 1907, New Building 7 of 1907, premises northeast corner Washington avenue and One Hundred and Sixty-seventh street, The Bronx. Thos. Graham, appellant. Laid over at last meeting.

Appellant by letter requested that appeal be laid over until the next meeting.

On motion, laid over.

Appeal 3 of 1907, New Building 20 of 1907, premises west side Lafayette street, 230 feet south Railroad avenue, The Bronx. Clement B. Brun, appellant. Laid over at last meeting.

Mr. Brun appeared before the Board.

On motion, approved on condition that the brick walls be built with cement and sand mortar; and also that the long walls be strengthened in about the centre at points Nos. 1 and 3, with a buttress 8 inches wide, with a 16-inch projection, and at point No. 2 be strengthened with a buttress 8 inches wide, extending 8 inches on each side of the wall.

Appeal 4 of 1907, Violation 5374 of 1906, Plan No. ... of 1906, premises No. 18 West Forty-eighth street, Manhattan, Chas. C. Bull, appellant. Laid over at last meeting.

On motion, laid over.

Adjourned.

EDWARD V. BARTON, Clerk.

DEPARTMENT OF HEALTH.

Week Ending Saturday, 12 M., February 9, 1907.

Boroughs.	Population State Census 1905.	Estimated Population Middle of Year 1907.	Deaths.			Births.	Marriages.	Still-births.	Death-rate.		
			1906.	1907.	% Corrected, 1907.				1906.	1907.	% Corrected, 1907.
Manhattan	2,112,697	2,232,828	781	854	793	1,235	857	79	18.74	19.06	18.53
The Bronx	271,629	308,250	141	120	118	135	52	25.36	20.31	19.07	19.07
Brooklyn	1,358,891	1,448,095	487	568	543	743	244	51	18.09	20.47	19.56
Queens	108,241	229,836	62	93	87	110	22	5	15.43	21.97	20.55
Richmond	72,846	75,420	27	35	33	28	5	2	18.99	24.21	22.83
City of New York	4,014,304	4,285,433	1,498	1,670	1,574	2,260	1,180	142	18.82	20.33	19.16

* Non-residents and infants under one week old not included.

† The presence of several large institutions, the great majority of whose inmates are residents of the other boroughs, increases considerably the death-rate of this borough.

Cases of Infectious and Contagious Diseases Reported.

	Week Ending—											
	Nov. 17.	Nov. 24.	Dec. 1.	Dec. 8.	Dec. 15.	Dec. 22.	Dec. 29.	Jan. 5.	Jan. 12.	Jan. 19.	Jan. 26.	Feb. 2.
Tuberculosis Pulmonalis	373	307	319	356	354	330	311	342	446	450	420	354
Diphtheria and Croup	253	298	291	276	289	280	304	298	291	313	273	311
Measles	72	112	152	155	163	154	124	157	204	186	181	138
Scarlet Fever	115	119	136	149	185	184	205	225	234	239	268	345
Small-pox	1	2	1	13	5	6	1	1	3	1	2	2
Varicella	46	79	74	147	140	110	105	118	154	125	163	122
Typhoid Fever	108	115	87	72	51	62	37	49	43	34	35	61
Whooping Cough	90	86	55	52	71	101	71	66	60	68	54	75
Cerebro-Spinal Meningitis	21	9	10	8	3	6	5	9	31	16	14	20
Total	1,079	1,127	1,124	1,228	1,261	1,223	1,163	1,260	1,456	1,431	1,410	1,350

a. Includes 15 cases of measles and 5 scarlet fever from Ellis Island.

b. Includes 14 cases of measles, 3 scarlet fever and 1 diphtheria from Ellis Island.

c. Includes 40 cases of measles and 1 diphtheria from Ellis Island.

d. Includes 23 cases of measles and 4 scarlet fever from Ellis Island.

e. Includes 6 cases of measles, 1 diphtheria, 1 small-pox and 1 varicella from Ellis Island.

f. Includes 14 cases of measles and 2 scarlet fever from Ellis Island.

g. Includes 26 cases of measles and 1 scarlet fever from Ellis Island.

h. Includes 7 cases of measles, 1 varicella and 1 scarlet fever from Ellis Island.

i. Includes 9 cases of measles, 1 diphtheria and 1 scarlet fever from Ellis Island.

j. Includes 9 cases of measles from Ellis Island.

k. Includes 5 cases of measles and 1 diphtheria from Ellis Island.

l. Includes 5 cases of measles and 1 varicella from Ellis Island.

m. Includes 1 case of measles and 1 varicella from Ellis Island.

Deaths by Principal Causes, According to Locality and Age.

Boroughs.	Contagious Diseases Detailed Elsewhere.	Malarial Diseases.	Whooping Cough.	Cerebro-Spinal Meningitis.	Diphtheria.	Diarrhoeal Diseases under 5 Years.	Tuberculosis Pulmonalis.	Bronchitis.	Pneumonia.	Broncho-Pneumonia.	Scalds.	Homicides.	Accidents.	Under 1 Year.	Under 5 Years.	5-14 Years.	15-24 Years.	25-44 Years.	45-64 Years.	65 Years and Over.
Manhattan	33	1	10	32	27	104	12	94	98	12	3	31	183	263	466	127	17	17	17	17
The Bronx	4	1	1	1	1	34	12	12	12	12	1	1	12	20	83	17	17	17	17	17
Brooklyn	37	1	13	13	12	61	17	64	45	1	1	29	92	166	302	100	100	100	100	100
Queens	1	1	1	1	1	8	1	1	1	1	1	1	10	18	25	48	20	20	20	20
Richmond	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total	82	5	16	52	46	208	37	183	160	24	5	74	315	482	918	270	270	270	270	270

Deaths According to Cause, Age and Sex.

	Total Deaths.	Deaths in Corresponding Week of 1906.	Males.	Females.	Under 1 Year.	1 Year and Under 2.	2 and Under 5.	Under 5 Years.	5-14.	15-24.	25-44.	45-64.	65 and Over.
*Total, all causes	1,670	1,498	911	759	313	98	71	482	45	94	383	396	270
1. Typhoid Fever	7	7	7	7	7	7	7	7	7	7	7	7	7
2. Malarial Fever	1	1	1	1	1	1	1	1	1	1	1	1	1
3. Small-pox	1	1	1	1	1	1	1	1	1	1	1	1	1
4. Measles	5	49	5	4	3	1	1	1	1	1	1	1	1
5. Scarlet Fever	13	16	3	10	1	1	1	1	1	1	1	1	1
6. Whooping Cough	5	3	2	3	3	3	3	3	3	3	3	3	3
7. Diphtheria and Croup	57	49	38	19	11	17	17	17	17	17	17	17	17
8. Influenza	24	8	11	13	1	1	1	1	1	1	1	1	1
9. Other Epidemic Diseases	12	9	10	2	3	1	1	1	1	1	1	1	1
10. Tuberculosis Pulmonalis	308	161	145	63	1	1	1	1	1	1	1	1	1
11. Tubercular Meningitis	9	23	5	4	5	1	1	1	1	1	1	1	1
12. Other forms of Tuberculosis	12	8	4	8	2	1	1	1	1	1	1	1	1
13. Cancer, Malignant Tumor	62	53	21	41	1	1	1	1	1	1	1	1	1
14. Simple Meningitis	27	29	17	10	8	2	5	15	1	2	5	4	1
15. Cerebro-Spinal Meningitis	16	17	13	3	4	1	3	8	1	2	3	2	1
16. Apoplexy, Congestion and Softening of the Brain	62	67	31	31	1	1	1	1	1	1	1	1	1
17. Organic Heart Diseases	156	117	78	78	1	1	1	1	1	1	1	1	1
18. Acute Bronchitis	37	34	13	24	18	7	2	27	1	1	1	1	1
19. Chronic Bronchitis	8	7	2	6	1	1	1	1	1	1	1	1	1
20. Pneumonia (excluding Broncho-Pneumonia)	183	178	112	71	8	18	10	36	4	10	51	51	31
21. Broncho-Pneumonia	160	199	76	84	67	31	17	115	2	3	8	10	22
22. Diseases of the Stomach (Cancer excepted)	7	9	4	3	1	1	1	1	1	1	1	1	1
23. Diarrhoeal diseases (under 5 years)	46	28	29	17	37	7	2	26	1	1	1	1	1
24. Hernia, Intestinal Obstruction	12	14	2	5	2	1	1	3	1	1	1	1	1
25. Cirrhosis of Liver	25	15	12	13	1	1	1	1	1	1	1	1	1
26. Bright's Disease and Nephritis	108	112	56	52	1	1	1	1	1	1	1	1	1
27. Diseases of Women (not Cancer)	7	8	1	7	1	1	1	1	1	1	1	1	1
28. Puerperal Septicemia	5	9	1	5	1	1	1	1	1	1	1	1	1
29. Other Puerperal Diseases	10	8	1	10	1	1	1	1	1	1	1	1	1
30. Congenital Deformities and Malformations	95	91	55	40	95	1	1	95	1	1	1	1	1
31. Old Age	19	18	5	14	1	1	1	1	1	1	1	1	1
32. Violent Deaths	93	81	69	24	3	3	2	8	2	17	35	21	10
a. Suicide	1	1	1	1	1	1	1	1	1	1	1	1	1
b. Other Accidents	74	70	52	22	3	3	2	8	2	11	24	19	10
c. Homicide	5	8	1	7	1	1	1	1	1	1	1	1	1
d. Suicide	14	8	12	2	1	1	1	1	1	1	1	1	1
33. All other causes	183	165	89	94	31	2	5	38	13	8	45	43	36
34. Ill-defined causes	23	15	7	6	12	1	1	13	1	1	1	1	1

* Includes 1 death from measles and 1 from diphtheria of immigrants at Kingston Avenue Hospital, Brooklyn.

Deaths According to Cause, Annual Rate per 1,000 and Age, with Meteorology and Number of Deaths in Public Institutions for 13 Weeks.

	Week Ending—												
	Nov. 17.	Nov. 24.	Dec. 1.	Dec. 8.	Dec. 15.	Dec. 22.	Dec. 29.	Jan. 5.	Jan. 12.	Jan. 19.	Jan. 26.	Feb. 2.	Feb. 9.
Total deaths.....	1,361	1,359	1,244	1,368	1,461	1,381	1,558	1,721	1,679	1,586	1,611	1,612	1,670
Annual death-rate.....	17.12	17.07	15.63	17.18	18.35	17.35	19.57	20.95	20.44	19.31	19.61	19.62	20.35
Typhoid Fever.....	14	20	20	15	15	10	12	9	8	12	9	9	2
Malarial Fevers.....	1	1	1	2	1	3	1	1	1	1	1	1	1
Small-pox.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Measles.....	3	5	7	5	8	6	3	12	6	6	5	5	5
Scarlet Fever.....	8	7	8	9	11	13	6	14	8	9	8	15	13
Whooping Cough.....	8	4	10	9	11	11	11	13	4	9	5	13	5
Diphtheria and Croup.....	36	43	32	32	42	36	38	53	51	37	34	46	57
Influenza.....	2	3	4	4	10	6	8	32	44	32	41	26	24
Cerebro Spinal Meningitis.....	8	14	4	2	13	10	9	14	9	9	14	17	16
Tuberculosis Pulmonalis.....	176	158	162	162	179	171	183	181	162	181	197	200	208
Other Tuberculosis.....	23	16	18	15	25	23	30	15	19	16	22	19	31
Acute Bronchitis.....	20	22	24	33	33	30	28	35	46	22	24	17	37
Pneumonia.....	94	146	100	143	143	134	175	219	221	199	167	173	183
Broncho Pneumonia.....	94	91	84	91	100	98	120	139	165	133	137	133	160
Diarrhoeal Diseases.....	41	42	34	40	32	31	48	36	47	39	48	50	52
Diarrhoeals under 5.....	36	36	29	34	28	26	40	28	41	35	39	42	46
Violent Deaths.....	93	87	78	98	72	106	100	91	87	93	85	93	93
Under one year.....	226	235	212	242	235	246	252	272	336	245	316	267	313
Under five years.....	345	343	334	350	360	365	367	417	476	364	452	434	482
Five to sixty-five.....	793	787	700	788	742	781	918	967	925	937	901	870	918
Sixty-five years and over.....	225	229	210	230	253	235	273	337	278	285	268	308	270
In Public and Private Institutions.....	436	419	404	416	451	447	456	520	513	509	450	490	485
Inquest cases.....	209	227	194	221	230	181	259	248	226	225	227	237	245
Mean barometer.....	29.636	30.022	30.016	29.917	30.169	30.009	29.873	30.087	29.950	30.128	30.087	30.130	30.085
Mean humidity.....	82.	84.	80.	84.	93.	96.	89.	93.	73.	66.	88.	85.	81.
Inches of rain and snow.....	.94	.12	.11	.31	.68	1.21	1.70	2.02	1.12	2.17	7.62	11.86	11.86
Mean temperature (Fahrenheit).....	47.4°	52.2°	43.80°	30.8°	35.2°	30.°	31.2°	45.6°	43.0°	33.7°	27.1°	29.5°	21.0°
Maximum temperature (Fahrenheit).....	51.°	65.°	57.°	56.°	58.°	52.°	47.°	60.°	64.°	48.°	50.°	47.°	42.°
Minimum temperature (Fahrenheit).....	34.°	39.°	29.°	12.°	17.°	17.°	12.°	38.°	23.°	14.°	4.°	14.°	12.°

Infectious and Contagious Diseases in Hospital.

	Willard Parker Hospital.			Riverside Hospital.						Kingston Avenue Hospital.					
	Scarlet Fever.	Diphtheria.	Total.	Diphtheria.	Measles.	Scarlet Fever.	Tuberculosis Pulmonalis.	Total.	Diphtheria.	Measles.	Scarlet Fever.	Small-pox.	Total.	Diphtheria.	Total.
Remaining Feb. 2, '07.....	111	104	215	9	16	38	101	164	39	47	107	5	198	39	198
Admitted.....	22	43	65	2	4	2	5	9	15	3	17	1	35	15	35
Discharged.....	13	29	42	1	4	2	1	8	16	10	27	1	50	16	50
Died.....	1	7	8	1	1	1	1	4	6	1	8	1	16	6	16
Remaining Feb. 9, '07.....	119	111	230	10	16	42	103	171	30	33	95	4	168	30	168
Total treated.....	133	147	280	11	20	44	106	181	52	30	124	7	233	52	233

Cases of Infectious and Contagious Diseases Reported and Deaths from the Same, by Wards.

Boroughs.	Wards.	Sickness.						Deaths Reported.									
		Diphtheria and Croup.	Measles.	Scarlet Fever.	Small-pox.	Typhoid Fever.	Tuberculosis Pulmonalis.	Diphtheria and Croup.	Measles.	Scarlet Fever.	Small-pox.	Typhoid Fever.	Tuberculosis Pulmonalis.	Pneumonia.	Broncho-Pneumonia.	All Causes.	
Manhattan.	First.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Second.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Third.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Fourth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Fifth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Sixth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Seventh.....	14	4	15	1	22	1	1	1	1	1	1	1	1	1	1	
	Eighth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Ninth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Tenth.....	19	10	12	1	20	1	1	1	1	1	1	1	1	1	1	
	Eleventh.....	10	33	31	1	25	50	2	1	1	1	1	1	1	1	1	
	Twelfth.....	7	5	5	1	9	9	1	1	1	1	1	1	1	1	1	
	Thirteenth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Fourteenth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
The Bronx.	Fifteenth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Sixteenth.....	20	2	10	1	17	1	1	1	1	1	1	1	1	1	1	
	Seventeenth.....	15	15	15	1	27	1	1	1	1	1	1	1	1	1	1	
	Eighteenth.....	15	15	15	1	27	1	1	1	1	1	1	1	1	1	1	
	Nineteenth.....	15	15	15	1	27	1	1	1	1	1	1	1	1	1	1	
	Twentieth.....	15	15	15	1	27	1	1	1	1	1	1	1	1	1	1	
	Twenty-first.....	9	6	3	1	6	20	3	1	1	1	1	1	1	1	1	
	Twenty-second.....	13	21	10	2	19	2	1	1	1	1	1	1	1	1	1	
	Twenty-third.....	14	13	7	1	14	2	1	1	1	1	1	1	1	1	1	
	Twenty-fourth.....	179	148	131	45	256	26	3	3	3	3	138	106	106	97	97	
	Total.....	179	148	131	45	256	26	3	3	3	3	138	106	106	97	97	
	Brooklyn.	First.....	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		Second.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		Third.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fourth.....		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Fifth.....		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Sixth.....		1	14	1	1	3	4	1	1	1	1	1	1	1	1	1	
Seventh.....		1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	
Eighth.....		4	1	1	1	2	2	1	1	1	1	1	1	1	1	1	
Ninth.....		2	1	2	1	2	1	1	1	1	1	1	1	1	1	1	
Tenth.....		4	2	7	1	2	1	1	1	1	1	1	1	1	1	1	
Eleventh.....		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Twelfth.....		1	1	9	1	2	1	1	1	1	1	1	1	1	1	1	
Thirteenth.....		1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	
Fourteenth.....		1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	
Queens.	Fifteenth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Sixteenth.....	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Seventeenth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Eighteenth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Nineteenth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Twentieth.....	13	1	3	1	3	2	1	1	1	1	1	1	1	1	1	
	Twenty-first.....	10	3	3	1	3	1	1	1	1	1	1	1	1	1	1	
	Twenty-second.....	4	1	12	1	1	1	1	1	1	1	1	1	1	1	1	
	Twenty-third.....	4	1	4	1	2	3	1	1	1	1	1	1	1	1	1	
	Twenty-fourth.....	1	1	7	1	2	2	1	1	1	1	1	1	1	1	1	
	Twenty-fifth.....	8	2	8	1	6	1	3	1	1	1	1	1	1	1	1	
	Twenty-sixth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Twenty-seventh.....	2	1	5	1	6	1	1	1	1	1	1	1	1	1	1	
	Twenty-eighth.....	2	1	4	1	3	6	1	1	1	1	1	1	1	1	1	
Twenty-ninth.....	2	4	2	1	1	2	1	1	1	1	1	1	1	1	1		
Thirtieth.....	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1		
Thirty-first.....	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1		
Thirty-second.....	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Total.....	108	41	113	2	13	81	27	2	7	1	61	64	45	56	56		
Queens.	First.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Second.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Third.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Fourth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Fifth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Total.....	18	3	11	1	6	2	2	2	2	2	8	12	5	9	9		

The following Department orders were issued:

No.	Issued To and For.	Price.
23133.	Merritt & Chapman Derrick and Wrecking Company, removal of wreck at Thirty-ninth street, Brooklyn.....	\$200 00
23134.	Babcock & Wilcox Company, repairs to the boilers of the ferry-boats "Brooklyn" and "Bronx" (estimated).....	21 41
23135.	John Cassidy, letter heads, etc.....	37 85

James J. Kelly, Christian G. Thompson, Thomas Ward, Morris Keegan, Thomas H. Murphy, Michael J. Boyle, John J. McCarthy, John Murphy (70415), were appointed to the position of Marine Stoker, with compensation at the rate of \$90 per month, to take effect upon assignment to work.

No bids were received on Contract No. 1037 for furnishing and delivering ice. A communication (70874) was received from the American Ice Company stating that owing to the scarcity of ice they could submit no bid therefor.

J. W. SAVAGE, Secretary.

CHANGES IN DEPARTMENTS, ETC.

DEPARTMENT OF FINANCE.

February 16—The salaries of the following employees have been fixed at the amounts specified, taking effect February 1, 1907:

Adolphus J. Boyd, Clerk in Bookkeeping and Awards Division, \$1,650.

Julia L. Cusack, Teresa M. Giblin, Cecelia V. Guise and Sara E. Martyn, Stenographers and Typewriters in the Law and Adjustment Division, salaries fixed at \$1,050 per annum each.

John B. Adger Mullally, Deputy Collector of Assessments and Arrears, Borough of Manhattan, services dispensed with, taking effect at the close of business February 14, 1907.

Edward A. Slattery, Expert Accountant in Bureau of Municipal Investigation and Statistics, services dispensed with, taking effect at the close of business February 14, 1907.

William P. Hastings, Clerk in Bureau of the City Paymaster, resigned, taking effect February 14, 1907.

METROPOLITAN SEWERAGE COMMISSION.

February 16—Temporary appointment of Payne B. Parsons, Assistant Engineer-Analyst, at a compensation of \$100 per month, effective February 8, 1907, pursuant to action of the Municipal Civil Service Commission taken February 8, 1907.

TENEMENT HOUSE DEPARTMENT.

February 15—

Appointments.

William Eckman, No. 478 Cherry street, Clerk, salary \$1,050 per annum. This appointment to take effect on February 15, 1907.

John F. Auburn, No. 991 Boston road, Process Server, salary \$900 per annum. This appointment to take effect on February 15, 1907.

Maurice Bernstein, No. 503 Hudson street, Process Server, salary \$900 per annum. This appointment to take effect on February 15, 1907.

BOARD OF ALDERMEN.

Public notice is hereby given that the Committee on Public Health will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on Thursday, February 21, 1907, at 2:30 o'clock p. m., on the following matter: Resolution to regulate the sale of milk in The City of New York.

All persons interested in the above matter are respectfully invited to attend.

P. J. SCULLY,
City Clerk and Clerk of the
Board of Aldermen.



OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business and at which the Courts regularly open and adjourn, as well as the places where such offices are kept and such Courts are held, together with the heads of Departments and Courts.

CITY OFFICES.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.
Telephone, 800 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, 800 Cortlandt.
Patrick Derry, Chief of Bureau.

BUREAU OF LICENSES.
9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 800 Cortlandt.
John P. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.

Branch Office, Room 15, Borough Hall, Brooklyn.
Daniel J. Griffin, Deputy Chief, Borough of Brooklyn.
Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I.; William R. Woolfe, Financial Clerk, Borough of Richmond.
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, 1945 Worth.

The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Tye Eick, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

ARMORY COMMISSIONERS.

The Mayor, George B. McClellan, Chairman; the President of the Department of Taxes and Assessments, Lawson Purdy; the President of the Board of Aldermen, Patrick F. McGowan; Brigadier-General James McLeer and Brigadier-General George Moore Smith, Commissioners.

Harrie Davis, Secretary, and Frank J. Bell, Acting Secretary, Room No. 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, 1797 Cortlandt.
Robert W. de Forest, President; Walter Cook, Vice-President; Howard Mansfield, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of The City of New York; J. Pierpont Morgan, President of Metropolitan Museum of Art; John Bigelow, President of New York Public Library; F. D. Millet, Painter; John J. Boyle, Sculptor; John B. Pine.
Milo R. Malchio, Assistant Secretary.

BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital.
Telephone, 4300 Madison Square.
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Leopold Stern, Theodore E. Tark, Arden M. Robbins, Miles Tierney, Samuel Sachs, Robert W. Hubbard, ex-officio.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7500 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. to 2 m.
Antonio Zucca.
Paul Weissman.
James H. Kennedy.
William H. Jasper, Secretary.
Telephone, 29, 30 and 31 Worth.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.
Commissioners—John T. Dooling (President), Charles B. Page (Secretary), John Maguire, Rudolph C. Fuller.
A. C. Allen, Chief Clerk.

BOROUGH OFFICES.

Manhattan.
No. 112 West Forty-second street.
William C. Baxter, Chief Clerk.

The Bronx.
One Hundred and Thirty-eighth street and West avenue (Soligars Building).
Cornelius A. Bunker, Chief Clerk.

Brooklyn.
No. 48 Court street (Temple Bar Building).
George Kramel, Chief Clerk.

Queens.
No. 11 Jackson avenue, Long Island City.
Carl Vogel, Chief Clerk.

Richmond.
Staten Island Savings Bank Building, Beach and Water streets, Stapleton, S. I.
Alexander M. Kram, Chief Clerk.
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

BOARD OF ESTIMATES 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 800. Telephone, 3444 Worth.
Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary; Charles V. Adas, Clerk to Board.

PUBLIC IMPROVEMENTS.
Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 801. Telephone, 3457 Worth.

BUREAU OF FRANCHISES.
Harry P. Nichols, Assistant Engineer in charge, Room 79, No. 260 Broadway. Telephone, 671 Franklin.

BOARD OF EXAMINERS.

Rooms 609 and 608 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 340 Gramercy.
Warren A. Conover, Charles Beck, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry K. Marshall and William J. Fryer, Chairman.
Edward V. Barton, Clerk.
Board meeting every Tuesday at 2 p. m.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS.

Board of Rapid Transit Railroad Commissioners
No. 320 Broadway, New York.
Bion L. Barrows, Secretary.
Telephone, 3655 Worth.

BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.
William E. Ellison, Corporation Counsel.
Lawson Purdy, President of the Department of Taxes and Assessments.
Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.
Telephone, 6300 Franklin.

BOARD OF WATER SUPPLY.

Office, No. 490 Broadway.
J. Edward Simmons, Charles M. Chadwick, Charles A. Shaw, Commissioners.
Thomas Hasset, Secretary.
J. Waldo Smith, Chief Engineer.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, 280 Broadway, 9 a. m. to 4 p. m.
Telephone, 4311 Worth.
John C. Herle, George von Skal, Commissioners.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.
Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.
Commissioners—William E. Stillings, George C. Norton, Oscar S. Bailey.
Lamont McLoughlin, Clerk.
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 17, 18, 19 & 20, 9 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7500 Cortlandt.
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.

William J. Boyhan, First Deputy City Clerk.
Michael F. Blake, Chief Clerk of the Board of Aldermen.

Joseph V. Sculley, Clerk, Borough of Brooklyn.
Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.
William R. Zimmerman, Deputy City Clerk, Borough of Queens.
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 607, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1565 and 1566 Cortlandt. Supply Room, No. 2 City Hall.
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKennis, Secretary.

COMMISSIONERS OF LICENSES.

Office, No. 277 Broadway.
John N. Bognart, 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, 584 Franklin.

COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; Patrick Keenan, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and John R. Davies, Chairman Finance Committee, Board of Aldermen, Members; N. Taylor Phillips, Deputy Comptroller, Secretary.
Office of Secretary, Room 15, Stewart Building.
Telephone, 6320 Franklin.

DEPARTMENT OF BRIDGES.

No. 15-21 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, 400 Cortlandt.

DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.
No. 143 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 107 Gramercy.
John V. Conroy, Commissioner.
George W. Meyer, Deputy Commissioner.
John B. Fitzgerald, Secretary.

DEPARTMENT OF DOCKS AND WHARVES.

Pier "A," N. E. Battery place.
Telephone, 300 Rector.
John A. Bunker, Commissioner.
Dennis A. Judge, Deputy Commissioner.
Joseph W. Savage, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m. to 2 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, 180 Plaza.
Richard H. Adams, Richard B. Aldcroft, Jr., Grover H. Beckus, Nicholas J. Bennett, John J.

Batty, Joseph E. Cosgrove, Francis F. Cummon, Thomas M. DeLaney, Samuel B. Donnelly, Horace E. Dremer, A. Leo Everett, Joseph Nicola Frazzini, George Freifeld, John Greene, George J. Gillespie, Randolph Guggenheimer, George D. Hamlin, M. D.; Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Arthur Hollick, Charles H. Ingalls, Nathan S. Jones, Hugo Kanaler, John C. Kelley, Alrick H. Mah, Clement March, Mitchell May, Dennis J. McDonald, M. D.; Thomas J. O'Donohue, Frank H. Partridge, George E. Payne, Frank Lyon Folk, George W. Schaefer, Henry H. Sherman, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, John A. Wilbur, William N. Wilmer, Frank D. Wilsey, George W. Wingate, Leerton L. Withrop, Jr., members of the Board.

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John Greene, Vice-President.
A. Emerson Palmer, Secretary.
Fred H. Johnson, Assistant Secretary.
C. B. J. Snyder, Superintendent of School Buildings.

Patrick Jones, Superintendent of School Supplies.
Henry R. M. Cook, Auditor.
Thomas A. Dillon, Chief Clerk.
Henry M. Leipziger, Supervisor of Lectures.
Claude G. Leland, Superintendent of Libraries.
Henry M. Devos, Supervisor of Janitors.

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DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 6300 Franklin.
Herman A. Metz, Comptroller.
John H. McCooey and N. Taylor Phillips, Deputy Comptrollers.
Hubert L. Smith, Assistant Deputy Comptroller.
Oliver E. Stanton, Secretary to Comptroller.

MAIN DIVISION.

H. J. Storrs, Chief Clerk, Room 11.

BOOKKEEPING AND AWARDS DIVISION.

Frank W. Smith, Chief Accountant and Bookkeeper, Room 8.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 37.

BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 27.

LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts, Room 18.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Hervey, Supervising Statistician and Examiner, Room 10.

CHARITABLE INSTITUTIONS DIVISION.

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 3.

BUREAU OF THE CITY PAYMASTER.

No. 63 Chambers street and No. 65 Reade street.
John H. Zimmerman, City Paymaster.

BUREAU OF ENGINEERING.

Stewart Building, Chambers street and Broadway Chandler Whittington, Chief Engineer, Room 55.

REAL ESTATE BUREAU.

Thomas B. Byrnes, Mortimer J. Brown, Appraisers of Real Estate, Room 157.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.
David E. Austin, Receiver of Taxes.

John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

Borough of The Bronx—Municipal Building, Third and Tremont avenues.
John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.

Borough of Brooklyn—Municipal Building, Rooms 2-5.
James B. Bouck and John F. Regan, Deputy Receivers of Taxes.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.
George H. Crood and Mason O. Smedley, Deputy Receivers of Taxes.

Borough of Richmond—Borough Hall, St. George, New Brighton.
John De Morgan and Owen F. Wilsey, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 51.
Daniel Moynahan, Collector of Assessments and Arrears.

Borough of The Bronx—Municipal Building, Rooms 1-3.
James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Municipal Building.
William E. Melody, Deputy Collector of Assessments and Arrears.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.
Patrick E. Leany, Deputy Collector of Assessments and Arrears.

Borough of Richmond—Bay and Sand streets, Stapleton.
George Brand, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room 14.
John M. Gray, Collector of City Revenue and Superintendent of Markets.
James H. Baldwin, Deputy Collector of City Revenue.
David O'Brien, Deputy Superintendent of Markets.

BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Room 63 to 67.
Patrick Keenan, City Chamberlain.
John H. Campbell, Deputy Chamberlain.

DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 a. m. to 4 p. m.
Burial Permit and Contagious Disease Offices always open.
Telephone, 4900 Columbus.
Thomas Darlington, M. D., Commissioner of Health and President.
Alvah H. Doty, M. D., Theodore A. Bingham, Commissioners.
Eugene W. Scheffer, Secretary.
Herman M. Biggs, M. D., General Medical Officer.
James McC. Miller, Chief Clerk.
Charles F. Roberts, M. D., Sanitary Superintendent.
William H. Guilfooy, M. D., Registrar of Records.

Borough of Manhattan.

Walter Bessel, M. D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk.
Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 3731 Third Avenue.
Charles F. Spencer, M. D., Acting Assistant Sanitary Superintendent; Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Nos. 38 and 40 Clinton street.
Traverse R. Maxfield, M. D., Assistant Sanitary Superintendent; Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrne, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 373 and 374 Fulton street Jamaica.

John P. Moore, M. D., Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 54 and 56 Water street Stapleton, Staten Island.

John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk; J. Walter Wood, M. D., Assistant Registrar of Records.

DEPARTMENT OF PARKS.

Moses Herrman, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.

M. F. Loughman, Secretary.
Offices, Arsenal, Central Park.
Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.

Offices, Litchfield Mansion, Prospect Park, Brooklyn.

Telephone, 2300 South.

Joseph I. Berry, Commissioner of Parks for the Borough of The Bronx.

Offices, Zbrowski Mansion, Claremont Park.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m. Telephone, 998 Tremont.

DEPARTMENT OF PUBLIC CHARITIES

CENTRAL OFFICE.

Foot of East Twenty-sixth street, 9 a. m. to 4 p. m. Saturdays, 12 m.

Telephone, 3350 Madison Square.

Robert W. Hebbard, Commissioner.

Richard C. Baker, First Deputy Commissioner.

James J. McInerney, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn.

Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island.

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.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.

Telephone, 3863 Cortlandt.

Macdonough Craven, Commissioner.

Jerome F. Reilly, Deputy Commissioner.

John J. O'Brien, Chief Clerk.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Commissioners Lawson Purdy, President, Frank Raymond, Nicholas Muller, James H. Tully, Charles Putzel, Thomas L. Hamilton.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.

Telephones, Manhattan, 8520 Cortlandt; Brooklyn, 3080 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.

John H. O'Brien, Commissioner.

Frank J. Goodwin, Deputy Commissioner.

I. M. de Verona, Chief Engineer.

George W. Birdsall, Consulting Hydraulic Engineer.

George F. Sever, Consulting Electrical Engineer.

Charles F. Lacombe, Chief Engineer of Light and Power.

Michael C. Padden, Water Register, Manhattan.

Joseph F. Prendergast, Secretary to the Department.

William A. Hawley, Secretary to Commissioner.

William C. Coxley, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.

William R. McGuire, Water Register, Brooklyn.

Thomas H. O'Neill, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.

Thomas M. Lynch, Water Register, The Bronx.

Charles C. Wisel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.

Edward I. Miller, Deputy Commissioner, Borough of Richmond, Richmond Building, New Brighton, S. I.

EXAMINING BOARD OF PLUMBERS.

Robert McCabe, President; John J. Moore, Secretary; John Todd, Treasurer; ex-officio Horace Loomis and Matthew E. Healy.

Rooms 14, 15 and 16 Aldrich Building, Nos. 149 and 151 Church street.

Office open during business hours every day in the year except legal holidays. Examinations are held on Monday, Wednesday and Friday after 1 p. m.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted from 9 a. m. to 4 p. m.; Saturdays, 12 m.

HEADQUARTERS.

Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Telephone, 230 Plaza, Manhattan; 2356 Main, Brooklyn.

Francis J. Lantry, Commissioner.

Hugh Bonner, Deputy Commissioner.

Charles C. Wise, Deputy Commissioner, Boroughs of Brooklyn and Queens.

Alfred M. Downes, Secretary; Michael J. Healion, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner, Boroughs of Brooklyn and Queens.

Edward F. Croker, Chief of Department.

Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.

Francis S. Wolf, Oil Surveyor, temporarily in charge of Bureau of Combustibles, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

John W. Trim, Clerk, temporarily in charge, Boroughs of Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.

Peter Seery, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.

William L. Beers, Fire Marshal, Boroughs of Brooklyn and Queens.

Andrew P. Martin, Inspector in charge of Fire Alarm Telegraph Bureau.

William T. Beggin, Chief of Battalion in charge Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan, The Bronx and Richmond, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.

Central Office open at all hours.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 3900 Worth.

William B. Ellison, Corporation Counsel.

Assistants—Theodore Connolly, Charles D. Olen-

dorf, George L. Sterling, William P. Burr, George S. Coleman, Charles N. Harris, Arthur C. Butts,

John L. O'Brien, Terence Farley, James T. Malone, Franklin Chase Hoyt, Edwin J. Freedman, John C. Breckinridge, Cornelius F. Collins, Louis H. Hahlo,

Frank B. Pierce, Stephen O'Brien, William B. Crowell, Thomas F. Byrne, Richard H. Mitchell, John Widdcombe, Edward S. Malone, Charles A. O'Neill,

John F. O'Brien, Arthur Sweeney, William H. King, Thomas F. Noonan, Andrew T. Campbell, Jr.,

Alfred W. Booraem, George P. Nicholson, Josiah A. Stover, J. Gabriel Britt, Royal E. T. Riggs,

Curtis A. Peters, Charles McIntyre, Francis X. McQuade, Francis J. Byrne, Edmund C. Viemeister,

William J. Clarke, John W. Goff, Jr., Leonce Fuller, Charles W. Miller, George O'Reilly, I. Townsend

Burden, Jr., William H. Doherty, Francis Martin, Frank E. Smith, Loring T. Hildreth, Henry W. Mayo.

Secretary to the Corporation Counsel—David Ryan.

Chief Clerk—Andrew T. Campbell.

BROOKLYN OFFICE.

Borough Hall, 2d floor, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 2948 Main.

James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

No. 90 West Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 8900 Cortlandt.

John P. Dunn, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 119 Nassau street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4526 Cortlandt.

Herman Stiefel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.

No. 280 Broadway, 5th floor. Office hours for public, 10 a. m. to 2 p. m.; Saturdays, 10 a. m. to 12 m.

Telephone, 4585 Worth.

James P. Keenan, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1961 Gramercy.

John P. O'Brien, Assistant in charge.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery Place. Daniel Lewis, President; Olin H. Landreth, George A. Soper, Andrew J. Provost, Jr., Secretary, James H. Fuertes, Commissioners.

Telephone, 1694 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.

William F. Baker, R. Ross Appleton, Alfred J. Talley.

Frank A. Spencer, Secretary.

Labor Bureau.

No. 51 Lafayette street (old No. 61 Elm street). Telephone, 2140 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.

Hugh Bonner, Deputy Fire Commissioner and Chairman; William Montgomery, John Sherry, C. Stated meetings, Tuesday of each week, at 3 p. m.

Telephone, 640 Plaza.

Andrade, Jr., Abraham A. Breneman.

Francis S. Wolf, Secretary, No. 157 East Sixty-seventh street.

NEW YORK CITY IMPROVEMENT COMMISSION.

Nos. 13-21 Park row.

Francis K. Pendleton, Chairman; Jacob S. Cantor, George A. Hearn, Whitney Warren, Frank Bailey,

John W. Alexander, Daniel C. French, Louis F. Haffen, James A. Wright, Joseph Cassidy, William J. La Roche, J. Edward Swanson, George Crom-

well and Henry S. Thompson.

Advisory Committee—Nelson P. Lewis, Chief Engineer Board of Estimate and Apportionment, Secretary to the Commission; John A. Bessel, Commissioner, Department of Locks and Ferries; O. F. Nichols, Consulting Engineer, Bridge Department; Samuel Parsons, Landscape Architect, Park Department.

Nathaniel Rosenberg, Assistant Secretary.

Telephone 1844 Cortlandt.

POLICE DEPARTMENT.

CENTRAL OFFICE.

No. 300 Mulberry street, 9 a. m. to 4 p. m.

Telephone, 3100 Spring.

Theodore A. Bingham, Commissioner.

Arthur J. O'Keefe, First Deputy Commissioner.

Frederick H. Bugher, Second Deputy Commissioner.

Bert Hanson, Third Deputy Commissioner.
Daniel G. Slattery, Secretary to Commissioner.
William H. Kipp, Chief Clerk.

TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street Telephone, 5331 Gramercy.

Edmond J. Butler, Commissioner.

Harry G. Darwin, First Deputy Commissioner.

Brooklyn Office, Temple Bar Building, No. 44 Court street.

Telephone, 3845 Main.

John McKee, Second Deputy Commissioner.

Bronx Office, Nos. 2804, 2806 and 2808 Third avenue.

Telephone, 967 Melrose.

William B. Calvert, Superintendent.

BOROUGH OFFICES.

BOROUGH OF THE BRONX.

Office of the President, corner Third Avenue and One Hundred and Seventy-seventh street; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Louis F. Haffen, President.

Henry A. Gumbleton, Secretary.

John F. Murray, Commissioner of Public Works.

Peter J. Stumpf, Assistant Commissioner of Public Works.

Josiah A. Briggs, Chief Engineer.

Frederick Greifenberg, Principal Assistant Topographical Engineer.

Charles H. Graham, Engineer of Sewers.

Samuel C. Thompson, Engineer of Highways.

Patrick J. Reville, Superintendent of Buildings.

John A. Mason, Assistant Superintendent of Buildings.

Martin Geisler, Superintendent of Highways.

Albert H. Liebenau, Superintendent of Public Buildings and Offices.

Telephone, 66 Tremont.

BOROUGH OF BROOKLYN.

President's Office, Nos. 15 and 16 Borough Hall 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Bird S. Coler, President.

Charles Frederick Adams, Secretary.

John A. Heffernan, Private Secretary.

Desmond Dunne, Commissioner of Public Works.

Durbin Van Vleck, Assistant Commissioner of Public Works.

David F. Moore, Superintendent of Buildings.

Frank J. Ulrich, Superintendent of the Bureau of Highways.

James Dunne, Superintendent of the Bureau of Sewers.

Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.

BOROUGH OF MANHATTAN.

Office of the President, Nos. 10, 11 and 12 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

John F. Ahearn, President.

Bernard Downing, Secretary.

Edward S. Murphy, Superintendent of Buildings.

William Dalton, Commissioner of Public Works.

James J. Hagan, Assistant Commissioner of Public Works.

William H. Walker, Superintendent of Public Buildings and Offices.

George F. Scannell, Superintendent of Highways.

BOROUGH OF QUEENS.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Joseph Berner, President.

Herman Rings, Secretary.

Lawrence Gresser, Commissioner of Public Works.

Alfred Denton, Assistant Commissioner of Public Works.

James P. Hicks, Superintendent of Highways.

Carl Berger, Superintendent of Buildings.

Joseph H. De Bragga, Superintendent of Sewers.

Lucien Knapp, Superintendent of Street Cleaning Office, No. 48 Jackson avenue, Long Island City.

Mathew J. Goldner, Superintendent of Public Buildings and Offices, Office, Town Hall, Jamaica.

Robert R. Crowell, Engineer Topographical Bureau. Office, No. 252 Jackson avenue, Long Island City.

Telephone, 1900 Greenpoint.

BOROUGH OF RICHMOND.

President's Office, New Brighton, Staten Island.

George Cromwell, President.

Maybury Fleming, Secretary.

Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.

John Seaton, Superintendent of Buildings.

H. E. Buel, Superintendent of Highways.

John T. Fetherston, Superintendent of Street Cleaning.

Ernest H. Seehusen, Superintendent of Sewers.

John Timlin, Jr., Superintendent of Public Buildings and Offices.

George W. Tuttle, Principal Assistant Engineer, Bureau of Engineering—Topographical.

Theodor S. Oxholm, Principal Assistant Engineer, Bureau of Engineering—Construction.

Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

CORONERS.

Borough of The Bronx—Corner of Third avenue and One Hundred and Seventy-seventh street. Telephone, 1250 Tremont and 3415 Harlem.

Robert F. McDonald, A. F. Schwanncke.

William T. Austin, Chief Clerk.

Borough of Brooklyn—Office, Room 11, Borough Hall. Telephone, 4004 Main and 4005 Main.

Henry J. Brewer, M. D., John F. Kennedy.

Joseph McGuinness, Chief Clerk.

Open all hours of the day and night.

Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.

Coroners: Julius Harburger, Peter P. Acritelli, George F. Shady, Jr., Peter Dooley.

Julius Harburger, President, Board of Coroners.

Jacob E. Bausch, Chief Clerk.

Telephones, 1094, 5057, 5058 Franklin.

COUNTY COURT.

Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Term begins first Monday of each month, except July, August and September. Special Terms each Saturday, except during August.

County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.

Burt J. Humphrey, County Judge

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.

Ira G. Davis, District Attorney.

PUBLIC ADMINISTRATOR.

No. 62 to 68 Jackson avenue, Long Island City. Charles J. Schneller, Public Administrator, County of Queens.

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.

SURROGATE.

Daniel Noble, Surrogate.

Office at Jamaica.

Except on Sundays, holidays and half-holidays, the office is open between March 31 and October 1 from 9 a. m. to 4 p. m.; on Saturdays from 9 a. m. to 12 m.; between September 30 and April 1, from 9 a. m. to 5 p. m.; on Saturdays, from 9 a. m. to 12 m.

The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.

RICHMOND COUNTY.

COMMISSIONER OF JUDGES.

Village Hall, Stapleton.

Charles J. Kullman, Commissioner.

John J. McCaughy, Assistant Commissioner.

Office open from 9 a. m. until 4 p. m.; Saturdays from 9 a. m. to 12 m.

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.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1907.

County Courts—Stephen D. Stephens, County Judge.

First Monday of June, Grand and Trial Jury.

First Monday of December, Grand and Trial Jury.

Fourth Wednesday of January, without a jury.

Fourth 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.

Surrogate's Court—Stephen D. Stephens, Surrogate.

Mondays at the Borough Hall, St. George, 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.

No. 400 Richmond Terrace, New Brighton, S. I. Office hours from 9 a. m. to 12 m., and 1 p. m. to 5 p. m.

John J. Kenney, District Attorney.

J. Harry Tiernan, Assistant District Attorney.

SHERIFF.

County Court-house, Richmond, S. I. Office hours, 9 a. m. to 4 p. m.

Joseph J. Barth, Sheriff.

John J. Schoen, Under Sheriff.

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 and John S. Lambert, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.

Clerk's office open at 9 a. m.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court opens 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. 33.

Special Term, Part VI. (Elevated Railroad cases), Room 31.

Trial Term, Part II., Room No. 34.

Trial Term, Part III., Room No. 21.

Trial Term, Part IV., Room No. 22.

Trial Term, Part V., Room No. 24.

Trial Term, Part VI., Room No. 35.

Trial Term, Part VII., Room No. 33.

Trial Term, Part VIII., Room No. 27.

Trial Term, Part IX., Room No. 26.

Trial Term, Part X., Room No. 28.

Trial Term, Part XI., Room No. 30.

Trial Term, Part XII., Room No. 36.

Trial Term, Part XIII., and Special Term, Part II., Room No. 36.

Appellate Term, Room No. 39.

Naturalization Bureau, Room No. 38, third floor.

Assignment Bureau, room on third floor.

Clerks in attendance from 10 a. m. to 4 p. m.

Clerk's Office, Special Term, Part I. (motions) Room No. 15.

Clerk's Office, Special Term, Part II. (ex-parte business), room southwest corner mezzanine floor.

Clerk's Office, Special Term, Calendar, room south east corner, second floor.

Clerk's Office, Trial Term, Calendar, room north east corner, second floor, east.

Clerk's Office, Appellate Term, room southwest corner, third floor.

Trial Term, Part I. (criminal business), Criminal Court-house, Centre street.

Justices—Charles H. Truax, Charles F. McLann, Henry Blachoff, Jr., Leonard A. Glagierich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, David Leventritt, James A. O'Gorman, James A. Blanchard, Edward S. Clinch, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph Newburger, M. Linn Bruce, John W. Goff, Samuel Seabury, M. Warley Plazek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy.

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.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.

Court opens at 10.30 a. m.

Peter J. Dowling, Clerk; Edward R. Carroll, Special Deputy to the Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 604, 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, City Judge; Francis S. McAvoy, Recorder; Otto A. Rosalsky, Warren W. Foster and Thomas C. O'Sullivan, Judges of the Court of General Sessions. Edward R. Carroll, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

During July and August will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK.

No. 38 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.

Part I.

Part II.

Part III.

Part IV.

Part V.

Special Term Chambers will be held from 10 a. m. to 4 p. m.

Clerk's Office open from 9 a. m. to 4 p. m.

Edward F. O'Dwyer, Chief Justice; John Henry McCarthy, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanty, Joseph I. Green, William H. Wadhams, Justices. Thomas F. Smith, Clerk.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.

Court opens at 10 a. m.

Justices—First Division—John B. McKean, William E. Wyatt, William H. Olmstead, Joseph M. Ouel, Lorenz Zeller, John B. Mayo, Charles W. Cukin, Clerk; William M. Fuller, Deputy Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton Borough of Richmond, Thursday at 10 o'clock.

Justices—Howard J. Forker, Patrick Keady, John Fleming, Thomas W. Fitzgerald, Robert J. Wilkin, George J. O'Keefe; Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.

Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan Edmund C. Lee, Clerk.

Second Division—No. 108 Court street, Brooklyn, James P. Sinnott, Clerk.

CITY MAGISTRATES' COURT.

First Division.

Courts open from 9 a. m. to 4 p. m.

City Magistrate—Robert C. Cornell, Leroy B. Crane, Peter T. Barow, Matthew F. Brown, Seward Baker, Charles S. Whitman, Joseph F. Moos, James J. Walsh, Henry Steiner, Daniel E. Finn, Charles G. F. Wable, Alexander Finalito, William A. Sweetser, Frederick B. House.

James McCabe, Secretary. One Hundred and Twenty-fifth street and Sixth avenue.

First District—Criminal Court Building.

Second District—Jefferson Market.

Third District—No. 10 Essex street.

Fourth District—Fifty-seventh street, near Lexington avenue.

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth District—One Hundred and Sixty-first street and Brook avenue.

Seventh District—Fifty-fourth street, west of Eighth avenue.

Eighth District—Main street, Westchester.

Second Division.

Borough of Brooklyn.

City Magistrate—Alfred E. Stoen, A. V. B. Voorhees, Jr., James G. Tighe, Edward J. Dooley, John Hammer, E. G. Huggenbohm, Frank E. O'Reilly, Henry J. Furlong, John F. Hylan, Alexander H. Gelman.

President of the Board, Frank E. O'Reilly, No. 249 Manhattan avenue.

Secretary to the Board, William F. Delaney, No. 405 Gates avenue.

First District—No. 318 Adams street.

Second District—Court and Butler streets.

Third District—Myrtle and Vanderbilt avenues.

Fourth District—Lee avenue and Clymer street.

Fifth District—Manhattan avenue and Fowles street.

Sixth District—No. 495 Gates avenue.

Seventh District—No. 31 Salter avenue (Flatbush).

Eighth District—West Eighth street (Coney Island).

Borough of Queens.

City Magistrate—Matthew J. Smith, Luke I. Connon, Edmund J. Healy.

First District—Long Island City.

Second District—Flushing.

Third District—Far Rockaway.

Borough of Richmond.

City Magistrate—John Cook, Nathaniel Marsh.

First District—New Brighton, Staten Island.

Second District—Stapleton, Staten Island.

MUNICIPAL COURTS.

Borough of Manhattan.

First District—Third, Fifth and Eighth Wards and all that part of the First Ward lying west of Broadway and Whitehall street, including Governor's Island, Bedloe's Island, Ellis Island and the Oyster Island.

New Court-house, No. 101 Prince street, corner of Wooster street.

Washburne Lynn, Justice. Thomas O'Connell, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 1371 Spring.

Second District—Second, Fourth, Sixth and Fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street. Court-room, No. 59 Madison street.

John Hoyer, Justice. Francis Mangia, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Court opens daily at 9 a. m., and remains open until daily calendar is disposed of and close of the daily business, except on Sundays and legal holidays.

Third District—Ninth and Fifteenth Wards. Court room, southwest corner Sixth avenue and West Tenth street. Court opens daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m.

William F. Moore, Justice. Daniel Williams, Clerk.

Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Clerk's Office open daily from 9 a. m. to 4 p. m. Court opens 9 a. m. daily, and remains open to close of business.

George F. Roesch, Justice. Andrew Lang, Clerk.

Fifth District—The Fifth District embraces the Eleventh Ward and all that portion of the Thirteenth Ward which lies east of the centre line of Norfolk street and north of the centre line of Grand street and west of the centre line of Pitt street and north of the centre line of Delancey street and northwest of Clinton street to Livingston street, and on the centre line of Livingston street south to Norfolk street. Court-room, No. 154 Clinton street.

Benjamin Hoffman, Justice. Thomas Fitzpatrick, Clerk.

Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens at 9 a. m. daily (except legal holidays), and continues open until close of business.

Henry W. Unger, Justice. Abram Bernard, Clerk.

Seventh District—That portion of Nineteenth Ward east of Lexington avenue, bounded on the south by the north of East Forty-third street and on the north by the south side of East Eighty-sixth street, also that portion bounded on the south by the north side of East Sixty-first street, on the west by the east side of Park avenue, and on the north by the south side of East Sixty-fifth street. Court-room, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

Herman Joseph, Justice. Edward A. McGuide, Clerk.

Eighth District—Sixteenth and Twentieth Wards. Court-room northwest corner of Twenty-third street and Eighth avenue. Court opens at 9 a. m. and continues open until close of business. Summary proceedings and return cases called at 9 a. m. Calendar trial cases, 9 a. m.

Clerk's Office open from 9 a. m. to 4 p. m., and on Saturdays until 12 m.

Trial days and Return days, each Court day.

James W. McLaughlin, Justice. Henry Merzbach, Clerk.

Ninth District—Twelfth Ward, except that portion thereof which lies west of the centre line of Lenox or Sixth avenue and of the Harlem river, north of the terminus of Lenox avenue. Court-room, No. 170 East One Hundred and Twenty-first street, southeast corner of Sylvan place. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

Joseph P. Fallon, Justice. William J. Kennedy, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Tenth District—The Tenth District embraces that portion of the Twenty-second Ward south of Seventy-ninth street, west of Central Park West to Fifty-ninth street, east on Fifty-ninth street to Seventh avenue, south on Seventh avenue to Fifty-third street, west on Fifty-third street to Eighth avenue, south on Eighth avenue to Fortieth street, north side to Hudson river. Court-room, No. 314 West Fifty-fourth street. Court opens from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Thomas E. Murray, Justice. Michael Skelly, Clerk.

Eleventh District—The Eleventh District embraces that portion of the Twelfth Ward which lies north of the centre line of West One Hundred and Tenth street, between Lenox avenue and Seventh avenue, north of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway, north of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river, and west of the centre line of Lenox or Sixth avenue and of the Harlem river north of the terminus of Lenox or Sixth avenue. Court-room, No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Court convenes daily at 9 a. m.

Francis J. Worcester, Justice. Herman B. Wilson, Clerk.

Twelfth District—The Twelfth District embraces that portion of the Twenty-second Ward north of Seventy-ninth street, and that portion of the Twelfth Ward which lies north of the centre line of Eighty-sixth street and west of the centre line of Seventh avenue and south of the centre line of One Hundred and Twentieth street, between Seventh avenue and Broadway, and south of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river. Court-room, No. 555 Broadway.

Alfred P. W. Seaman, Justice. James V. Gilloon, Clerk.

Thirteenth District—Southside of Delancey street from East river to Pitt street, east side of Pitt street, Grand street, south side of Grand street to Norfolk street, east side of Norfolk street to Division street, south side of Division street to Catharine street, east side of Catharine street to East river. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Leon Sanders, Justice. James J. Devlin, Clerk.

Court-room, No. 24 Madison street.

Fourteenth District—The Fourteenth District embraces that portion of the Borough of Manhattan bounded as follows: Beginning at West Fortieth street and Eighth avenue, north on Eighth avenue to West Fifty-third street; east on West Fifty-third street to Seventh avenue; north on Seventh avenue to West Fifty-ninth street; east on Seventh avenue to the Transverse road at Central Park West and West Ninety-seventh street; east on Transverse road to Fifth avenue and East Ninety-seventh street; south on Fifth avenue to East Ninety-sixth street; east on Ninety-sixth street to Lexington avenue; south on Lexington avenue to East Sixty-fifth street; west on East Sixty-fifth street to Park avenue; south on Park avenue to East Sixty-first street; east on East Sixty-first street to Lexington avenue; south on Lexington avenue to East Fortieth street; west on East and West Fortieth streets to the point of beginning at West Fortieth street and Eighth avenue.

Edgar J. Lauer, Justice. William J. Chamberlain, Clerk.

Court-house No. 624 Madison avenue.

Borough of The Bronx.

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by Chapter 334 of the Laws of 1905, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-room, Town Hall, Main street, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of cases on Tuesday and Friday of each week.

William W. Fenfield, Justice. Thomas F. Delahanty, Clerk.

Office hours from 9 a. m. to 4 p. m.; Saturdays, closing at 12 m.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in Chapter 334 of the Laws of 1905. 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.

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 line 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.

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 line 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, Justice. 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-second 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. 208 and 206 Lee avenue, Brooklyn.

Philip D. Meagher, Justice. 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 Ferguson, Justice. Jeremiah J. O'Leary, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

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 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.

Justice, Lucius S. Baylis. Charles P. Bible, Clerk.

Court-house No. 585 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal, Justice. Samuel 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: Wednesdays and Thursdays.

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, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.

Thomas C. Kadon, Justice. Thomas F. Kennedy, Clerk.

Second District—Second and Third Wards, which includes the territory of the late Towns of Newtown and Flushing. Court-room, in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, New York.

William Raskin, Jr., Justice. John E. Prudden, Clerk. William Repper, Assistant Clerk. James B. Snoddy, Stenographer.

Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Fourth and Fifth Wards, comprising the territory of the former Towns and Villages of Jamaica, Far Rockaway and Rockaway Beach.
James F. McLaughlin, Justice. George W. Damon, Clerk.
Court-house, Town Hall, Jamaica.
Telephone, 160 Jamaica.
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.
Court held on Mondays, Wednesdays and Fridays at 9 a. m.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.
George W. Stake, Justice. Peter Tiernan, Clerk.
Court held on Mondays, Wednesdays and Fridays at 9 a. m. Calendar called at 2 p. m. Court continued until close of business. Trial days Mondays, Wednesdays and Fridays.

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX.

"North Side News," "Harlem Reporter and Bronx Chronicle," "Bronx Sentinel."

BOROUGH OF RICHMOND.

"Staten Islander," "Staten Island Star."

BOROUGH OF QUEENS.

"Long Island Star" (First and Second Wards), "Pushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Free Press."

BOROUGH OF MANHATTAN.

"Democracy," "Tammany Times" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).
Designated by Board of City Record June 19, 1906.
Amended June 20, 1906.

DEPARTMENT OF DOCKS AND FERRIES.

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

THE COMMISSIONER HAS FIXED THE amounts of bonds required on contracts awarded by this Department, as follows:
On all contracts for supplies, 40 per cent. of the estimated cost;
On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;
On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;
On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

JOSEPH W. SAVAGE,
Secretary.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, November 20, 1906.

WILLIAM F. STILLINGS,

GEORGE C. NORTON,

OSCAR S. BAILEY,

Commissioners.

LAMONT McLOWERY,
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 City Record meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

PATRICK J. TRACY,
Superior, Secretary.

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."
Evening—"The Globe," "The Evening Mail."
Weekly—"Tammany Times," "Real Estate Record and Guide."
German—"Staats-Zeitung."

Designated by the Board of City Record, January 23, 1906. Amended March 1, 1906, and November 20, 1906.

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 MANHATTAN.

List 8901, No. 1. Alteration and improvement to outlet sewer in Broad street, between East river and Wall street, and connecting sewers in South, Front, Water, Pearl, Bridge, Stone, South William and Beaver streets.

List 8902, No. 2. Reregulating, regrading, re-curb and relaying Edgemoor avenue, from One Hundred and Forty-seventh to One Hundred and Fifty-fourth streets.

List 9080, No. 3. Paving Audubon avenue, from West One Hundred and Seventy-fifth street to Fort George avenue.

List 9090, No. 4. Paving with asphalt blocks, curbing and regrading West One Hundred and Eighty-fourth street, between Amsterdam and Wadsworth avenues.

List 9145, No. 5. Repairing sidewalks at No. 40 East One Hundred and Thirty-third street.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Broad street, from Wall street to the East river; both sides of Nassau street, from Wall street to Cedar street; north side of Pine street, from Broadway to a point about 140 feet east of Nassau street, south side of Pine street, from Broadway to William street; both sides of Wall street, from Broadway to William street; both sides of Exchange place, from Broadway to Hanover street; both sides of Beaver street, from Broadway to Hanover street; both sides of Battery place, from Broadway to Whitehall street; both sides of Marketfield street, from Beaver to Broad street; both sides of Stone street, from Whitehall street to Old Slip; both sides of Bridge street, from State street to Broad street; both sides of Pearl street, from State street to Coenties Slip; both sides of Water street, from Whitehall street to Coenties Slip; both sides of Front street, from Whitehall street to Coenties Slip; north side of State street, from Whitehall street to Beaver street; east side of Broadway, from Beaver street to Pine street; both sides of Whitehall street, from Beaver street to the East river; both sides of Moore street, from Pearl street to South street; both sides of New street, from Wall street to Beaver street; both sides of South William street, from Broad street to Old Slip; both sides of William street, from Beaver to Wall street; west side of William street, from Wall street to Pine street; both sides of Coenties Slip, from Pearl street to the East river.

No. 2. Both sides of Edgemoor avenue, from One Hundred and Forty-fifth street to One Hundred and Fifty-fourth street, and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Audubon avenue, from One Hundred and Seventy-fifth street to Fort George avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 4. Both sides of One Hundred and Eighty-fourth street, from Amsterdam avenue to Wadsworth avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 5. The southeast corner of Madison avenue and One Hundred and Thirty-third street, known as Lot No. 50 of Block 1737.

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 March 26, 1907, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
PAUL WEIMANN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER,

Secretary.

No. 320 Broadway.

City of New York, Borough of Manhattan.

February 18, 1907.

f10.25

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

BOROUGH OF MANHATTAN.

List 8902, No. 1. Regulating, grading, curbing and flagging Fairview avenue, from St. Nicholas avenue to Broadway.

BOROUGH OF THE BRONX.

List 8895, No. 2. Regulating, grading, curbing, flagging, laying crosswalks, building approaches and placing fences in East One Hundred and Sixty-fourth street, from Morris avenue to East One Hundred and Sixty-fifth street.

List 9092, No. 3. Sewer and appurtenances in West One Hundred and Sixty-sixth street, between Jerome and Woodcraft avenues.

List 9121, No. 4. Sewer and appurtenances in Briggs avenue, between Kingsbridge road and East One Hundred and Ninety-fourth street.

List 9125, No. 5. Sewer and appurtenances in Wendover avenue, between Boston road and Crotona Park East, and in Crotona Park East, between Crotona Park South and summit north of Charlotte street.

List 9150, No. 6. Paving with asphalt blocks Daly avenue, from East One Hundred and Seventy-seventh street to Bronx Park, and setting curb where necessary.

List 9151, No. 7. Paving Longwood avenue with asphalt blocks between Southern Boulevard and Hewitt place, and with sheet asphalt between Hewitt place and Westchester avenue, leaving plots in the centre thereof 15 feet in width for ornamental treatment, setting curb and flagging where necessary.

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 Fairview avenue, from St. Nicholas avenue to Broadway, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 2. Both sides of One Hundred and Sixty-fourth street, from Morris avenue to One Hundred and Sixty-fifth street, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 3. Both sides of Anderson avenue, from West One Hundred and Sixty-fifth to West One Hundred and Sixty-seventh street; both sides of West One Hundred and Sixty-sixth street, between Jerome and Woodcraft avenues; north side of West One Hundred and Sixty-seventh street, between Woodcraft and Anderson avenues, and Lots Nos. 6 1/2, 9, 10 and 12 of Block 2509.

No. 4. Both sides of Briggs avenue, from Kingsbridge road to One Hundred and Ninety-sixth street.

No. 5. Blocks bounded by Prospect avenue, Crotona Park East, Wendover avenue and Boston road; also by Wendover avenue, Crotona Park East, Charlotte street and Boston road; south side of Crotona Park East, from Charlotte street

to a point distant about 306 feet easterly, and Lot No. 1 of Block 2942, known as Crotona Park.

No. 6. Both sides of Daly avenue, from One Hundred and Seventy-seventh street to Bronx Park, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 7. Both sides of Longwood avenue, from the Southern Boulevard to Westchester avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before March 26, 1907, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
PAUL WEIMANN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER,

Secretary.

No. 320 Broadway.

City of New York, Borough of Manhattan.

February 14, 1907.

f14.26

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 9099, No. 1. Regulating, grading, building steps, railings, etc., in East One Hundred and Sixty-ninth street, from Webster avenue to Clay avenue.

List 9060, No. 2. Regulating, grading, curbing, flagging and placing fences in Westchester avenue, from the Southern Boulevard to the Bronx river.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Sixty-ninth street, from Park avenue to Morris avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 2. Both sides of Westchester avenue, from Southern Boulevard to the Bronx river, and to the extent of half the block at the intersecting and terminating streets and avenues.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before March 19, 1907, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
PAUL WEIMANN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER,

Secretary.

No. 320 Broadway.

City of New York, Borough of Manhattan.

February 8, 1907.

f8.20

DEPARTMENT OF TAXES AND ASSESSMENTS.

THE CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGH OF MANHATTAN, HALL OF RECORDS, JANUARY 13, 1907.

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 up to and including the 31st day of March, 1907.

During the time that the books are open to 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, Hall of Records, No. 51 Chambers street.

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, Masonic Building, Bay street, Stapleton, S. I.

Corporations in all the boroughs must make application only at the main office in the Borough of Manhattan.

Applications in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the borough where such person resides, and in case of a non-resident carrying on business in the City of New York at the office of the Department in the borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 12 a. m. and 12 noon.

LAWSON PURDY,

President;

FRANK RAYMOND,

NICHOLAS MULLER,

CHARLES PUTZEL,

JAMES H. TULLY,

THOS. L. HAMILTON,

Commissioners of Taxes and Assessments.

f12.031

BOROUGH OF THE BRONX.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CORNER OF THIRD AVENUE AND ONE HUNDRED AND SEVENTY-SEVENTH STREET, CROTONA PARK, NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of The Bronx at the above office until 11 o'clock a. m., on

TUESDAY, FEBRUARY 26, 1907.

No. 1. FOR FURNISHING AND DELIVERING LUMBER FOR VIADUCTS AND BRIDGES.

132 pieces 4 inch by 12 inch by 20 feet
Georgia yellow pine, long leaf.
170 pieces 4 inch by 12 inch by 25 feet
Georgia yellow pine, long leaf.
75 pieces 4 inch by 12 inch by 26 feet
Georgia yellow pine, long leaf.
63 pieces 4 inch by 12 inch by 29 feet
Georgia yellow pine, long leaf.
209 pieces 4 inch by 12 inch by 30 feet
Georgia yellow pine, long leaf.
62 pieces 4 inch by 12 inch by 31 feet
Georgia yellow pine, long leaf.
1,846 pieces 2 inch by 6 inch by 12 feet
Georgia yellow pine, tongued and grooved.
120 pieces 2 inch by 6 inch by 10 feet
Georgia yellow pine, tongued and grooved.
140 pieces 2 inch by 6 inch by 13 feet
Georgia yellow pine, tongued and grooved.
412 pieces 2 inch by 6 inch by 16 feet
Georgia yellow pine, tongued and grooved.
252 pieces 2 inch by 6 inch by 18 feet
Georgia yellow pine, tongued and grooved.

To be delivered to the yard of the Bureau of Highways, or to the bridges in the Borough of The Bronx, during the year 1907, as may be directed.

The amount of security required will be Twenty-five Hundred Dollars.

No. 2. FOR FURNISHING AND DELIVERING LUMBER TO THE BUREAU OF HIGHWAYS.

6,000 pieces 1 1/2 inch by 9 inch by 13 feet
spruce No. 1.
1,500 pieces 2 inch by 4 inch by 16 feet
spruce No. 1.
400 round chestnut posts, 12 feet long, not less than 6 inches in diameter.
100 pieces 3 inch by 9 inch by 25 feet
spruce No. 1.
100 pieces 3 inch by 12 inch by 25 feet
spruce No. 1.
1,000 feet (B. M.), best quality white pine, 1/2 inch, dressed.
1,000 feet (B. M.), best quality white pine, 3/4 inch, dressed.
1,000 feet (B. M.), best quality white pine, 1 1/4 inches, dressed.
1,000 feet (B. M.), best quality white pine, 1 1/2 inches, dressed.
1,000 feet (B. M.), best quality cypress, 1 1/2 inches, dressed.
500 feet (B. M.), best quality white wood, 1/2 inch, dressed.
500 feet (B. M.), best quality white wood, 3/4 inch, dressed.
500 feet (B. M.), best quality white wood, 1 inch, dressed.
500 feet (B. M.), best quality white wood, 1 1/4 inches, dressed.
500 feet (B. M.), best quality hickory, 1 1/4 inches, dressed and squared.
500 feet (B. M.), best quality hickory, 1 1/2 inches, dressed and squared.
500 feet (B. M.), best quality hickory, 1 3/4 inches, dressed and squared.
500 feet (B. M.), best quality hickory, 2 inches, dressed and squared.
500 feet (B. M.), best quality hickory, 3 inches, dressed and squared.
12 planks, 1 1/2 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.
15 planks, 2 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.
30 planks, 2 1/2 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.
10 planks, 3 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.
10 planks, 3 1/2 inch white oak, about 14 feet long, dressed and squared, 12 inches wide.

To be delivered to the yard of the Bureau of Highways, as directed during the year 1907.

The amount of security required will be Twenty-five Hundred Dollars.

No. 3. FOR FURNISHING AND DELIVERING RUBBER BOOTS TO THE BUREAU OF SEWERS.

3 dozen pairs rubber hip boots, No. 7 (Gold Seal brand, or equal).
4 dozen pairs rubber hip boots, No. 8 (Gold Seal brand, or equal).
4 dozen pairs rubber hip boots, No. 9 (Gold Seal brand, or equal).
3 dozen pairs rubber hip boots, No. 10 (Gold Seal brand, or equal).
1 dozen pairs rubber hip boots, No. 11 (Gold Seal brand, or equal).
2 pairs rubber half hip boots, No. 5 (Gold Seal brand, or equal).
6 pairs rubber half hip boots, No. 6 (Gold Seal brand, or equal).
30 pairs rubber half hip boots, No. 7 (Gold Seal brand, or equal).
42 pairs rubber half hip boots, No. 8 (Gold Seal brand, or equal).
30 pairs rubber half hip boots, No. 9 (Gold Seal brand, or equal).
18 pairs rubber half hip boots, No. 10 (Gold Seal brand, or equal).
2 pairs rubber half hip boots, No. 11 (Gold Seal brand, or equal).

To be delivered to the Bureau of Sewers as directed during the year 1907.

The amount of security required will be Eight Hundred Dollars.

No. 4. FOR PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF ELSMERE PLACE, FROM PROSPECT AVENUE TO MARMION AVENUE.

The Engineer's estimate of the work is as follows:

1,800 square yards of completed asphalt pavement, including binder course, and keeping the pavement in repair for five years from date of acceptance.
350 cubic yards of concrete.
1,375 linear feet of old curbstone, rejoiner, recut on top and reset in concrete.
The time allowed for the completion of the work will be 30 consecutive working days.
The amount of security required will be Two Thousand Dollars.
No. 5. FOR PAVING WITH ASPHALT BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF MORRIS AVENUE, FROM KINGSBRIDGE ROAD TO JEROME AVENUE AT PARK VIEW TERRACE AND SETTING CURB WHERE NECESSARY.
The Engineer's estimate of the work is as follows:
6,000 square yards of completed asphalt block pavement, and keeping the same in repair for five years from date of acceptance.
1,000 cubic yards of concrete, including mortar bed.
1,500 linear feet of old curbstone, rejoiner, recut on top and reset in concrete.
The time allowed for the completion of the work will be 60 consecutive working days.
The amount of security required will be Five Thousand Five Hundred Dollars.
No. 6. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS.

BUILDING APPROACHES AND PLACING FENCES IN BECK STREET, FROM LONG WOOD AVENUE TO INTERVALE AVENUE.

The Engineer's estimate of the work is as follows:

- 1,800 cubic yards of earth excavation.
- 100 cubic yards of rock excavation.
- 100 cubic yards of filling.
- 1,350 linear feet of new curbstones, furnished and set.
- 5,500 square feet of new flagging, furnished and laid.

The time allowed for the completion of the work will be forty working days.

The amount of security required will be One Thousand Five Hundred Dollars.

No. 7. FOR CONSTRUCTING ADDITIONAL RETAINING WALLS ON THE APPROACHES TO BRIDGES OVER THE PORT MORRIS BRANCH OF THE NEW YORK AND HARLEM RAILROAD, IN CONNECTION WITH THE DEPRESSION OF SAID BRANCH RAILROAD, UNDER AUTHORITY OF CHAPTER 424 OF THE LAWS OF 1903.

The Engineer's estimate of the work is as follows:

- 200 cubic yards of excavation.
- 460 cubic yards of dry rubble masonry in retaining walls, including coping set in mortar.

The time allowed for the completion of the work will be sixty working days.

The amount of security required will be Five Hundred Dollars.

No. 8. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN EAST ONE HUNDRED AND THIRTY-EIGHTH STREET, BETWEEN GERARD AVENUE AND WALTON AVENUE.

The Engineer's estimate of the work is as follows:

- 173 linear feet of pipe sewer, 12-inch.
- 10 spurs for house connection, over and above the cost per linear foot of sewer.
- 3 manholes, complete.
- 120 cubic yards of rock, to be excavated and removed.

- 5 cubic yards of Class B concrete, in place, additional to that shown on the plan.
- 10 cubic yards of broken stone for foundations, in place.

- 5,000 feet (B. M.) of timber, for foundations, furnished and laid, and sheeting furnished and left in place.
- 3 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be thirty-five working days.

The amount of security required will be Eight Hundred Dollars.

No. 9. CONSTRUCTING A TEMPORARY SEWER AND APPURTENANCES IN WHITE PLAINS ROAD (WEST SIDE), BETWEEN EAST TWO HUNDRED AND EIGHTH STREET (ELIZABETH STREET) AND EAST TWO HUNDRED AND FIFTH STREET (KING STREET).

The Engineer's estimate of the work is as follows:

- 1,230 linear feet of pipe sewer, 6-inch.
- 45 spurs for house connection, over and above the cost per linear foot of sewer.
- 13 manholes, complete.
- 985 cubic yards of rock, to be excavated and removed.

- 5 cubic yards of Class B concrete, in place, additional to that shown on the plan.
- 1,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.
- 10 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 125 working days.

The amount of security required will be Three Thousand Seven Hundred Dollars.

No. 10. FOR CONSTRUCTING SEWERS AND APPURTENANCES IN WEST ONE HUNDRED AND SIXTY-FIFTH STREET, BETWEEN SUMMIT AVENUE AND NELSON AVENUE, AND IN SUMMIT AVENUE, FROM WEST ONE HUNDRED AND SIXTY-FIFTH STREET TO SUMMIT NORTH, AND IN OGDEN AVENUE, FROM THE SUMMIT SOUTH OF WEST ONE HUNDRED AND SIXTY-FIFTH STREET TO THE SUMMIT NORTH OF WEST ONE HUNDRED AND SIXTY-FIFTH STREET.

The Engineer's estimate of the work is as follows:

- 250 linear feet of pipe sewer, 12-inch.
- 1,095 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.
- 2 receiving basins, complete.
- 1,675 cubic yards of rock, to be excavated and removed.

- 5 cubic yards of Class B concrete, in place, additional to that shown on the plan.
- 10,000 feet (B. M.) of timber, for foundations, furnished and laid, and sheeting furnished and left in place.
- 15 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. 11. FOR CONSTRUCTING SEWERS AND APPURTENANCES IN BRYANT AVENUE, BETWEEN EAST ONE HUNDRED AND SEVENTY-SEVENTH STREET AND BOSTON ROAD.

The Engineer's estimate of the work is as follows:

- 432 linear feet of pipe sewer, 12-inch.
- 56 spurs for house connections, over and above the cost per linear foot of sewer.
- 5 manholes, complete.
- 980 cubic yards of rock, to be excavated and removed.

- 5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.
- 1,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.
- 10 linear feet of 12-inch pipe drain, furnished and laid.

The time allowed for the completion of the work will be 100 working days.

The amount of security required will be Two Thousand Six Hundred Dollars.

No. 12. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN PARKSIDE PLACE, BETWEEN EAST TWO HUNDRED AND SEVENTH STREET AND THE SUMMIT ABOUT 125 FEET NORTH OF EAST TWO HUNDRED AND SEVENTH STREET.

The Engineer's estimate of the work is as follows:

- 126 linear feet of pipe sewer, 12-inch.
- 21 spurs for house connections, over and above the cost per linear foot of sewer.
- 3 manholes, complete.
- 420 cubic yards of rock, to be excavated and removed.

- 5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.
- 1,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.
- 10 linear feet of 12-inch pipe drain, furnished and laid.

The time allowed for the completion of the work will be 100 working days.

The amount of security required will be Two Thousand Six Hundred Dollars.

No. 13. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN PARKSIDE PLACE, BETWEEN EAST TWO HUNDRED AND SEVENTH STREET AND THE SUMMIT ABOUT 125 FEET NORTH OF EAST TWO HUNDRED AND SEVENTH STREET.

The Engineer's estimate of the work is as follows:

- 126 linear feet of pipe sewer, 12-inch.
- 21 spurs for house connections, over and above the cost per linear foot of sewer.
- 3 manholes, complete.
- 420 cubic yards of rock, to be excavated and removed.

- 5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.
- 1,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.
- 10 linear feet of 12-inch pipe drain, furnished and laid.

The time allowed for the completion of the work will be 100 working days.

3 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.

3 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 50 working days.

The amount of security required will be One Thousand Two Hundred Dollars.

No. 14. FOR CONSTRUCTING RECEIVING BASINS AT NORTHEAST CORNER OF MORRIS AVENUE AND TREMONT AVENUE; SOUTHEAST CORNER MORRIS AVENUE AND TREMONT AVENUE; NORTHEAST CORNER MORRIS AVENUE AND EAST ONE HUNDRED AND SEVENTY-NINTH STREET; SOUTHEAST CORNER MORRIS AVENUE AND EAST ONE HUNDRED AND SEVENTY-NINTH STREET; NORTHWEST CORNER MORRIS AVENUE AND EAST ONE HUNDRED AND SEVENTY-NINTH STREET.

The Engineer's estimate of the work is as follows:

- 125 linear feet of pipe culvert, 12-inch.
- 5 receiving basins, complete.
- 3 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.

The time allowed for the completion of the work will be 25 working days.

The amount of security required will be Five Hundred Dollars.

Blank forms can be obtained upon application therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS F. HAFEN, President.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS, OFFICE OF THE GENERAL MEDICAL SUPERINTENDENT, FIRST AVENUE AND TWENTY-SIXTH STREET, NEW YORK, February 17, 1907.

WANTED—FEMALE GENERAL HELPERS in the wards and scrubbers, \$15 a month. Apply to Superintendent of Training School, Bellevue Hospital, Twenty-sixth street and First Avenue.

S. T. ARMSTRONG, General Medical Superintendent.

114,21

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 AND ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 o'clock p. m., on

TUESDAY, FEBRUARY 19, 1907,

FOR ALL THE LABOR AND MATERIAL REQUIRED FOR MAKING REFRIGERATING AND PIPE CONNECTIONS WITH PRESENT REFRIGERATING PLANT AT NEW HARLEM HOSPITAL, SITUATED ON LENOX AVENUE, BETWEEN ONE HUNDRED AND THIRTY-FIFTH STREET AND ONE HUNDRED AND THIRTY-SIXTH STREET.

The surety required shall be fifty per cent. (50%) of the amount of bid.

The time for the completion of the work and the full performance of the contract is within fifty (50) days from the date of the executing of the contract.

The bids will be compared and the contract awarded at a lump or aggregate sum to the lowest bidder.

Blank forms may be obtained and the plans and drawings may be seen at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN, President, Board of Trustees, Bellevue and Allied Hospitals.

Dated January 18, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF FINANCE.

NOTICE TO PROPERTY OWNERS.

NOTICE OF ASSESSMENT FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of assessment for OPENING AND ACQUIRING TITLE to the following-named avenue in the BOROUGH OF BROOKLYN:

TWENTIETH WARD, SECTION 7.

CLINTON AVENUE—OPENING, from Gates Avenue to Willoughby Avenue. Confirmed January 30, 1903; entered February 14, 1907. Area of assessment includes 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 northerly side of Gates Avenue distant 80 feet westerly from the westerly side of Clinton Avenue; running thence northerly parallel with Clinton Avenue to the southerly side of Willoughby Avenue; thence southeasterly and easterly along the southerly side of Willoughby Avenue to a point 80 feet from the easterly side of Clinton Avenue; thence southerly and parallel with Clinton Avenue to the northerly side of Gates Avenue; thence westerly along the northerly side of Gates Avenue 280 feet to the point or place of beginning.

The above-entitled assessment was entered on the date heretofore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 a. m. and 5 p. m., and on Saturdays to 12 m., and all payments made thereon on or before April 14, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

Said section provides that "If any assessment shall remain unpaid for a 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 to the date of payment."

HERMAN A. METZ, Comptroller.

City of New York—Department of Finance, Comptroller's Office, February 15, 1907.

116,ma

116,ma

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 150 of this act."

Section 150 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, Borough of Brooklyn, between the hours of 9 a. m. to 5 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before April 15, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum, from the date when the above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.

City of New York—Department of Finance, Comptroller's Office, February 15, 1907.

116,ma

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWENTY-FIRST WARD, SECTION 3.

REPAIRING SIDEWALK AT No. 187 FIRST AVENUE. Area of assessment: West side of First Avenue, between Thirty-third and Thirty-fourth streets, on Block 930, Lot No. 34—that the same was confirmed by the Board of Assessors on February 13, 1907, and entered on February 13, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of 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 150 of this act."

Section 150 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 5 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 14, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.

City of New York—Department of Finance, Comptroller's Office, February 15, 1907.

116,ma

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-SEVENTH STREET—SEWER, between Sixth and Seventh Avenues. Area of assessment: Beginning at a point 150 feet 4 inches south of Fifty-seventh street; both sides of Fifty-seventh street, between Sixth and Seventh Avenues; running thence northerly on the westerly side of Seventh Avenue 200 feet 4 inches.

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 5 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 14, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.

City of New York—Department of Finance, Comptroller's Office, February 15, 1907.

116,ma

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:

FIRST AND TWENTY-FIFTH WARDS, SECTION 5; TWENTY-FOURTH WARD, SECTION 2.

FENCING VACANT LOTS on the north side of HULL STREET, between Hopkinson and Rockaway Avenues; south side of McDougall STREET, between Hopkinson and Rockaway Avenues; south side of BERGEN STREET, between Troy and Schenectady Avenues; west side of SCHENECTADY AVENUE, between Bergen Street and St. Mark's Avenue; northwest corner of STUYVESANT AVENUE and VAN BUREN STREET; west side of FOURTH AVENUE, between Fifty-seventh and Fifty-eighth streets; south side of FIFTY-SEVENTH STREET and north side of FIFTY-EIGHTH STREET, between Third and Fourth Avenues. Area of assessment: North side of Hull Street, between Hopkinson and Rockaway Avenues, on Block 1533, Lot No. 47, and south side of McDougall Street, between Hopkinson and Rockaway Avenues, Block 1533, Lot No. 30; south side of Bergen Street, between Troy and Schenectady Avenues, Block 1353, Lots Nos. 29 and 31; northwest corner of Stuyvesant Avenue and Van Buren Street, Block 1610, Lot No. 49; west side of Fourth Avenue, between Fifty-seventh and Fifty-eighth streets, Block 846, Lots Nos. 35, 40 and 42.

TWENTY-SIXTH WARD, SECTION 12.

SUTTER AVENUE—SEWER, between Powell and Junius streets, with outlet in SUTTER AVENUE, from Junius Street to Van Sinderen Avenue. Area of assessment: Beginning at the intersection of Van Sinderen Avenue and Belmont Avenue; running westerly along the southerly side of Belmont Avenue to its intersection with Powell Street; running southerly along the easterly side of Powell Street to a point 100 feet south of Sutter Avenue; running thence easterly 100 feet to the center of the block between Powell and Junius streets; running thence southerly parallel to Junius Street 300 feet; thence easterly 100 feet to Junius Street; thence southerly along the easterly side of Junius Street to Blake Avenue; thence westerly along the northerly side of Blake Avenue to the westerly side of Van Sinderen Avenue; thence northerly along the westerly side of Van Sinderen Avenue to the point or place of beginning.

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 a. m. and 5 p. m., and on Saturdays to 12 m., and all payments made thereon on or before April 14, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.

City of New York—Department of Finance, Comptroller's Office, February 15, 1907.

116,ma

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1001 OF the Greater New York Charter, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named street in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 8.

WEST ONE HUNDRED AND SIXTY-FOURTH STREET—OPENING, between Eleventh Avenue and Amsterdam Avenue. Confirmed October 6, 1902, and January 30, 1907; entered February 14, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the middle of the block between Fort

and Jackson street, running northerly along the westerly side of Jackson street to the southerly side of Riverdale Avenue; running thence westerly along the southerly side of Riverdale Avenue to the center line of the block between Christopher Avenue and Stone Avenue; thence southerly and parallel to Stone Avenue to a point 100 feet north of Newport Avenue; thence easterly and parallel with Newport Avenue 50 feet; thence southerly 100 feet to Newport Avenue; thence running southerly from Newport Avenue and parallel to Christopher Avenue to a point 160 feet north of Lot Avenue; thence westerly to the easterly side of Stone Street; thence southerly along the easterly side of Stone Street to Lot Avenue; running thence along the center line of the block between Christopher Avenue and Stone Avenue to the northerly side of New Lots Avenue; thence easterly along the northerly side of New Lots Avenue to the point or place of beginning.

TWENTY-SIXTH WARD, SECTION 13.

ASHFORD STREET—SEWER, between Glenmore and Pitkin Avenues. Area of assessment: Beginning at the intersection of Glenmore Avenue and Cleveland Street; running thence westerly and along the southerly side of Glenmore Avenue to the easterly side of Warwick Street; running thence southerly along the easterly side of Warwick Street 100 feet; thence easterly to the center line of the block between Ashford and Warwick streets; running thence southerly along the center line of the block to a point 100 feet north of Pitkin Avenue; running thence easterly 60 feet 6 inches to a line parallel with Ashford Street; thence southerly to the northerly side of Pitkin Avenue; thence easterly along the northerly side of Pitkin Avenue to the center line of the block between Ashford Street and Cleveland Street; thence northerly along the center line of the block to a point 100 feet south of Glenmore Avenue; thence easterly and parallel with Glenmore Avenue to the westerly side of Cleveland Street; thence northerly along the westerly side of Cleveland Street to the point or place of beginning.

EAST THIRTY-FIFTH STREET—SEWER, between Avenue F and Glenwood Road. Area of assessment: Beginning at the intersection of East Thirty-fifth Street and Glenwood Road (Avenue G), running easterly to the center line of the block between East Thirty-fifth Street and Brooklyn Avenue; running thence northerly along the center line of the block between East Thirty-fifth Street and Brooklyn Avenue to a point 95 feet south of Farragut Road (Avenue F); thence westerly parallel to Farragut Road (Avenue F) 60 feet; thence northerly to the southerly side of Farragut Road (Avenue F); thence westerly along the southerly side of Farragut Road (Avenue F) to the easterly side of East Thirty-fourth Street; thence southerly along the easterly side of East Thirty-fourth Street 375 feet; thence westerly to the center line of the block between East Thirty-fourth and East Thirty-fifth streets; thence southerly along the center line of the block to a point 110 feet north of Glenwood Road (Avenue G); thence easterly 60 feet; thence southerly to the northerly side of Glenwood Road (Avenue G); thence easterly to the point or place of beginning.

THIRTY-SECOND WARD, SECTION 15.

MANSFIELD PLACE (EAST TWENTY-FOURTH STREET)—SEWER, from the end of the existing sewer south of Farragut Road to Avenue G. Area of assessment: Both sides of Mansfield Place (East Twenty-fourth Street), beginning at the north side of Avenue G; running thence northerly about 600 feet.

THIRTIETH WARD, SECTION 27.

FORT HAMILTON AVENUE—SEWER, between Thirty-ninth and Fortieth Streets. Area of assessment: Both sides of Fort Hamilton Avenue, between Thirty-ninth and Fortieth Streets.

THIRTIETH WARD, SECTION 18.

NINETY-FIRST STREET—SEWER, between Third and Fourth Avenues. Area of assessment: Both sides of Ninety-first Street, between Third and Fourth Avenues.

—that the same were confirmed by the Board of Assessors February 13, 1907, and entered February 13, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessments, interest will be collected thereon, as provided for in section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessments to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the time when such assessments became liens, as provided in section 150 of this act."

Section 150 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 a. m. and 5 p. m., and on Saturdays to 12 m., and all payments made thereon on or before April 14, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.

Washington avenue and Eleventh avenue (Broadway) with the westerly prolongation of the middle line of the block between West One Hundred and Sixty-fifth street and West One Hundred and Sixty-sixth street; running thence easterly along said prolongation and middle line of the block to its intersection with the westerly line of Amsterdam avenue; thence easterly to the intersection of the easterly line of the block between West One Hundred and Sixty-fifth street and West One Hundred and Sixty-sixth street; thence easterly along said middle line of the block and its easterly prolongation to its intersection with a line parallel to and distant 100 feet easterly of the easterly line of Edgecombe road; thence southerly along said parallel line to its intersection with the easterly prolongation of the middle line of the block between West One Hundred and Sixty-second street and West One Hundred and Sixty-third street; thence westerly along said prolongation and middle line of the block to its intersection with the easterly line of Amsterdam avenue; thence northwesterly to the intersection of the westerly line of Kingsbridge road with the middle line of the block between West One Hundred and Sixty-second street and West One Hundred and Sixty-third street; thence westerly along said middle line of the block and its westerly prolongation to its intersection with the middle line of the block between Eleventh avenue (Broadway) and Fort Washington avenue; thence northerly along said middle line of the block to the point or place of beginning.

The above-entitled assessment was entered on the date hereinafter given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided in section 106 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessments to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such 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 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 15, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,

City of New York—Department of Finance,
Comptroller's Office, February 14, 1907.

f15.01

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

WILLIAM H. SMITH, Auctioneer.

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 buildings, parts of buildings, machinery, etc., standing upon property owned by The City of New York, acquired by it for the use of the Board of Education, said buildings being situated in the

Borough of Brooklyn.

and being more particularly situated upon land described as follows:

Beginning at a point formed by the intersection of the easterly line of Belvidere street with the southerly line of the lands of Public School 24, which point is distant 100 feet southerly from the southerly line of Beaver street, and running thence easterly along the southerly line of the lands of Public School 24 one hundred and seventy-five (175) feet to the westerly line of Arion place; thence southerly along the westerly line of Arion place 31 feet 6 1/2 inches; thence westerly and parallel with the said southerly line of the lands of Public School 24 eighty-six (86) feet 9 inches; thence northerly and parallel with Belvidere street 3 feet 3 inches; thence again westerly and again parallel with the said southerly line of the lands of Public School 24 eighty-seven (87) feet 6 inches to the easterly line of Belvidere street; thence northerly along the easterly line of Belvidere street 28 feet 3 inches to the southerly line of the lands of Public School 24, the point or place of beginning, be the said several dimensions more or less.

The sale will take place on

TUESDAY, FEBRUARY 20, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price on 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 either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser,

cause the same to be removed and the cost 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 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 damages 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 the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam-holes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water tight where they have been disturbed by the operation 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, or parts of buildings, and machinery included in the foregoing parcel.

HERMAN A. METZ,

City of New York, Department of Finance,
Comptroller's Office, February 8, 1907.

f11.26

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 8 (MARBLE HILL).

KINGSBRIDGE AVENUE—REGULATING AND PAVING, between Van Corlear and Wicker places. Area of assessment: Both sides of Kingsbridge avenue, from Van Corlear place to Wicker place, and to the extent of half the block at the intersecting and terminating streets.

KINGSBRIDGE AVENUE—PAVING WITH ASPHALT PAVEMENT, CURBING AND RECURBING, between Terrace View Avenue South and Van Corlear place. Area of assessment: Both sides of Kingsbridge avenue, between Terrace View Avenue South and Van Corlear place, and to the extent of half the block at the intersecting streets.

—that the same were confirmed by the Board of Revision of Assessments on February 7, 1907, and entered on February 7, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 8, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,

City of New York—Department of Finance,
Comptroller's Office, February 7, 1907.

f9.95

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

BUCHANAN PLACE—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES from Jerome avenue to Aqueduct Avenue East. Area of assessment: Both sides of Buchanan place, from Jerome avenue to Aqueduct Avenue East, and to the extent of half the block at the intersecting and terminating streets and avenues.

—that the same were confirmed by the Board of Assessors February 5, 1907, and entered on February 5, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real

estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 6, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ,

City of New York—Department of Finance,
Comptroller's Office, February 3, 1907.

f8.23

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:

FIRST WARD, SECTION 1: TWENTY-SECOND AND TWENTY-NINTH WARDS, SECTION 4: TWENTY-FOURTH WARD, SECTION 5: TWENTY-FIFTH WARD, SECTION 6: TWENTY-SIXTH WARD, SECTION 12, AND TWENTY-EIGHTH WARD, SECTION 11.

LAYING CEMENT SIDEWALKS ON HULL STREET, north side, between Hopkinson and Rockaway avenues; on ST. JOHN'S PLACE, south side, between Albany and Troy avenues; on BERGEN STREET, south side, between Troy and Schenectady avenues; on SCHENECTADY AVENUE, west side, between Bergen street and St. Mark's avenue; on WASHINGTON AVENUE, east side, between Sullivan and Malbone streets; on WASHINGTON AVENUE, east side, between Washington place and Sullivan street; on WASHINGTON AVENUE, east side, between Montgomery street and Washington place; on SUMPTER STREET, south side, between Patchen and Ralph avenues; on RALPH STREET, east side, between Knickerbocker and Myrtle avenues; on NEW JERSEY AVENUE, east side, between Fulton street and Atlantic avenue; on KNICKERBOCKER AVENUE, south-west side, between Bleeker and Ralph streets; on RALPH STREET, northwest side, between Hamburg and Knickerbocker avenues; on FURMAN STREET, southeast side, between Cranberry and Middagh streets, if extended; on SIXTEENTH STREET, north side, between Tenth and Eleventh avenues. Area of assessment: North side of Hull street, between Hopkinson and Rockaway avenues, Lot No. 47, Block 1533; south side of St. John's place, between Troy and Albany avenues, Lots Nos. 9, 20 and 15, Block 1382; south side of Bergen street, between Schenectady and Troy avenues, Lots Nos. 29 and 32, Block 1753; east side of Washington avenue, from Washington place to Malbone street, and from Washington place to Montgomery street; south side of Sumpter street, 100 feet west of Ralph avenue, Lot No. 29, Block 1608; south side of Ralph street, between Knickerbocker and Myrtle avenues, Lots Nos. 12 to 15, inclusive, on Block 1372; northeast corner of New Jersey avenue and Atlantic avenue; southwest corner of Knickerbocker avenue and Ralph street; east side of Furman street, 102 feet south of Middagh street, Lots Nos. 4 and 5, Block 273, and north-east side of Sixteenth street, between Tenth and Eleventh avenues, on Lots Nos. 62, 63, 64 and 66 of Block 1107.

NINTH WARD, SECTION 4: TWENTY-FOURTH WARD, SECTION 5: TWENTY-SIXTH WARD, SECTION 13: TWENTY-EIGHTH WARD, SECTION 11.

CONSTRUCTING CEMENT SIDEWALKS ON TROY AVENUE, east side, between Prospect place and Park place; on TROY AVENUE, east side, between Park place and Sterling place; on LINCOLN ROAD, north side, between Rogers and Bedford avenues; on ST. MARK'S AVENUE, south side, between Classon and Franklin avenues; on CRYSTAL STREET, east side, between Pitkin and Belmont avenues; on MYRTLE AVENUE, south side, between Knickerbocker avenue and Bleeker street; on KNICKERBOCKER AVENUE, northeast side, between Myrtle avenue and Bleeker street. Area of assessment: East side of Troy avenue, between Prospect place and Sterling place; northwest corner of Lincoln road and Rogers avenue; south side of St. Mark's avenue, between Classon and Franklin avenues, Lot No. 12, Block 1156; southeast corner of Pitkin avenue and Crystal street and the triangle bounded by Bleeker street, Myrtle avenue and Knickerbocker avenue.

FOURTEENTH WARD, SECTION 8.

BEDFORD AVENUE—SEWER, between North Thirteenth street and North Fourteenth street. Area of assessment: Both sides of Bedford avenue, from North Thirteenth street to North Fourteenth street.

EIGHTH WARD, SECTION 3: FIFTEENTH WARD, SECTION 8: SEVENTEENTH WARD, SECTION 9, AND TWENTY-SECOND WARD, SECTION 4.

FENCING VACANT LOTS ON SOUTH SECOND STREET, northeast side, between Keap and Hooper streets; on OAKLAND STREET, east side, between Kent and Java streets; on JAVA STREET, south side, between Oakland and Provost streets; on OAKLAND STREET, east side, between Greenpoint avenue and Kent street; on KENT STREET, south side, between Oakland and Provost streets; on FOURTEENTH STREET, south side, between Seventh and Eighth avenues; on FIFTIETH STREET, north side, between Third and Fourth avenues; on FIFTH AVENUE, west side, between Forty-third and Forty-fourth streets; on FORTY-THIRD STREET, south side, between Fourth and Fifth avenues; on FORTY-FOURTH STREET, north side, between Fourth and Fifth avenues, and on THIRTY-NINTH STREET, north side, between Third and Fourth avenues. Area of assessment: North side of South Second street, between Keap and Hooper streets, Lot No. 36, Block 3212; southeast corner of Oakland street and Java street, Lots Nos. 5 and 10, Block 2552; southeast corner of Oakland street and Kent street, Lots Nos. 5, 6 and 7, Block 2560; south side of Fourteenth street, about 123 feet east of Seventh avenue, Lot No. 11, Block 1102; north side of Fiftieth street, between Third and Fourth avenues, Lots Nos. 55, 58 and 63 of Block 782; west side of Fifth avenue, from Forty-third to Forty-fourth street; north side of Thirty-ninth street, between Third and Fourth avenues, on Lots Nos. 51, 53 and 55 in Block 704.

SEVENTEENTH WARD, SECTION 9.

OAKLAND AND ASH STREETS—SEWER BASIN at the northwest corner. Area of assessment: North side of Ash street, from Oakland street to Manhattan avenue.

TWENTY-FIRST WARD, SECTION 6.
DE KALB AVENUE AND SPENCER COURT—SEWER BASIN at the southwest corner. Area of assessment: Block bounded by Bedford avenue, Kosciuszko street, Spencer court and DeKalb avenue.

TWENTY-SECOND WARD, SECTION 4.
EIGHTH STREET—SEWER, between Eighth avenue and Prospect Park West. Area of assessment: Both sides of Eighth street, from Eighth to Ninth avenue; east side of Eighth avenue and west side of Ninth avenue, from Seventh to Ninth street.

TWENTY-FOURTH WARD, SECTION 5, AND TWENTY-NINTH WARD, SECTION 16.

LAYING CEMENT SIDEWALKS ON PACIFIC STREET, south side, between Howard and Saratoga avenues; on EAST NINETEENTH STREET, west side, between Cortelyou road and Dorchester road; on DORCHESTER ROAD, north side, between East Eighteenth and East Nineteenth streets; on EAST SIXTEENTH STREET, east side, between Cortelyou and Dorchester roads; on EAST SEVENTEENTH STREET, west side, between Cortelyou and Dorchester roads; on DORCHESTER ROAD, north side, between Marlborough road (East Fifteenth street) and East Sixteenth street; on EAST SIXTEENTH STREET, west side, between Cortelyou road and Dorchester road; on DORCHESTER ROAD, north side, between Rugby road and Marlborough road; on RUGBY ROAD, east side, between Cortelyou and Dorchester roads. Area of assessment: Southeast corner of Howard avenue and Pacific street; north side of Dorchester road, between Eighteenth and Nineteenth streets, Lot No. 39, Block 5161; northwest corner of Dorchester road and Sixteenth street; west side of Sixteenth street, between Dorchester road and Cortelyou road, Lots Nos. 51, 53, 55, 57, 59, 61, 63, 65, Block 5159; southwest corner of Cortelyou road and Seventeenth street; north side of Dorchester road, between Marlborough and Rugby roads, Lots Nos. 37, 38, 39, Block 5157; east side of Rugby road, between Dorchester and Cortelyou roads, Lot No. 54, Block 5157.

TWENTY-FOURTH WARD, SECTION 5.
ROCHESTER AVENUE AND DEAN STREET—RECEIVING BASIN at the northwest corner. Area of assessment: North side of Dean street, from Rochester avenue to Utica avenue.

TWENTY-NINTH WARD, SECTION 16.
BEVERLEY ROAD—SEWER, between East Twenty-second street and Bedford avenue. Area of assessment: Triangle bounded by Tilden avenue, Bedford avenue and Beverley road; south side of Beverley road, from East Twenty-second street to Bedford avenue; both sides of Twenty-second street, from Beverley road to Tilden avenue; north side of Beverley road and south side of Tilden avenue, from Twenty-second to Twenty-third street.

MIDWOOD STREET—SEWER, between Nostrand and Rogers avenues. Area of assessment: Both sides of Midwood street, from Rogers avenue to Nostrand avenue.

THIRTIETH WARD, SECTION 19.

BAY NINETEENTH STREET—SEWER, between Benson and Bath avenues. Area of assessment: Both sides of Bay Nineteenth street, from Bath to Benson avenue, and east side of Eighteenth avenue, from Bath to Benson avenue.

THIRTY-FIRST WARD, SECTION 21.

LAYING CEMENT SIDEWALKS ON CROSEY AVENUE, southwest side, between Twenty-third and Twenty-fourth avenues; on HARWAY AVENUE, southwest side, between Bay Fortieth and Bay Forty-first streets; between Bay Forty-first street and Twenty-sixth avenue, and between Bay Forty-fourth street and Twenty-seventh avenue, and between Twenty-seventh avenue and Bay Forty-sixth street, and between Bay Forty-sixth street and Bay Forty-eighth streets. Area of assessment: West side of Crosey avenue, between Twenty-third and Twenty-fourth avenues, Lots Nos. 22 and 28, Block 1018A; south side of Harway avenue, between Bay Fortieth and Bay Forty-seventh streets, affecting the following lots: Lot No. 6 of Block 1023, Lot No. 34 of Block 1062, Lots Nos. 23 and 24 of Block 1059, Lots Nos. 8, 9, 10, 11, 13 and 28 of Block 1058, Lots Nos. 13, 14 and 15 of Block 1057 and Lots Nos. 1 and 2 of Block 1056.

THIRTY-SECOND WARD, SECTION 25.

EAST THIRTY-FOURTH STREET—SEWER, from Avenue G to Avenue H. Area of assessment: Both sides of Thirty-fourth street, from Avenue G to Avenue H, and the north side of Avenue H, from East Thirty-fifth street to New York avenue.

—that the same were confirmed by the Board of Assessors on February 8, 1907, and entered February 5, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessments interest will be collected thereon, as provided for in section 1019 of the 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 time when such assessments became liens, as provided in section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before April 6, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ,

City of New York, February 5, 1907.

f8.23

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the

Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named avenue in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTIONS 11 AND 12.

PROSPECT AVENUE—OPENING. from Crotona Park North to East One Hundred and Eighty-ninth street. Confirmed January 27, 1907; entered February 5, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situated, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line drawn parallel to and distant two hundred feet southwesterly from the southwesterly line of Crotona Park North with the southwesterly prolongation of a line drawn parallel to and distant 100 feet northwesterly from the northwesterly line of Clinton avenue; running thence northwesterly along said prolongation and parallel line to its intersection with a line drawn parallel to and distant 100 feet southwesterly from the southwesterly line of East One Hundred and Eighty-second street; thence northwesterly along said line parallel to East One Hundred and Eighty-second street to its intersection with a line drawn parallel to and distant 100 feet northwesterly from the northwesterly side of Crotona avenue; thence northwesterly along said line parallel to Crotona avenue to its intersection with a line drawn parallel to and distant 100 feet northwesterly from the northwesterly line of Pelham avenue; thence southeasterly along said line parallel to Pelham avenue to its intersection with a line drawn parallel to and distant 100 feet easterly from the easterly line of the Southern Boulevard; thence southeasterly along said line parallel to the Southern Boulevard to its intersection with the northwesterly line of East One Hundred and Eighty-second street; thence northwesterly along said line of East One Hundred and Eighty-second street to its intersection with the easterly line of the Southern Boulevard; thence northwesterly to the intersection of the westerly line of the Southern Boulevard with the northwesterly line of East One Hundred and Eighty-second street; thence northwesterly along the said northwesterly line of East One Hundred and Eighty-second street to its intersection with the northwesterly prolongation of a line drawn parallel to and distant 100 feet southeasterly from the southeasterly line of Manes avenue; thence southwesterly along said parallel line and its southwesterly prolongation to its intersection with the southwesterly line of Fairmount place; thence southwesterly along a line drawn parallel to Prospect avenue and along the southwesterly prolongation thereof to its intersection with a line drawn parallel to and distant 200 feet southwesterly from the southwesterly line of Crotona Park North; thence northwesterly along said line parallel to Crotona Park North to the point or place of beginning.

The above-entitled assessment was entered on the date hereinafter given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 150 of this act."

Section 150 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 April 6, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, February 5, 1907.

\$6.20

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

WILLIAM H. SMITH, AUCTIONEER.

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 buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired for school purposes, the said buildings being situated in the

Borough of Brooklyn.

and being erected upon property described as follows:

Beginning at a point formed by the intersection of the easterly line of Flatbush avenue with the northerly line of the lands of Erasmus Hall High School, and running thence northerly along the easterly line of Flatbush avenue 57 feet 10 inches; thence easterly 138 feet 9 inches; thence southeasterly 350 feet 3 1/2 inches to the westerly line of the lands of Public School 90; thence southerly along the said westerly line of the lands of Public School 90 seven (7) feet three and one-half (3 1/2) inches to the northerly line of the lands of Erasmus Hall High School; thence westerly along the northerly line of said lands of the Erasmus Hall High School 493 feet 6 inches to the easterly line of Flatbush avenue, the point or place of beginning.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

THURSDAY, FEBRUARY 21, 1907,

at 11 a. m., on the premises, on 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 either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal,

which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will without notice to the purchaser, cause the same to be removed and the cost 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 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 damages 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 the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flushed and painted and made watertight where they have been disturbed by the operation 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 or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 24, 1907.

\$20.71

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

WILLIAM H. SMITH, AUCTIONEER.

AT THE REQUEST OF THE PRESIDENT of the Borough of Brooklyn, 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, parts of buildings, etc., standing within the lines of property owned by The City of New York, acquired for street purposes, in the

Borough of Brooklyn.

All the buildings, parts of buildings, etc., standing within the lines of the new street as an approach to Manhattan Bridge, extending from Nassau street to the intersection of Flatbush avenue and Fulton street, in the Fourth, Fifth and Eleventh Wards of the Borough of Brooklyn, City of New York, said property being more particularly shown on a draft damage map dated New York, October 14, 1904, approved by J. W. Brackenridge, Commissioner of Public Works, and being on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan. The sale will take place on

MONDAY, MARCH 11, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

TERMS AND CONDITIONS:

It being understood that the purchaser, at the time of the auction sale, when the said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to comply with his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls, shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will without notice to the purchaser, cause the same to be removed and the cost 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 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 damages 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 the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flushed and painted and made watertight where they have been disturbed by the operation 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 or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 21, 1907.

\$24.31

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ERECTED UPON PROPERTY OWNED BY THE CITY OF NEW YORK.

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 buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired for the erection thereon of a building to be used as a home for the nurses of the Bellevue Training School, said buildings being situated in the Borough of Manhattan, and being more particularly situated upon land described as follows:

Beginning at a point on the southerly side of East Twenty-sixth street distant 435 feet easterly from the southeasterly corner of East Twenty-sixth street and First avenue, and running thence southerly and parallel with First avenue 98 feet 9 inches to the centre line of the block between East Twenty-fifth and East Twenty-sixth streets; thence easterly along the centre line of said block 15 feet; thence again southerly and parallel with First avenue 98 feet 9 inches to the northerly side of East Twenty-fifth street; thence easterly along the northerly side of East Twenty-fifth street 263 feet to land of The City of New York; thence northerly along said land of The City of New York 197 feet 6 inches to the southerly side of East Twenty-sixth street; thence westerly along the southerly side of East Twenty-sixth street 276 feet, more or less, to the point or place of beginning.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

WEDNESDAY, FEBRUARY 20, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction, on 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 either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will without notice to the purchaser, cause the same to be removed and the cost 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 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 damages 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 the said buildings by the said successful bidder.

materials or machinery, implements or appliances used in the removal of the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold shall not be taken down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beamholes, etc., bricked up and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flushed and painted and made watertight where they have been disturbed by the operation 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 or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 21, 1907.

\$24.30

CORPORATION SALE OF BUILDINGS, MACHINERY AND APPURTENANCES THERETO ERECTED UPON PROPERTY OWNED BY THE CITY OF NEW YORK.

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 buildings, parts of buildings, machinery and appurtenances thereto standing upon property owned by The City of New York, acquired for the use of the terminal for the Manhattan side of the Brooklyn Bridge, the said buildings being situated in the Borough of Manhattan, and being more particularly within the area of the following known property:

All of the buildings situated upon land within the area of the block bounded by the northerly side of Tryon row, the westerly side of Centre street, the southerly side of Chambers street and the northwesterly side of Park row, in the Borough of Manhattan, all of which property is situated in Block 121, on the land map of the County of New York.

Also all of the buildings situated within the area of the block bounded by the southeasterly side of Park row, the westerly side of North William street and the northerly side of the Brooklyn Bridge, Borough of Manhattan, all of which property is situated in Block 121, on the land map of the County of New York.

Also all of the buildings situated upon land within the area of the block bounded by the north side of Chambers street, the southeasterly side of City Hall place, and the southerly and southwesterly sides of Duane street, in the Borough of Manhattan, all of which property is situated within Block 159 of the land map of the County of New York.

Also all of the buildings situated upon land within the area of the block bounded by the northerly side of Reade street, the easterly side of Centre street and the southerly and southwesterly side of Duane street, in the Borough of Manhattan, all of which property is situated in Block 158 of the land map of the County of New York.

By direction of the Comptroller the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

WEDNESDAY, MARCH 6, 1907,

at 11 a. m., on the premises, and will be sold for the highest marketable price at public auction on the following

TERMS AND CONDITIONS.

It being understood that the purchaser, at the time of the auction sale when the said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to complete his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls, shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding and the said City of New York will without notice to the purchaser, cause the same to be removed and the cost 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 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 damages 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 the said buildings by the said successful bidder.

Party walls and fences, when existing against adjacent property not sold, shall not be taken

down, but all furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation 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 or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 21, 1907.

124,06

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO SITUATED ON LAND OWNED BY THE CITY OF NEW YORK.

AT THE REQUEST OF THE COMMISSIONER of the Department of Bridges, 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 buildings, parts of buildings, machinery, etc., standing upon property owned by The City of New York, acquired by it for the use of the Department of Bridges, said buildings being situated in the Borough of Manhattan and erected upon property known as follows:

Being the buildings situated within the area of the block bounded by the northerly side of East Fifty-ninth street, the easterly side of Second avenue, the southerly side of East Sixtieth street and the westerly side of First avenue, in the Borough of Manhattan; and, also

The buildings situated within the area of the block bounded by the northerly side of East Fifty-ninth street, the easterly side of First avenue, the southerly side of East Sixtieth street and the westerly side of the anchorage of the Blackwell's Island Bridge, in the Borough of Manhattan.

By direction of the Comptroller, the sale of the above-described buildings and appurtenances thereto will be made under the supervision of the Collector of City Revenue, Department of Finance, on

THURSDAY, FEBRUARY 28, 1907,
at 11 a. m., on the premises, on the following

TERMS AND CONDITIONS.

It being understood that the purchasers, at the time of the auction sale, when said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for failure of the purchaser to complete his contract in accordance with these terms and conditions. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of the City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the proper performance of the work of removal, which must be completed within thirty working days thereafter.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away. The purchaser at the sale shall also shut off and cap all water pipes, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings and appurtenances, or any portion thereof, within said period will work forfeiture of ownership of such buildings or appurtenances, or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and the said City of New York will, without notice to the purchaser, cause the same to be removed and the cost 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 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 damages 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 the said buildings by the said successful bidder.

Party walls and fences when existing against adjacent property not sold shall not be taken down, but all plaster, furrings, chimneys, projecting brick, etc., on the faces of such party walls shall be taken down and removed. The walls shall be made permanently self-supporting without the aid of braces, the beam holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operation 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 or parts of buildings and machinery included in the foregoing parcel.

H. A. METZ,
Comptroller.

City of New York—Department of Finance,
Comptroller's Office, January 21, 1907.

124,06

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.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$50,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,
Comptroller.

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, MARCH 4, 1907.

Borough of Brooklyn.

No. 1. FOR THE GENERAL CONSTRUCTION, ETC., OF ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 24, ON THE SOUTH SIDE OF BEAVER STREET, BETWEEN ARION PLACE AND BELVIDERE STREET, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 350 working days, as provided in the contract.

The amount of security required is Eighty Thousand Dollars.

No. 2. FOR INSTALLING HEATING AND VENTILATING APPARATUS OF ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 21, ON THE WEST SIDE OF ALBANY AVENUE, BETWEEN EAST NEW YORK AVENUE AND MAPLE STREET, BOROUGH OF BROOKLYN.

The time of completion is 90 working days.

The amount of security required is Four Thousand Dollars.

On Contracts Nos. 1 and 2 the bids will be compared and the contract awarded to the lowest bidder in a lump sum on each contract.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,

Superintendent of School Buildings.

119,04

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, FEBRUARY 25, 1907,

Boroughs of Manhattan and Brooklyn.

No. 1.—FOR SHOP EQUIPMENT IN COMMERCIAL HIGH SCHOOL, ON ALBANY AVENUE, BETWEEN BERGEN AND DEAN STREETS, BOROUGH OF BROOKLYN; AND IN DE WITT CLINTON HIGH SCHOOL, ON TENTH AVENUE, BETWEEN FIFTY-EIGHTH AND FIFTY-NINTH STREETS, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be 60 working days, as provided in the contract.

The amount of security required is as follows:

Commercial High School, Item 1—\$600.

De Witt Clinton High School, Item 2—\$500.

A separate proposal must be submitted for each item, and award will be made thereon.

On Contract No. 1 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,

Superintendent of School Buildings.

111,25

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, FEBRUARY 25, 1907,

Borough of Queens.

No. 1.—FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 58, ON THE NORTH SIDE OF BERGEN AVENUE, BETWEEN RATHEN AVENUE AND HENRY STREET, EVERGREEN, BOROUGH OF QUEENS.

The time of completion is 90 working days.

The amount of security required is \$3,000. On Contract No. 2 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated February 11, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, FEBRUARY 25, 1907,

Borough of Brooklyn.

No. 3.—FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 150, ON CHRISTOPHER AVENUE AND SACKMAN STREET, ABOUT 100 FEET SOUTH OF BELMONT AVENUE, BOROUGH OF BROOKLYN.

The time of completion is 100 working days.

The amount of security required is \$8,000.

On Contract No. 3 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated February 11, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 21, 1907,

Borough of Manhattan.

Contract No. 6.
FOR WORK AND MATERIAL FOR THE INSTALLATION OF PLUMBING AND DRAINAGE APPARATUS IN THE NEW YORK PUBLIC LIBRARY, ASTOR, LENOX AND TILDEN FOUNDATIONS, FIFTH AVENUE, FORTIETH AND FORTY-SECOND STREETS.

The security required will be Thirty Thousand Dollars.

The time allowed for doing and completing the work in this contract will be three years after notice to begin work at the building has been given.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Plans may be seen and blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, Manhattan, and also at the office of the architects, Carrere & Hastings, No. 28 East Forty-first street, Manhattan.

MOSES HERRMAN,

President;

JOSEPH L. BERRY,

Commissioners of Parks.

Dated February 9, 1907.

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, FEBRUARY 21, 1907,

Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES.

The time for delivery will be, as required, before October 15, 1907.

The amount of security required is Two Thousand Dollars.

No. 2. FOR FURNISHING AND DELIVERING PLUMBING SUPPLIES.

The time for delivery will be, as required, before August 1, 1907.

The amount of security required is One Thousand Dollars.

No. 3. FOR FURNISHING AND DELIVERING MASONS' SUPPLIES.

The time for delivery will be, as required, within sixty days.

The amount of security required is Five Hundred Dollars.

The contracts must be bid for separately. The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, Manhattan.

MOSES HERRMAN,

President;

JOSEPH L. BERRY,

Commissioners of Parks.

Dated February 6, 1907.

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, FEBRUARY 21, 1907,

Borough of The Bronx.

FOR FURNISHING AND DELIVERING HARDWARE (No. 1, 1907), FOR PARKS, BOROUGH OF THE BRONX.

The time for delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is Eight Hundred Dollars (\$800).

FOR FURNISHING AND DELIVERING PAINTS AND OILS (No. 1, 1907) FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is Five Hundred Dollars (\$500).

FOR FURNISHING AND DELIVERING TIMBER, MILL WORK (No. 1, 1907), FOR PARKS, BOROUGH OF THE BRONX.

The time for delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is Five Hundred Dollars (\$500).

FOR FURNISHING AND DELIVERING TIMBER (No. 2, 1907) FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery of the articles, materials and supplies and the performance of the contract is before July 1, 1907.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, Borough of The Bronx.

MOSES HERRMAN,

President;

JOSEPH L. BERRY,

Commissioners of Parks.

Dated February 4, 1907.

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, FEBRUARY 21, 1907,

Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING WHEELWRIGHT'S SUPPLIES.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Seven Hundred and Fifty Dollars.

No. 2. FOR FURNISHING AND DELIVERING PLUMBING SUPPLIES.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Fifteen Hundred Dollars.

No. 3. FOR FURNISHING AND DELIVERING HARDWARE.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Seven Hundred and Fifty Dollars.

No. 4. FOR FURNISHING AND DELIVERING LUMBER.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Five Thousand Dollars.

No. 5. FOR FURNISHING AND DELIVERING TOOLS AND IMPLEMENTS.

The time for the delivery will be, as required, before December 31, 1907.

The amount of security required is Fifteen Hundred Dollars.

The contracts must be bid for separately. The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN,

President;

JOSEPH L. BERRY,

Commissioners of Parks.

Dated February 1, 1907.

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, FEBRUARY 21, 1907,

Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING FLOWER POTS, FERN PANS, ETC., AT FOREST AND PROSPECT PARK GREENHOUSES.

The time for delivery will be, as required, before December 31, 1907.

The amount of security required is Five Hundred Dollars.

No. 2. FOR FURNISHING AND DELIVERING GRASS SEED AT PROSPECT PARK.

The time for the delivery will

OUGH OF MANHATTAN FOURTEEN THOUSAND (14,000) GROSS TONS (2,240 POUNDS TO A TON) OF BEST WHITE ASH ANTHRACITE COAL.

The time for the completion of the work and the full performance of the contract is by the 31st day of December, 1907.

The amount of security required is Eighteen Thousand Dollars (\$18,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton. The extensions must be made and footed up, as the bids will be read from the total and award made to the lowest bidder. The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and specifications can be obtained at the office of the Commissioner of Public Works, Bureau of Public Buildings and Offices, No. 21 Park row, Borough of Manhattan.

JOHN F. AHEARN,
Borough President.

The City of New York, February 7, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1336, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, MARCH 13, 1907.

Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING CAST IRON SPECIAL CASTINGS.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract will be seventy-five (75) calendar days.

The amount of security will be One Thousand Five Hundred Dollars (\$1,500).

No. 2. FOR FURNISHING, CONSTRUCTING AND REMODELING THE RIDGEWOOD PUMPING STATION, NORTH SIDE OF ATLANTIC AVENUE, BETWEEN LOGAN AND CHESTNUT STREETS, BOROUGH OF BROOKLYN.

The time allowed for doing and completing the work will be two hundred and fifty (250) calendar days.

The security required will be One Hundred Thousand Dollars (\$100,000).

No. 3. FOR FURNISHING, DELIVERING AND ERECTING COAL WEIGHING SCALES AT VARIOUS PUMPING STATIONS.

The time allowed for doing and completing the work will be one hundred and twenty (120) working days.

The amount of security will be Twelve Thousand Five Hundred Dollars (\$12,500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

The bids will be compared and each contract awarded at a lump sum for all the work, articles, materials or supplies specified and contained in the annexed specifications and schedule.

Delivery will be required to be made from time to time and in such quantities and places as may be directed.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Room 25, Municipal Building, Borough of Brooklyn, and for No. 2 also at the office of the architect, Walter E. Parfitt, Rooms 108 and 109, No. 26 Court street, Borough of Brooklyn, where the plans and drawings, which are made a part of the specifications, may be seen.

JOHN H. O'BRIEN,
Commissioner.

Dated February 18, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1336, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, FEBRUARY 27, 1907,

Boroughs of Manhattan and The Bronx.

No. 1. FOR FURNISHING LABOR AND MATERIALS AND EXCAVATING PIPE TRENCHES ON SEVENTH AVENUE, BETWEEN ONE HUNDRED AND THIRTY-SIXTH AND ONE HUNDRED AND FORTY-NINTH STREETS, BOROUGH OF MANHATTAN.

The time allowed for doing and completing the work will be one hundred working days.

The security required will be Ten Thousand Dollars (\$10,000).

No. 2. FOR FURNISHING MATERIALS, REPAIRING AND RESTORING ARTIFICIAL STONE SIDEWALKS AND CURBING AND RESETTING NATURAL STONE CURBING.

The time allowed to complete the whole work will be until December 31, 1907.

The amount of security will be Five Hundred Dollars (\$500).

Where items of a particular manufacture or make are named it must be understood that such names are adopted as a standard. Any item equal in make may be furnished if accepted.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the specifications and lists of materials, supplies and apparatus to be furnished and to the samples at the office of the Department.

The Commissioner reserves the right to reject all bids or estimates if he deems it to be for the interest of the City so to do.

Bidders must state the price of each article in the class for which they bid, per pound, gallon, dozen, gross, etc., by which the bids will be tested. All prices are to include containers, and to be "net," without discounts or conditions.

The bids will be compared and contracts awarded at a lump sum for all the work, articles, materials or supplies specified and contained in the annexed specifications and schedule for Nos. 1 and 2, and to the lowest bidder on each item in No. 3.

All goods must be delivered as directed. The weight, measure, etc., will be allowed as received at points of delivery.

Delivery will be required to be made from time to time and in such quantities and places as may be directed by the Engineer.

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 inclose 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 at the office of the Chief Engineer, Room 1521.

JOHN H. O'BRIEN,
Commissioner of Water Supply,
Gas and Electricity.

The City of New York, February 6, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, No. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of the City of New York at the Bookkeeper's office, Central Department, until 12 o'clock a. m. on

TUESDAY, MARCH 5, 1907.

FOR FURNISHING AND DELIVERING PHOTOGRAPH SUPPLIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 1907.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item, and the Police Department reserves the right to award the contract by the entire schedule or to award for each item.

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 Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

THEODORE A. BINGHAM,
Police Commissioner.

Dated February 19, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT—CITY OF NEW YORK.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boots, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,
Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE DEPUTY Property Clerk of the Police Department of the City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boots, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,
Police Commissioner.

BOROUGH OF QUEENS.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 20, 1907.

FOR REBUILDING OF THE QUEENS COUNTY COURT HOUSE AT LONG ISLAND CITY, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for doing and completing the above work will be one hundred and eighty (180) working days.

The amount of security required will be One Hundred Thousand Dollars (\$100,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per square yard, linear foot or other unit of measure, by which the bids will be tested.

The extensions must be made and footed up, as the bids will be read from a total.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained and the plans and drawings may be seen at the office of the President of the Borough of Queens.

Dated Long Island City, January 24, 1907.

JOSEPH BERTEL,
President of the Borough of Queens.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION.

OFFICE OF THE DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, FEBRUARY 19, 1907,

Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING COTTON JACKET RUBBER-LINED FIRE HOSE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before fifteen days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price 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 and the contracts awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,
Commissioner.

Dated February 1, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, FEBRUARY 19, 1907

Borough of Manhattan.

No. 1. FOR FURNISHING ALL LABOR AND MATERIAL REQUIRED TO ERECT THE PROPOSED ANNEX TO WORKSHOPS AT THE NEW YORK PENITENTIARY, BLACKWELL'S ISLAND.

The time for the completion of the work and the full performance of the contract is by or before sixty consecutive working days.

The amount of security required is fifty per cent. (50%) of the amount of bid or estimate. Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,
Commissioner.

Dated January 31, 1907.

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 BRITAIN, 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 m. on

TUESDAY, MARCH 5, 1907

Borough of Richmond.

No. 1. FOR FURNISHING AND DELIVERING COAL AT THE COUNTY CLERK'S OFFICE, COURT HOUSE, RICHMOND, S. I.; STAPLETON AND NEW BRIGHTON VILLAGE HALLS AND THE BOROUGH HALL, ST. GEORGE, S. I.

The Superintendent's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

30 tons of stove coal to County Clerk's Office, Richmond, S. I.

30 tons of stove coal to Court House, Richmond, S. I.

25 tons of stove coal to Village Hall, Stapleton, S. I.

25 tons of stove coal to Village Hall, New Brighton, S. I.

900 tons of pea coal to the Borough Hall, St. George, S. I.

The time for the completion of the work and the full performance of the contract is before November 30, 1907.

The amount of security required is One Thousand Eight Hundred and Ninety-five Dollars (\$1,895).

No. 2. FOR FURNISHING AND DELIVERING COAL AND WOOD AT THE WEST NEW BRIGHTON CREMATORY.

The estimate of the quantity and quality of the material and the nature and extent required is as follows:

100 tons (2,240 pounds per ton) of coal.

7 cords of wood.

The time for the completion of the work and the full performance of the contract is by or before December 31, 1907.

The amount of security required is Three Hundred and Fifty Dollars (\$350).

The contracts must be bid for separately, and the bids will be compared and the contracts 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. Other information may be obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, St. George, Borough of Richmond.

GEORGE CROMWELL,
President.

The City of New York, February 11, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRITAIN, 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 m. on

TUESDAY, FEBRUARY 26, 1907,

Borough of Richmond.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGULATING AND GRADING THE ROADWAY OF BERTHA PLACE, FROM EDDY STREET TO THRESEEA PLACE, AND THRESEEA PLACE, FROM RICHMOND TURNPIKE TO DUNCAN AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows:

1,000 cubic yards of excavation.

60 square yards of new Belgian block pavement, furnished and laid with sand joints.

70 square yards of old cobble gutters, re-laid.

The time for the completion of the work and the full performance of the contract is 30 days.

The amount of security required is One Thousand Dollars (\$1,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FENCING VACANT LOTS BOUNDED BY STUYVESANT PLACE, WALL STREET, JAY STREET AND HAMILTON AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows:

1,200 linear feet of picket fence, including gates, etc.

The time for the completion of the work and the full performance of the contract is 30 days.

The amount of security required is Four Hundred Dollars (\$400).

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING A CONCRETE RETAINING WALL ON THE NORTH SIDE OF RICHMOND TERRACE, WEST OF AND ADJOINING JOHN STREET, AND BUILDING A FENCE, GRADING AND LAYING NEW SIDEWALK AND RELAYING OLD SIDEWALK ON THE NORTH SIDE OF RICHMOND TERRACE, BETWEEN JOHN STREET AND MORNINGSTAR ROAD, THIRD WARD, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows:

500 cubic yards of excavation.

170 cubic yards of concrete for retaining wall, including forms.

1,400 square feet of new flagstone, furnished and laid.

300 square feet of old flagstone, retrimmed and relaid.

200 linear feet of galvanized iron pipe fence, furnished and set.

50 linear feet of 4-inch tile drain pipe for weep holes.

The time for the completion of the work and the full performance of the contract is 30 days.

The amount of security required is Eight Hundred Dollars (\$800).

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGULATING AND GRADING INDIANA AVENUE, FROM WOOLLEY AVENUE TO JEWETT AVENUE, IN THE FIRST WARD, AND TO DO SUCH OTHER WORK AS MAY BE NECESSARY TO THE COMPLETION OF THE WORK DESCRIBED.

The Engineer's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows:

4,000 cubic yards of excavation.

200 cubic yards of filling, to be furnished (exclusive of that secured from excavation).

10 cubic yards of concrete steel for haasins and culverts.

30 square yards vitrified brick pavement, with sand cushion, furnished and laid.

30 square yards old vitrified brick pavement, relaid.

10 cubic yards concrete for foundations.

35 linear feet new 30-inch curbstone, furnished and set.

20 linear feet old curbstone, rejointed and reset.

1 manhole head and cover, in place.

The time for the completion of the work and the full performance of the contract is 40 days.

The amount of security required is Twelve Hundred Dollars (\$1,200).

No. 5. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGRADING AND CONSTRUCTING SIDEWALKS AND RELAYING OLD SIDEWALK ON PROSPECT AVENUE, FROM YORK AVENUE TO LAFAYETTE AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows:

2,000 cubic yards of excavation.

2,100 square feet of new flagstone, furnished and laid.

10,510 square feet of old flagstone, relaid.

120 square feet of cement sidewalk.

The time for the completion of the work and the full performance of the contract is 40 days.

The amount of security required is Twelve Hundred Dollars (\$1,200).

No. 6. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REGULATING AND GRADING THE ROADWAY OF SEA VIEW AVENUE, FROM RICHMOND ROAD TO SOUTHWICK BOULEVARD, FOURTH WARD, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows:

1,000 cubic yards excavation.

400 cubic yards filling, to be furnished (exclusive of that secured from excavation).

86 cubic yards dry rubble masonry for retaining walls and culverts.

3 cubic yards concrete for culvert and basin.

12 linear feet 12-inch culvert pipe, furnished and laid.

24 linear feet of 12-inch cast-iron pipe, to be relaid.

48 square feet new flagstone, furnished and laid.

50 square feet old flagstone, retrimmed and relaid.

10 square yards of new Belgian block.

28 square yards old Belgian block, to be relaid.

The time for the completion of the work and the full performance of the contract is 30 days.

The amount of security required is Five Hundred Dollars (\$500).

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, Richmond Building, New Brighton, Borough of Richmond.

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 3 o'clock p. m. on

THURSDAY, FEBRUARY 21, 1907,

FOR THE CONSTRUCTION OF THE ELEVATED RAILWAY CONNECTION ON THE BROOKLYN PLAZA FOR THE WILLIAMSBURG (NEW EAST RIVER) BRIDGE, OVER THE EAST RIVER, BETWEEN THE BOROUGHS OF MANHATTAN AND BROOKLYN.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller, and will be required to complete the entire work to the satisfaction of the Commissioner, and in accordance with the specifications hereto annexed and the accompanying plans by August 30, 1907.

The amount of security to guarantee the faithful performance of the work will be Thirty Thousand Dollars (\$30,000).

The right is reserved by the Commissioner to reject all the bids should he deem it to be to the interest of the City so to do.

Blank forms, plans and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON,

Commissioner of Bridges.

Dated February 1, 1907.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

THE COMMISSIONER OF BRIDGES WILL sell at public auction, at the Brooklyn Bridge shops and yard, Borough of Brooklyn, on

THURSDAY, FEBRUARY 21, 1907,

at 10.30 a. m., a quantity of old materials as follows:

- Item 1. Several tons of scrap iron and steel mixed, at a price bid per net ton.
- Item 2. A quantity of old brass, at a price bid per pound.
- Item 3. A lot of old roadway plank, at a lump sum price bid for the lot.

TERMS OF SALE.

The whole of the purchase price bid and the auctioneer's fees shall be paid by the successful bidder in cash or bankable funds on or before delivery of the material; and the purchaser must remove from the yard within twenty days from the date of the sale all of the materials purchased.

To secure the removal as above specified, the purchaser thereof shall be required to make, at time of sale, a cash deposit of \$100 for Item 1, \$20 for Item 2 and \$50 for Item 3.

The Commissioner of Bridges reserves the right to resell any of the material not removed by the purchaser within the twenty days specified.

Full information may be obtained upon application to the Engineer's Office, Brooklyn Bridge, No. 179 Washington street, Brooklyn.

J. W. STEVENSON,

Commissioner of Bridges.

SAM VORZIMER,

Auctioneer.

j24,121

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 11, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from Monday, February 11, until 4 p. m., Monday, February 25, 1907, for the position of

INSPECTOR OF REGULATING, GRADING AND PAVING, BOARD OF WATER SUPPLY.

The examination will be held on

TUESDAY, MARCH 12, 1907,

at 10 a. m. The subjects and weights of the examination are as follows:

- Technical 5
- Experience 2
- Mathematics 1
- Report 2

The percentage required is 75 on the technical paper, and 70 on all.

Knowledge with reference to earth and rock excavating in open cut, including drilling and blasting, is necessary, and some knowledge as to the quality of timber is desirable.

Employees will be called on to work outside of the City, and assigned to work wherever their services are required.

Certification from this list will not be made to any other department, except, if necessary, to the Aqueduct Commission.

There will probably be many appointments. The salary is \$3.50 a day.

The minimum age is 21 years.

FRANK A. SPENCER,

Secretary.

f11,m12

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 11, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from Monday, February 11, until 4 p. m., Monday, February 25, 1907, for the position of

JUNIOR ASSISTANT LIBRARIAN (FEMALE), QUEENS BOROUGH LIBRARY.

The examination will be held on

THURSDAY, MARCH 14, 1907,

at 10 a. m. The subjects and weights of the examination are as follows:

- Special paper 6
- Arithmetic 1
- Experience 3

The percentage required is 70.

There are four (4) vacancies.

The salary is \$300 per annum.

The minimum age is 18 years.

FRANK A. SPENCER,

Secretary.

f11,m12

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 9, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from SATURDAY, FEBRUARY 9, UNTIL 12 M. SATURDAY, FEBRUARY 23, 1907, for the position of

INSPECTOR OF MASONRY CONSTRUCTION, BOARD OF WATER SUPPLY.

The examination will be held on

THURSDAY, MARCH 7, 1907,

at 10 a. m.

The subjects and weights of the examination are as follows:

- Technical 3
- Experience 2
- Mathematics 1
- Report 2

The percentage required is 75 on the technical paper and 70 on all.

Candidates should be acquainted with technical marks and terms as used in connection with tunnels, arches and stone masonry, and familiar with the quality of materials used in stone, concrete and brick masonry.

There will probably be many appointments.

Salaries: For open trench work, \$4.50 a day when employed, and \$5 a day for tunnel work.

Employees will be called on to work outside of the City and assigned to work wherever their services are required.

Certification from this list will not be made to any other department except, if necessary, to the Aqueduct Commission.

The minimum age is 21 years.

FRANK A. SPENCER,

Secretary.

f9,m7

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 6, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from 9 A. M. THURSDAY, FEBRUARY 7, UNTIL 4 P. M. THURSDAY, FEBRUARY 21, 1907, for the position of

RODMAN, BOARD OF WATER SUPPLY.

The examination will be held on

TUESDAY, MARCH 5, 1907,

at 10 a. m. The subjects and weights of the examination are as follows:

- Technical 6
- Experience 2
- Mathematics 2

The percentage required is 75 on the technical paper and 70 on all.

Appointees will be assigned to stations outside of the City, and will be expected to serve wherever they may be needed. Certification from the eligible list will not be made to any other City department, except, in case of need, to the Aqueduct Commission.

Vacancies are constantly occurring.

The salary is \$840 per annum and over.

The minimum age is 18 years.

FRANK A. SPENCER,

Secretary.

f6,m5

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 4, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from 9 A. M. MONDAY, FEBRUARY 11, 1907, UNTIL 4 P. M. MONDAY, FEBRUARY 18, 1907, for the position of

ASSISTANT FIRE MARSHAL.

The examination will be held on

FRIDAY, MARCH 1, 1907,

at 10 a. m. The subjects and weights of the examination are as follows:

- General paper 6
- Arithmetic 1
- Experience 2
- Report 1

The percentage required is 70.

Candidates must have a knowledge of the laws and ordinances relating to the Building and Tenement House Departments which concern the Fire Department, and also a knowledge of combustibles.

There is one vacancy.

The salary is \$1,500 per annum.

The minimum age is 21 years.

FRANK A. SPENCER,

Secretary.

f12,m1

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 29, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from TUESDAY, FEBRUARY 5, at 9 A. M. UNTIL 4 P. M. WEDNESDAY, FEBRUARY 13, 1907, for the position of

CIVIL SERVICE EXAMINER (MEN AND WOMEN).

The examination will be held on

WEDNESDAY, FEBRUARY 27, 1907,

at 10 a. m. The subjects and weights of the examination are as follows:

- General paper 4
- Preparation and rating of questions and answers 2
- Mathematics 1
- Oral examination, to include experience... 3

The percentage required is 70.

In the general paper questions on history, geography, City, State and Federal Government will be put.

Mathematics will include arithmetic and algebra.

The oral examination will be held at a later date than the written.

Salaries ranging from \$1,200 to \$2,400 will be paid.

There are two vacancies with a beginning salary of \$1,200.

The appointees will be required to give all their time to the work of the Commission.

The minimum age is 21 years.

FRANK A. SPENCER,

Secretary.

j29,127

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 8, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received until 4 p. m.

TUESDAY, FEBRUARY 5, 1907,

for the position of

ARCHITECTURAL DRAUGHTSMAN.

The examination will be held on Tuesday and Wednesday, February 19 and 20, 1907, at 10 a. m.

The subjects and weights of the examination are as follows:

- Technical 8
- Experience 2

The percentage required is 75 on the technical paper and 70 on all.

SCHEME OF THE EXAMINATION.

First Day.

Data of each drawing and the scale to be used will be furnished to applicants on examination day.

Drawings required:

Hours 10 to 12.40.

Q. 1 and 2. Accurate working drawing on white paper of one-half plan of a given building.

Lettering.

Q. 3. Complete ink tracing of the same.

Hours 1 to 3.

Q. 4 and 5. Accurate pencil drawing of parts marked on a given elevation of a building, the working plans also being furnished.

Hours 3 to 5.

Q. 6. Accurate working section in pencil from given drawings.

Second Day.

Hours 10 to 11.30.

Q. 7. One-quarter scale drawing of a given ornament.

Q. 8. Also one-half of same ornament, full size, with sections of projections.

Hours 11.30 to 1.

Q. 9, 10, 11 and 12. Constructional details.

Hours 1.30 to 5.

Q. 13 and 14. Questions in mensuration and arithmetic.

Candidates must furnish the following:

Drawing instruments, T-square, triangle, scale, etc.

Pencils.

Crayon or simple washes.

Inks.

Pen.

Drawing board no less than 23 inches by 31 inches.

Other materials will be furnished by the Commission.

There are four vacancies in the Board of Education at present, and certification will also be made to the Department of Bridges.

The salary is \$1,500 per annum, and over.

The minimum age is 21 years.

FRANK A. SPENCER,

Secretary.

j8,22

MUNICIPAL CIVIL SERVICE COMMISSION, No. 31 LAFAYETTE STREET, NEW YORK CITY, December 24, 1906.

PUBLIC NOTICE IS HEREBY GIVEN that applications for the following position in the Labor Class will be received on and after

WEDNESDAY, JANUARY 2, 1907

via:

LABOR CLASS, PART II.

NICKEL PLATER, in the Fire Department.

WILLIAM F. BAKER,

President;

R. ROSS APPLETON,

ALFRED J. TALLEY,

Civil Service Commissioners.

FRANK A. SPENCER,

Secretary.

d27,12

MUNICIPAL CIVIL SERVICE COMMISSION, No. 51 LAFAYETTE STREET, NEW YORK CITY, October 22, 1906.

PUBLIC NOTICE IS HEREBY GIVEN that applications for the following position in the Labor Class will be received on and after

THURSDAY, NOVEMBER 1, 1906,

via:

LABOR CLASS—Part 2.

BRASS FINISHER.

WILLIAM F. BAKER,

President;

R. ROSS APPLETON,

ALFRED J. TALLEY,

Civil Service Commissioners.

FRANK A. SPENCER,

Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled.

When an examination is advertised, a person desiring to compete in the same may obtain an application blank upon request made in writing or by personal application at the office of the Commission.

All notices of examinations will be posted in the office of the Commission, City Hall, Municipal Building, Brooklyn, and advertised in the City Record for two weeks in advance of the date upon which the receipt of applications will close for any stated position.

Public notice will also be given by advertisement in most of the City papers.

Wherever an examination is of a technical character, due notice is given by advertisement in the technical journals appertaining to the particular profession for which the examination is called.

Such notices will be sent to the daily papers as matters of news, and to the General Post-office and stations thereof. The scope of the examination will be stated, but for more general information application should be made at the office of the Commission.

Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

WILLIAM F. BAKER,

President;

R. ROSS APPLETON,

ALFRED J. TALLEY,

Commissioners.

FRANK A. SPENCER,

Secretary.

12-24-06

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, ROOM 401, No. 320 BROADWAY, NEW YORK.

NOTICE IS HEREBY GIVEN OF A PUBLIC hearing on the form of contract for the construction of that portion of the proposed Brooklyn-Manhattan loop lines lying in Centre street, between Pearl and Canal streets, in the Borough of Manhattan, to be held on Thursday, February 28, at 3 p. m.

Copies of draft of the said contract may be obtained at the office of the Board for ten cents each.

A. E. ORR,

President.

BION L. BURROWS,

Secretary.

New York, February 11, 1907.

f11,28

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

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Rapid Transit Railroad Commissioners at the above office until 12 o'clock noon,

MONDAY, FEBRUARY 25, 1907,

FOR PRINTING AND BINDING THE ANNUAL REPORT OF THE BOARD.

The time for the performance of the contract will be on or before 60 days after delivery of

copy, exclusive of time required for correcting proofs, etc.

The amount of security required will be 50 per cent. of the amount of the bid or estimate.

The bids will name a price for each item contained below, irrespective of the number of pages (text or tabular), half-tones, maps and profiles, plans or line drawings that the report will ultimately actually contain. To arrive at a true comparison of the bids, however, and at the same time give prospective bidders an idea of the volume of work in the report, quantities (approximate where designated, otherwise specific) are given for each item, predicated on previous reports. The extensions must be made and footed up, and awards will be made to the lowest bidder as thus ascertained.

THE ERECTION AND COMPLETION OF A NEW BUILDING AND NEW HOSE RACK FOR ENGINE COMPANY NO. 78, LOCATED ON DOCK AT FOOT OF GANSEVOORT STREET, NORTH RIVER, BOROUGH OF MANHATTAN.

The time for the completion of the work and the full performance of the contract is by or before forty-five (45) days.

The amount of security required is Forty-five Hundred Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY,
Fire Commissioner.

Dated February 11, 1907.

ft4.26

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 27, 1907

No. 1. FOR FURNISHING AND DELIVERING LIME, CEMENT, BRICK AND OTHER BUILDING MATERIAL TO THE VARIOUS DISPOSAL WORKS.

The time for the delivery of the articles, materials and supplies and full performance of the contract is until December 31, 1907.

The amount of security required will be Eight Thousand Dollars.

No. 2. FOR FURNISHING AND DELIVERING HARDWARE SUPPLIES FOR THE BUREAU OF HIGHWAYS, BOROUGH OF BROOKLYN.

The time for the delivery of the articles, materials and supplies and full performance of the contract is until December 31, 1907.

The amount of security required will be Two Thousand Dollars.

No. 3. FOR FURNISHING AND DELIVERING RUBBER COATS, BOOTS, HOSE, ETC., FOR THE BUREAU OF SEWERS, BOROUGH OF BROOKLYN.

The time for the delivery of the articles, materials and supplies and full performance of the contract is until December 31, 1907.

The amount of security required will be Seven Hundred and Fifty Dollars.

No. 4. FOR FURNISHING AND DELIVERING FORAGE FOR USE BY THE BUREAU OF SEWERS, BOROUGH OF BROOKLYN.

The time for the delivery of the articles, materials and supplies and full performance of the contract is until December 31, 1907.

The amount of security required will be Six Hundred and Fifty Dollars.

No. 5. FOR FURNISHING AND DELIVERING MANHOLE HEADS AND COVERS FOR USE BY THE BUREAU OF SEWERS, BOROUGH OF BROOKLYN.

The time for the delivery of the articles, materials and supplies and full performance of the contract is until December 31, 1907.

The amount of security required will be Six Hundred Dollars.

Intending bidders will be required to deposit \$5 for each set of plans and specifications.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum 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 and the plans and drawings may be seen at the office of the Bureau of Public Buildings and Offices, the Borough of Brooklyn, Room 20, Municipal Building, Borough of Brooklyn.

BIRD S. COLER,
President.

Dated February 1, 1907.

ft1.27

See General Instructions to Bidders on the last page, last column, of the "City Record."

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 27, 1907

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN GRAND STREET (AS EXTENDED) FROM SOUTH FOURTH STREET TO HOOPER STREET.

The Engineer's estimate of the quantities is as follows:

1,265 linear feet 12-inch pipe sewer.

15 manholes.

2,940 linear feet 6-inch house connection drain.

9 sewer basins.

The time allowed for the completion of the work and the full performance of the contract is 40 working days.

The amount of security required will be Three Thousand Four Hundred Dollars (\$3,400).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR RECONSTRUCTING THE OUTLET FOR THE KENT AVENUE SEWER AT DIVISION AVENUE.

The Engineer's estimate of the quantities is as follows:

50 linear feet 108-inch brick sewer.

1 manhole.

900 linear feet bearing piles.

8,000 feet (B. M.) foundation planking, pile capping and stringpiece.

10,000 feet (B. M.) permanent sheet piling.

The time allowed for the completion of the work and the full performance of the contract is 90 working days.

The amount of security required will be Three Thousand Dollars (\$3,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, square foot, square yard, cubic yard, or other unit of measure, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Chief Clerk of the Department of Health,

at the office of the Assistant Commissioner of Public Works, the Borough of Brooklyn, Room 15, Municipal Building, Brooklyn.

BIRD S. COLER,
President.

Dated February 2, 1907.

ft1.27

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

MONDAY, FEBRUARY 25, 1907

Borough of Brooklyn.

CONTRACT FOR THE FINAL DISPOSITION OF GARBAGE.

The period for the performance of this contract will be for five (5) years, beginning the first day of September, 1907.

The amount of the security required is One Hundred Thousand Dollars.

A special deposit of Twenty Thousand Dollars (\$20,000) in money will be required to be made with the Comptroller of the City of New York, on or before the signing, sealing and delivery of the contract. Fifteen Thousand Dollars (\$15,000) of this amount, or the unexpended portion thereof, to be returned to the contractor at the end of one year and Five Thousand Dollars (\$5,000) of the said amount to remain on deposit with the said Comptroller, without interest, until the completion of the contract, or the termination thereof.

Each bid must be accompanied by a certified check on a solvent banking corporation in the City of New York, payable to the order of the Comptroller of the City of New York, for five per centum of the amount for which the work bid for is proposed in any one year to be performed. Such check should be enclosed in the sealed envelope containing the bid or proposal.

The compensation to be paid to the contractor must be stated at the price per annum for each of the five years of the period of the contract, and these prices must be written out in full and must be given also in figures.

From the bids or proposals so received, the Commissioner of Street Cleaning may select the bid, the acceptance of which will, in his judgment, best secure the efficient performance of the work, or he may reject any or all of said bids.

The tonnage of garbage collected and delivered at the garbage dumps during the past six years was as follows:

Year.	Tons.	Year.	Tons.
1901	75,250	1903	75,420
1902	75,630	1904	79,040
1905.		1906.	
January	5,446	January	6,087
February	4,933	February	5,274
March	3,644	March	5,279
April	6,096	April	5,772
May	8,203	May	7,518
June	8,844	June	8,421
July	9,360	July	9,494
August	10,662	August	11,481
September	9,687	September	9,426
October	8,336	October	8,302
November	6,338	November	6,675
December	5,770	December	6,236

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

M. CRAVEN,
Commissioner of Street Cleaning.

Dated January 24, 1907.

ft6.15

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF STREET CLEANING, NEW YORK, October 25, 1906.

PUBLIC NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN that written applications for non-competitive examinations for the following positions on the steam dumper, "Cinderella," "Aschenbroedel" and "Cenerentola," in accordance with the rules of the Municipal Civil Service Commission, will be received at the main office of the Department of Street Cleaning, on the fourteenth floor of Nos. 13 to 21 Park row, Room 1416, on Wednesdays of each week at 2 o'clock p. m., beginning

WEDNESDAY, OCTOBER 24, 1906.

- 3 Masters.
- 3 Mates.
- 6 Marine Engineers.
- 12 Deckhands.
- 12 Firemen.

M. CRAVEN,
Commissioner.

ASHES, ETC., FOR FILLING IN LANDS.

PERSONS HAVING LANDS OR PLACES in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park row, Borough of Manhattan.

MACDONOUGH CRAVEN,
Commissioner of Street Cleaning.

DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH, SOUTHWEST CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 9.45 a. m. on

FRIDAY, MARCH 1, 1907

FOR FURNISHING AND DELIVERING THREE HUNDRED WHITE ENAMELED IRON CRIBS TO THE WILLARD PARKER HOSPITAL, FOOT OF EAST SIXTEENTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is on or before the expiration of sixty (60) days after the award of the contract.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder for the contract complete, as indicated by the specifications.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Chief Clerk of the Department of Health,

southwest corner of Fifty-fifth street and Sixth Avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D.,
President.

ALVAN H. DOTY, M. D.,
THEODORE A. BINGHAM,
Board of Health.

Dated February 18, 1907.

ft8.m1

See General Instructions to Bidders on the last page, last column, of the "City Record."

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 widening of EAST TWO HUNDRED AND THIRTY-THIRD STREET (although not yet named by proper authority), between Webster Avenue and the Bronx river, 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 February, 1907, 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, February 18, 1907.

WM. W. NILES,
CHARLES LUTZ,
W. ENDEMANN,
Commissioners.

JOHN P. DUNN,
Clerk.

ft8.23

FIRST 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 the wharfage rights, terms, easements, emoluments and privileges appurtenant to PIERS (OLD) NOS. 9 AND 10, EAST RIVER, in the Borough of Manhattan, City of New York, not now owned by The City of New York, and all right, title and interest in and to said piers, or any portion thereof, not now owned by The City of New York, and all wharfage rights, terms, easements, emoluments and privileges appurtenant to all that certain bulkhead, dock or wharf property on or near the southerly line of South street, in said Borough and City, between the easterly side of Pier No. 7 and the westerly side of Pier (old) No. 9, and between the easterly side of Pier (old) No. 9 and the westerly side of Pier (old) No. 10, and appurtenant to the westerly one-half part of the bulkhead, dock or wharf property, between the easterly side of Pier (old) No. 10 and the westerly side of Pier (old) No. 11, East river, not now owned by The City of New York, for the improvement of the water front of The City of New York, on the East river, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT 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 February, 1907, at 10.30 o'clock in the 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 for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 16, 1907.

BENKO LEWINSON,
JOHN H. JUDGE,
REGINALD H. WILLIAMS,
Commissioners.

JOSEPH M. SCHENCK,
Clerk.

ft8.23

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to amending its application heretofore made in the matter of acquiring title, wherever the same has not been heretofore acquired, to certain lands and premises required for an easement for a STORM RELIEF TUNNEL SEWER from the Webster Avenue sewer near Wendover Avenue in the Millbrook Watershed (Sewerage District No. 33), to the Harlem river, about 231 feet north of High Bridge, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, by acquiring in fee that portion of said premises described in a resolution adopted by the Board of Estimate and Apportionment on May 20, 1904, as Parcel No. 9.

PURSUANT TO THE STATUTES IN such cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, First Department, at a Special Term of said Court, to be held at Part III. thereof, in the County Court House, in the Borough of Manhattan, in the City of New York, on Thursday, the 28th day of February, 1907, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for an order amending the proceeding entitled: "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 an easement for a storm relief tunnel sewer from the Webster Avenue sewer, near Wendover Avenue, in the Millbrook Watershed (Sewerage District No. 33), to the Harlem river, about 231 feet north of High Bridge, in the Twenty-fourth Ward, Borough of The Bronx, City of New York," so as to provide for the acquisition in fee for a shaft house from said outlet sewer of that portion of said premises described in the resolution of the Board of Estimate and Apportionment adopted on May 20, 1904, as Parcel No. 9, extending from Macombs road to Cromwell Avenue, being the following-described piece or parcel of land, to-wit:

Beginning at a point in the western line of Macombs road distant 177.46 feet northerly from the intersection of said line with the western line of Inwood Avenue;

1. Thence northerly along the western line of Macombs road for 20.25 feet;

2. Thence westerly deflecting 83 degrees 35 minutes 30 seconds to the left for 110.41 feet to the eastern line of Cromwell Avenue;

3. Thence southwesterly along last-mentioned line for 55.25 feet;

4. Thence easterly for 137.27 feet to the point of beginning.

The land to be taken for Parcel No. 9 is located in Block 287 of Section 11 of the Land Map of the former City of New York.

Dated New York, February 16, 1907.

WILLIAM B. ELLISON,
Corporation Counsel,
Hall of Records,
Borough of Manhattan,
New York City.

ft4.28

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 EAST ONE HUNDRED AND SEVENTY-SECOND STREET (although not yet named by proper authority), from Jerome Avenue to Morris Avenue, 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 supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan in the City of New York, on the 14th day of March, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the Office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, February 16, 1907.

HORACE BARNARD, Jr.,
JAMES A. HOOPER,
Commissioners.

JOHN P. DUNN,
Clerk.

ft6.28

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of FORD STREET (although not yet named by proper authority), from Tiebout Avenue to Webster Avenue, as laid out on Section 14 of the final map of the Twenty-third and Twenty-fourth Wards, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN 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 21st day of February, 1907, 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, February 15, 1907.

FRANCIS W. POLLOCK,
STANISLAUS J. VANECEK,
GERALD J. BARRY,
Commissioners.

JOHN P. DUNN,
Clerk.

ft5.20

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated in the block bounded by SOUTH AND WATER STREETS, PIKE SLIP AND MARKET SLIP, in the Borough of Manhattan, in The City of New York, duly selected as a site for bridge purposes, according to law.

NOTICE IS HEREBY GIVEN THAT THE report of Edward B. La Fetra, William J. Wright and Alfred E. Ommen, Commissioners of Estimate and Appraisal, duly appointed in the above entitled proceeding, which report bears date the 8th day of February, 1907, was filed in the office of the Board of Estimate and Apportionment, Room 805, No. 227 Broadway, in the Borough of Manhattan, City of New York, on the 14th day of February, 1907, 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 15th day of March, 1907, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, February 14, 1907.

WILLIAM B. ELLISON,
Corporation Counsel,
Hall of Records,
Borough of Manhattan,
City of New York.

ft5.27

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 WHITE PLAINS ROAD (although not yet named by proper authority), from Morris Park Avenue to West Farms Road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMIS- sioners 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 supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 7th day of March, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 11th day of March, 1907, at 4 o'clock p. m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 11th day of March, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx in the City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line parallel to and 100 feet southerly from the southerly line of Westchester avenue with the southerly prolongation of a line parallel to and 100 feet westerly from the westerly line of Clason's Point road; thence running northerly along said last-mentioned prolongation and parallel line to its intersection with a line parallel to and 100 feet southerly from the southerly line of West Farms road; thence westerly along said last-mentioned parallel line to its intersection with a line parallel to and 100 feet westerly from the westerly line of Rosedale avenue; thence northerly along said last-mentioned parallel line to its intersection with a line parallel to and 100 feet southerly from the southerly line of West Farms road; thence westerly along said last-mentioned parallel line to its intersection with the southerly prolongation of a line parallel to and 100 feet northwesterly from the northwesterly line of Morris Park avenue; thence northerly along said last-mentioned prolongation and parallel line to its intersection with the westerly line of White Plains road; thence northerly along said last-mentioned parallel line to its intersection with the southerly line of Bronx and Pelham parkway; thence easterly along said southerly line to its intersection with a line parallel to and 100 feet easterly from the easterly line of White Plains road; thence southerly along said parallel line to its intersection with a line parallel to and 100 feet northerly from the northerly line of Morris Park avenue; thence easterly along said last-mentioned parallel line and its easterly prolongation to its intersection with a line parallel to and 100 feet easterly from the easterly line of Bronx and Pelham parkway; thence southerly along said last-mentioned parallel line to its intersection with the northerly prolongation of a line parallel to and 100 feet easterly from the easterly line of Lafayette street; thence southerly along said last-mentioned prolongation and parallel line to its intersection with a line parallel to and 100 feet northerly from the northerly line of Grace avenue; thence southerly along said last-mentioned parallel line and its prolongation to its intersection with a line parallel to and 100 feet southerly from the southerly line of Westchester avenue; thence southerly and westerly along said last-mentioned parallel line to the point or place of beginning; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, 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, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, January 11, 1907.

HENRY LIPPS, JR.,
Chairman;
RODERICK J. KENNEDY,
JACOB STAHL, JR.,
Commissioners.

JOHN P. DUNN,
Clerk.

\$14.25

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises in the blocks bounded by MADISON STREET, MARKET STREET, HENRY STREET and BIRMINGHAM STREET, by HENRY STREET, MARKET STREET, EAST BROADWAY and FIVE STREET, by EAST BROADWAY, MARKET STREET, FIVE STREET and DIVISION STREET, by BAYARD STREET, FORTYTH STREET, CANAL STREET and ELDRIDGE STREET, by BAYARD STREET, CHRYSTIE STREET, FORTYTH STREET and CANAL STREET, by BAYARD STREET, CHRYSTIE STREET, CANAL STREET and the BOWERY, in the Borough of Manhattan, for bridge purposes, known as Manhattan Bridge.

NOTICE IS HEREBY GIVEN THAT George Gordon Battle, Charles J. Leslie and John C. Fitzgerald, Commissioners of Estimate and Appraisal, appointed in the above-entitled proceeding, will appear before a Justice of the Supreme Court, sitting in Special Term, Part II., at the County Court House in the Borough of Manhattan in the City of New York, on the 26th day of February, 1907, at 11 o'clock in the forenoon of that day, to be examined by the Corporation Counsel and any other persons interested, as to their qualifications to act as such Commissioners.

Dated New York, February 11, 1907.
WILLIAM H. ELLISON,
Hall of Records, New York City.
\$13.25

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 HARRY STREET (although not yet named by

proper authority), from Leggett avenue to Longwood avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 5th day of March, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 7th day of March, 1907, at 11 o'clock a. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 7th day of March, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in the City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the westerly prolongation of a line parallel to and distant one hundred (100) feet south of the southerly line of the Eastern Boulevard and a line parallel to and distant one hundred (100) feet west of the westerly line of Cabot street, running thence northerly along said parallel line to its intersection with the southerly prolongation of the southeasterly line of Garrison avenue, thence northerly along said last-mentioned prolongation and southeasterly line, to its intersection with a line parallel to and distant one hundred (100) feet northwesterly from the northwesterly line of Longwood avenue, thence southeasterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet northerly from the northerly line of Longwood avenue, thence southeasterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet southerly from the southerly line of Longwood avenue, thence southeasterly along said parallel line to its intersection with the northerly prolongation of a line parallel to and distant one hundred (100) feet northwesterly from the northwesterly line of Truxton street, thence southerly along said last-mentioned prolongation and northerly line and its southeasterly prolongation to its intersection with the southerly line of Leggett avenue, thence northwesterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet east of the easterly line of Dupont street, thence southerly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet south of the southerly line of the Eastern Boulevard, thence westerly along said last-mentioned parallel line to the point or place of beginning.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, 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 22nd day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to any of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by Chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, January 25, 1907.

T. CHANNON PRESS,
Chairman.
SEYMOUR MORK,
THOMAS KIERNAN,
Commissioners.

JOHN P. DUNN,
Clerk.

\$11.25

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 widening of CANAL STREET WEST (although not yet named by proper authority), between East One Hundred and Thirty-eighth street and a point 251.77 feet southerly, as shown on the map or plan adopted by the Board of Estimate and Apportionment on June 21, 1905, in the Twenty-third Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 5th day of March, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 6th day of March, 1907, at 3 o'clock p. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department

of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 6th day of March, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in the City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the westerly prolongation of a line parallel to and distant one hundred (100) feet north of the northerly line of Canal Street West and a line parallel to and distant one hundred (100) feet west of the westerly line of East One Hundred and Thirty-fifth street, running thence easterly along said westerly prolongation and parallel line north of the northerly line of Canal Street West and its easterly prolongation to its intersection with a line parallel to and distant one hundred feet east of the easterly line of East One Hundred and Thirty-fifth street, thence southerly along said last-mentioned parallel line to its intersection with the easterly prolongation of a line parallel to and distant one hundred (100) feet south of the southerly line of Canal Street West, thence westerly along said easterly prolongation and parallel line and its westerly prolongation to its intersection with a line parallel to and distant one hundred (100) feet west of the westerly line of East One Hundred and Thirty-fifth street; thence northerly along said last-mentioned parallel line to the point or place of beginning; excepting from said area all streets, avenues and roads or portions thereof, heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House, in the Borough of Manhattan, in the City of New York, on the 4th day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated, Borough of Manhattan, New York, January 25, 1907.

FRANCIS V. S. OLIVER, Chairman;
FREDERICK L. HAHN,
MARTIN J. MOORE,
Commissioners.

JOHN P. DUNN,
Clerk.

\$11.25

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 CAMERON PLACE (although not yet named by proper authority), from Jerome avenue to Morris avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN 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 21st day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, February 7, 1907.

J. C. JULIUS LANGBEIN,
Chairman;
GEO. BURCHILL,
GEO. J. CLARKE,
Commissioners.

JOHN P. DUNN,
Clerk.

\$7.10

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the widening of THIRD AVENUE, on its easterly side, from Willis avenue to East One Hundred and Forty-ninth street, in the Twenty-third 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 21st day of February, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, February 7, 1907.
JOSEPH LIEBERTZ,
WALTER MULLER,
MORRIS ARNSTEIN,
Commissioners.

JOHN P. DUNN,
Clerk.

\$7.10

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the NORTHERLY SIDE OF ONE HUNDRED AND ELEVENTH STREET and the SOUTHERLY SIDE OF ONE HUNDRED AND TWELFTH STREET, between Park and Lexington avenues, in the Borough of Manhattan, duly selected as a site for school purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Appraisal in the above-entitled proceeding, do hereby give notice to the owner or owners, lease 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, at its office, situated on 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, Thursday, February 7, 1907, file their objections, in writing, with us, at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in the City of New York; and we, the said Commissioners, will hear parties so objecting, at our said office, on the 20th day of February, 1907, at 10 o'clock in the forenoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, February 6, 1907.
WILLIAM H. WOOD,
ALEXANDER V. CAMPBELL,
ANDREW A. McCORMACK,
Commissioners.

JOSEPH M. SCHENCK,
Clerk.

\$7.19

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 WEST TWO HUNDRED AND FOURTEENTH STREET (although not yet named by proper authority), from Kingsbridge road to Harlem river, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 25th day of February, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance, at our said office on the 4th day of March, 1907, at 2 o'clock p. m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 2d day of March, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in the City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the bulkhead line of the Harlem river with the southeasterly prolongation of the middle line of the blocks between West Two Hundred and Thirteenth street and West Two Hundred and Fourteenth street; running thence northwesterly along said prolongation and middle line and its northwesterly prolongation to its intersection with a line parallel to and 200 feet northwesterly from the northwesterly line of Broadway; thence northerly along said parallel line to its intersection with the northwesterly prolongation of the middle line of the blocks between West Two Hundred and Fourteenth street and West Two Hundred and Fifteenth street; thence southeasterly along said prolongation and middle line and its southeasterly prolongation to its intersection with the bulkhead line of the Harlem river; thence southerly along said bulkhead line to the point or place of beginning; as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said supplemental and amended abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan, in the City of New York, on the 9th day of April, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said supplemental and amended abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated, Borough of Manhattan, New York, January 31, 1907.

WALTER MULLER,
Chairman;
J. R. NUGENT,
Commissioners.

JOHN P. DUNN, Clerk.

\$4.25

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 opening and extending of HULST (STREET) AVENUE (although not yet named by proper authority), from Greenpoint avenue to Jackson avenue, in the First Ward, Borough of Queens, in the 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 6th day of March, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, February 19, 1907.

JOHN ALLEN,
C. J. DILLON,
P. GILSEY MEADING,
Commissioners.

JOHN P. DUNN,
Clerk.

f19,m2

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 LAFAYETTE AVENUE (although not yet named by proper authority), from Hatfield avenue to Blackford avenue, in the Third Ward, Borough of Richmond, 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, 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 6th day of March, 1907, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Richmond, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, February 19, 1907.

FREDERICK W. CLIFFORD,
DANIEL CAMPBELL,
ANDREW J. HINTON,
Commissioners.

JOHN P. DUNN,
Clerk.

f19,m2

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening RAILROAD AVENUE, from Atlantic avenue to Fairfield avenue, in the Twenty-sixth Ward in the Borough of Brooklyn of The City of New York, as the same has been heretofore laid out.

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, Second Department, at a Special Term thereof for the hearing of motions, to be held at the County Court House in the Borough of Brooklyn in The City of New York, on the 20th day of February, 1907, at 10.30 o'clock in the forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of five days, as required by law.

Dated Borough of Brooklyn, New York, February 19, 1907.

FREDERICK P. BELLAMY,
FREDERICK CUZNER,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

f10,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to SENATOR STREET, from First avenue to Fifth avenue, in the Thirtieth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Archibald J. Quail was appointed by an order of the Supreme Court, made and entered herein on the 14th day of May, 1906, and duly filed in the office of the Clerk of Kings County, a copy of which order was filed in the office of the Register of the County of Kings on the 15th day of May, 1906, that Frank Sperry was appointed by an order of the Supreme Court made and entered herein on the 21st day of September, 1906, and duly filed in the office of the Clerk of Kings County, a copy of which order was filed in the office of the Register of the County of Kings on the 16th day of October, 1906, and that John C. Fawcett was appointed by an order of the Supreme Court, made and entered herein on the 13th day of February, 1907, and duly filed in the office of the Clerk of Kings County, a copy of which order was filed in the office of the Register of the County of Kings on the 15th day of February, 1907, and indexed in the Index of Conveyances in Section 16, Blocks 5848, 5849, 5850, 5851, 5852, 5853, 5854, 5855, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate of the loss and damage, if any, to the respective owners, lessees, parties and persons entitled to or interested in the lands and premises to be taken for the purpose of opening the said street or avenue, as particularly described in the petition of The City of New York, filed with said order in the office of the Clerk of Kings County, and for the purpose of making a just and equitable assessment of the benefit of said street or avenue so to be opened to the respective owners, parties and persons respectively entitled to or interested in the lands and premises and not required for the purpose of opening said street or avenue, but benefited thereby, and of ascertaining and defining the district benefited by said assessment, and the extent and boundaries of the respective tracts and parcels of land participating in said benefit, and of performing the trusts and duties required of us by title 4 of chapter 17 of the Charter of The City of New York, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the lands and premises taken or to be taken for the purpose of opening said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office in the Bureau of Street Openings of the Law Department, No. 166 Montague street, Borough of Brooklyn, in The City of New York, with such affidavits or other proofs as the said owner or claimants may desire, within twenty days after date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 15th day of March, 1907, at 4 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto; and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Brooklyn, The City of New York, February 19, 1907.

JOHN C. FAWCETT,
FRANK SPERRY,
ARCHIBALD J. QUAIL,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

f19,m14

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening EAST THIRTY-FIRST STREET, between East Broadway (Church avenue) and Flatlands avenue, excepting the lands occupied by the tracks of the Manhattan Beach Division of the Long Island Railroad, in the Twenty-ninth and Thirty-second Wards, in the Borough of Brooklyn, The City of New York, as the same has been heretofore laid out.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, at a Special Term thereof, to be held for the hearing of motions, at the Kings County Court-house in the Borough of Brooklyn, in The City of New York, on the 3rd day of March, 1907, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 17 of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Brooklyn, New York, February 18, 1907.

JOSEPH MANNE,
ADRIAN M. WILLIAMSON,
FREDERICK CUZNER,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

f19,m2

SECOND 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 certain uplands, filled-in lands, lands and lands under water, wharf property, wharfage rights, terms, easements, emoluments and privileges of and to the uplands, filled-in lands, lands and lands under water, and wharf property necessary to be taken for the improvement of the water front and harbor of The City of New York in the vicinity of WHALE CREEK, in the Borough of Brooklyn, in The City of New York, pursuant to a certain plan heretofore adopted by the Commissioner of Docks, and approved by the Commissioners of the Sinking Fund.

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 Second Judicial Department, to be held for the hearing of motions at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 2d day of March, 1907, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title in fee in the name and for the benefit of The City of New York to certain uplands, filled-in lands, lands and lands under water, wharf property, wharfage rights, terms, easements, emoluments and privileges of and to the uplands, filled-in lands, lands and lands under water and wharf property, with the buildings and structures erected thereon, for the improvement of the water front and harbor of The City of New York, in the vicinity of Whale creek, in the Borough of Brooklyn, City of New York. In the execution of a certain plan for such improvement duly adopted by the Commissioner of Docks on February 1, 1906, and approved by the Commissioners of the Sinking Fund on the 21st day of March, 1906, and which said uplands, filled-in lands, lands and lands under water, wharf property, wharfage rights, terms, easements, emoluments and privileges of and to the uplands, filled-in lands, lands and lands under water and wharf property, are bounded and described as follows:

Beginning at a point in the pierhead and bulkhead line on the southerly side of Newtown creek, in the Borough of Brooklyn, established by the Secretary of War in 1890, where the easterly line of Henry place intersects the same, and running thence southerly and along said easterly line of Henry place and its prolongation until it intersects the easterly line of North Henry street; thence southerly and along said easterly line of North Henry street to the southerly line of Greene street; thence westerly and along said southerly line of Greene street 465 feet; thence northerly and along the line drawn parallel and distant 465 feet westerly from the easterly line of said North Henry street until it intersects a line drawn parallel with and distant 520 feet westerly from the easterly line of Henry place; thence still northerly and along said parallel line to the centre line of Paidge avenue; thence westerly and along the centre line of Paidge avenue to a line drawn in the southerly prolongation of the bulkhead on the westerly side of Whale creek; thence northerly along the said bulkhead and its southerly prolongation to the bulkhead and pierhead line on the southerly side of Newtown creek, established by the Secretary of War in 1890; thence easterly and along said bulkhead and pierhead line to the place of beginning.

—and which said property is shown on the plan above mentioned, adopted by the Commissioner of Docks on February 1, 1906, and approved by the Commissioners of the Sinking Fund on March 21, 1906, and which said plan is on file in the office of the Department of Docks and Ferries.

Dated New York, February 16, 1907.

WILLIAM B. ELLISON,
Corporation Counsel,

Hall of Records,
Borough of Manhattan,
City of New York.

f18,m1

COUNTY OF KINGS.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the NORTHEASTERLY LINE OF ST. NICHOLAS AVENUE, between Suydam street and Willoughby avenue, in the Borough of Brooklyn, in The City of New York, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT IT is the intention of the Corporation Counsel to make application, at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the Borough of Brooklyn, on the 2d day of March, 1907, at the opening of the Court on that day, for the appointment of Commissioners of Estimate and Appraisal, to ascertain and appraise the compensation to be made to the owners and all persons interested in certain property situated in the Borough of Brooklyn, bounded and described as follows:

Beginning at a point formed by the intersection of the northwesterly line of Suydam street with the northeasterly line of St. Nicholas avenue, and running thence northwesterly along the northeasterly line of St. Nicholas avenue two hundred (200) feet to the southeasterly line of Willoughby avenue; thence northeasterly along the southeasterly line of Willoughby avenue two hundred (200) feet; thence southeasterly and parallel with St. Nicholas avenue two hundred (200) feet to the northwesterly line of Suydam street; thence southwesterly along the northwesterly line of Suydam street two hundred (200) feet to the northeasterly line of St. Nicholas avenue, the point or place of beginning.

Dated February 15, 1907.

WILLIAM B. ELLISON,
Corporation Counsel,
Hall of Records,
New York City.

f18,m1

COUNTY OF KINGS.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the easterly line of PORTER AVENUE, between Ingraham street and Harrison place, in the Borough of Brooklyn in The City of New York, duly selected as a site for school purposes according to law.

NOTICE IS HEREBY GIVEN THAT IT is the intention of the Corporation Counsel to make application, at a Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House in the Borough of Brooklyn, on the 2d day of March, 1907, at the opening of Court on that day, for the appointment of Commissioners of Estimate and Appraisal to ascertain and appraise the compensation to be made to the owners and all persons interested in certain property situated in the Borough of Brooklyn, bounded and described as follows:

Beginning at a point formed by the intersection of the northerly line of Harrison place with the easterly line of Porter avenue, and running thence northerly along the easterly line of Porter avenue two hundred (200) feet to the southerly line of Ingraham street; thence easterly along the southerly line of Ingraham street two hundred (200) feet; thence southerly and parallel with Porter avenue two hundred (200) feet to the northerly line of Harrison place; thence westerly along the northerly line of Harrison place two hundred (200) feet to the easterly line of Porter avenue, the point or place of beginning.

Dated New York, February 15, 1907.

WILLIAM B. ELLISON,
Corporation Counsel,
Hall of Records,
New York City.

f18,m1

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the construction of the new bridge over FLUSHING CREEK, between Jackson avenue, in the former Town of Newtown, and Broadway, in the former Town of Flushing, in the Borough of Queens, City of New York.

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 Estimate and Apportionment, at its office, Room 805, No. 27 Broadway, 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, February 15, 1907, file their objections in writing with us at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in The City of New York; and we, the said Commissioners, will hear parties on objecting, at our said office, on the 28th day of February, 1907, at 3 o'clock in the afternoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, February 14, 1907.

LUKE OTTEN,
GEORGE WALLACE,
W. W. GILLEN,
Commissioners.

JOSEPH M. SCHENCK,
Clerk.

f15,97

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 BROOK AVENUE (although not yet named by proper authority), from Hatfield place to Charles avenue, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT 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, 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 20th day of February, 1907, 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 Richmond, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, February 13, 1907.

DAVID B. VAN NAME,
WM. J. WELSH,
WM. A. GALLOWAY,
Commissioners.

JOHN P. DUNN,
Clerk.

f13,19

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 certain lands and premises required for easements for the use of the public for the purpose of constructing and maintaining sewers in TAPSCOTT STREET, from Blake avenue to East Ninety-eighth street; VIENNA AVENUE, from Snediker avenue to Hilsdale street and from Malta street to Williams avenue; MALTA STREET, from Vienna avenue to Wortman avenue, and WORTMAN AVENUE, from Malta street to New Jersey avenue, in the Twenty-sixth, Twenty-ninth and Thirty-second Wards, in the Borough of Brooklyn, City of New York.

NOTICE IS HEREBY GIVEN THAT George S. Billings, Alexander S. Drescher and Edward J. Connolly were appointed by an order of the Supreme Court, made and entered the 4th day of February, 1907, Commissioners of Estimate, and the said George S. Billings was also appointed 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 27th day of February, 1907, 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, February 13, 1907.

WILLIAM B. ELLISON,
Corporation Counsel.

f13,25

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 thereof, or other officers 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 430 of the Greater New York Charter.

The certified check or money should not be included 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.