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DEPARTMENT OF HIGHWAYS.

Report for the Quarter ending March 31, 1898.

DEPARTMENT OF HIGHWAYS—COMMISSIONER'S OFFICE,
No. 150 NASSAU STREET,
NEW YORK, May 6, 1898.

Hon. ROBERT A. VAN WYCK, Mayor.

DEAR SIR—Pursuant to the provisions of section 1544 of the Charter of The City of New York, I present the following report of the operations and actions of the Department of Highways for the quarter ended March 31, 1898:

BOROUGH OF MANHATTAN.

At the beginning of the year there were 20 uncompleted contracts for regulating and grading works, and 1 unfinished contract for flagging and reflagging sidewalks. Work was also begun last year under 20 paving and repaving contracts.

The number of contracts entered into in 1897 under which no work has been done is: 1 for regulating and grading; 6 for flagging and reflagging sidewalks; 28 for new or first pavements on streets, and 25 for repaving streets.

Twenty-two contracts for paving and repaving streets have been completed, covering 7.78 lineal miles.

On March 31 there were 399.54 miles of paved streets, and, approximately, 40 miles of unpaved streets.

Fair progress has been made with regulating and grading works which were not suspended. Nearly all these improvements are in the vicinity of Kingsbridge road and Fort Washington. At Marble Hill the work has been retarded, pending necessary changes in the established grades of streets. The improvement of Kingsbridge road has been deferred, because of the contemplated construction of a railroad therein. The vehicle traffic on this street, at its intersection with Dyckman street, will be very great, as it will be contributed to by the Boulevard Lafayette, the Speedway and Dyckman street. The present width of the roadway of Kingsbridge road is 60 feet. This width will be lessened one-third by the construction of an electric railroad, and will be inadequate to accommodate the great amount of vehicle traffic. The Chief Engineer, therefore, suggests that the roadway be widened 8 feet by reducing the width of the sidewalks 4 feet. This extra width of roadway would afford ample accommodation for vehicle traffic between the rail-tracks and the curbs, and the sidewalks would still be wide enough.

In the opinion of the Chief Engineer, the carriage-way of Lafayette place, from Great Jones street to Astor place, is also too narrow for the traffic it will have to accommodate as the northern outlet and extension of Elm street. Lafayette place was originally laid out for residences, and the sidewalks were widened to give property-owners ample space for ornamental court-yards. Being now a business street, court-yards are no longer necessary, and the width of each of the sidewalks should be reduced to 20 feet, which would add 20 feet to the present width of the roadway.

Surveys have been ordered to be made for necessary regulating, grading and paving works in the section of Manhattan between Thirty-third and Fifty-ninth streets, west of Eleventh avenue.

There are many defective sidewalks, particularly in front of vacant lots, the owners of which cannot be found to serve with the usual notices to improve their sidewalks. Several complaints of defects in sidewalks have been forwarded to the President of the Borough, for presentation to the Local Boards of the respective districts, for action pursuant to section 103 of the City Charter.

Considerable inconvenience to pedestrians is caused by coal-chutes and vault covers protruding above the level of sidewalks, and by hoistways in sidewalks outside the stoop-line. Efforts will continue to be made to have these obstructions removed. I have requested the Department of Buildings not to approve plans of buildings in future which do not provide for coal-chute covers flush with the sidewalks, and for hoistways within the stoop-lines.

During the quarter the 22 miles of macadam roadways and the 40 miles of unpaved streets, under the charge of the Bureau of Streets and Roads, have been maintained in fairly good condition, the details of the work performed being given in the report of the Superintendent of Streets and Roads, hereto attached.

Twenty-seven permits were issued to construct vaults. The total amount received for the privilege of constructing these vaults was \$40,151.03.

The complaints of obstructions received and attended to number 891.

For information in detail regarding the operations of this Department in the Borough of Manhattan, I refer you to—

- Document "A"—Report of the Chief Engineer, Department of Highways.
- Document "B"—Report of the Superintendent of Street Openings, Paving and Repaving.
- Document "C"—Report of the Engineer of Sub-surface Construction.
- Document "D"—Report of the Superintendent of Streets and Roads.
- Document "E"—Report of the Superintendent of Incumbrances.

BOROUGH OF THE BRONX.

There are in this borough 331.88 miles of public streets, of which 191.58 miles are unpaved. The mileage of the different kinds of pavements on the 140.30 miles of paved streets is: Asphalt, 5.37; brick, .79; granite, 31.48; trap, 11.63, and macadam, 91.33.

The condition of the paved streets is generally good. The unpaved earth roads were in bad order during the winter months, as usual, but improved with the advent of spring.

On streets which have been regulated and graded, the flagged sidewalks are, as a rule, in fair order. Sidewalks on streets not regulated and graded have been maintained as well as practicable.

Four contracts for asphalt pavement on concrete foundation, and 1 contract for granite block pavement were executed during the quarter, these works, which are to be paid for by assessment, having been authorized last year. Sixteen contracts were also executed this year for regulating and grading works authorized last year, and advertised and awarded at public letting by the Commissioner of Street-Improvements, Twenty-third and Twenty-fourth Wards.

It is estimated that 985,000 square yards of pavement would be required to surface the streets which are now regulated and graded, but not paved; while the streets or roads in use, though not regulated and graded, nor macadamized or paved, would approximately need 1,540,000 square yards of macadam to put them in good condition, this estimate being based on 15 feet as the average width of roadway.

Work was in progress under 68 regulating and grading contracts and 20 grading and paving contracts. Four regulating and grading contracts and 1 regulating and paving contract were completed.

All complaints of incumbrances and obstructions have, in accordance with my directions, been forwarded to the main office in Manhattan for attention.

During the quarter 1,257 permits were issued: 316 being for sewer connections, 23 for sewer repairs, 251 for water connections, 57 for repairs to water pipes, and the remaining 603 for other miscellaneous purposes.

For restoring pavements over sewer connections, water connections and over openings made to repair sewer and water pipes, \$765.35 was paid.

For detailed information, I refer you to—

Document "F"—Report of the Deputy Commissioner of Highways, Borough of The Bronx.

Document "G"—Report of the Engineer, Borough of The Bronx.

Document "H"—Report of the General Superintendent of Highways, Borough of The Bronx.

BOROUGH OF BROOKLYN.

No new pavements have been laid this year, nor have any contracts been entered into for improvements of this character.

There are 525.40 miles of paved streets, 145 miles of unpaved streets, and 838 miles of streets laid out on the map, but not yet opened to travel. The aggregate area of paved streets comprises 63.21 miles of asphalt, 111.16 miles of granite, 240.78 miles of cobble-stone, 44.35 miles of Belgian block, 62.17 miles of macadam, and 5.73 miles of vitrified brick pavement. Of the 63.21 miles of asphalt pavement, 2.108 miles, or 52,555 square yards, were laid by and are under the care of the Department of Parks, which also has charge of 16.6 miles of the macadam pavement, and of 1.68 miles of the vitrified brick pavement.

Contracts were made last year for paving with asphalt 16 streets or parts of streets, the aggregate estimated cost being \$149,400. Under 4 of these contracts work has either been begun or ordered to be begun. Four contracts for granite pavements, involving an estimated expenditure of \$72,800; 2 contracts for Belgian block pavement, of which the estimated cost is \$25,000; and 1 contract for grading and macadamizing, involving an estimated expenditure of \$16,000, were also entered into last year. The work under each of these 7 contracts has either been begun or ordered to be begun.

Last year 53 contracts for asphalt, 6 for granite, 1 for Belgian, and 2 for brick pavement, as well as 2 contracts for grading works, were partly executed, but are not binding because they have not been certified by the Comptroller.

Ten contracts for macadamizing streets in the Thirty-first Ward, covering 11.4 miles, were made last year by the Commissioners of the Common Lands Fund of the late Town of Gravesend. Work was begun under only one of these contracts prior to January 1, 1898. I have asked the Corporation Counsel for advice as to whether this Department ought to assume charge of these works and order the contractors to proceed with the performance thereof, pursuant to the provisions of section 527 of the City Charter.

Assessments have been partly collected in advance for a number of improvements authorized by the late Common Council under the Brooklyn Charter, and under chapter 310 of the Laws of 1892.

The 240.78 miles of cobble-stone should be replaced with new and improved pavement as early as practicable. To place all the streets in the Borough of Brooklyn in good condition would cost probably \$12,000,000.

One mile of asphalt and 2 miles of granite pavement are entirely worn out and should be renewed, and 5 miles of cobble-stone pavement are in such bad condition as necessitates their replacement with 3 miles of granite and 2 miles of asphalt pavement. These most necessary improvements, involving an estimated expenditure of \$350,000, will receive first attention within the limits of the appropriation available.

Street improvements to be paid for by assessments are greatly needed in the suburban wards. It is estimated by the Engineer of this Department in the Borough of Brooklyn that \$400,000 should be annually expended for works of this class.

As a rule, the sidewalks are in fair condition. Complaints of defects in sidewalks are transmitted to the President of the Borough, for presentation to the local boards for action, in accordance with section 303 of the Charter.

Efforts are being made to keep the sidewalks free from incumbrances without causing unnecessary inconvenience or annoyance to business men.

The limited means in hand to repair unimproved and macadam roads will be expended where the necessity of improvement is greatest.

About 22 miles of double-track surface railroad will be reconstructed during this year, 20 miles of this area being in the Brooklyn Heights Railroad Company's system. On one-third of the distance grooved rails, similar to those used in Manhattan, will be laid; and on the other two-thirds side-bearing girder rails will be used. In the four blocks of Court street, between Jordan street and Atlantic avenue, grooved rails will be laid on Portland cement concrete foundation, without the use of wooden cross ties. This will be a specimen of the most advanced type of track construction.

At present the charge for the privilege of constructing vaults is only 10 cents per square foot in the Borough of Brooklyn, while in Manhattan the charge, as prescribed by ordinance, varies from 30 cents to \$2 per square foot. The charge in Brooklyn is too low, and I am considering the advisability of establishing a uniform rate, varying from \$2 per square foot on important streets to 30 cents per square foot where property is less valuable.

During the quarter 865 permits were issued to open streets to make water connections, sewer connections, and to construct vaults, the total amount collected for these permits being \$4,961.88. Sixty-nine permits to place building material on streets, 30 permits to dig cellars, and 16 special permits were issued, the aggregate amount paid for these permits being \$5,750.

The following documents contain information in detail:

- Document "I"—Report of the Deputy Commissioner of Highways, Borough of Brooklyn.
- Document "J"—Report of the Engineer of Highways, Borough of Brooklyn.

BOROUGH OF QUEENS.

There are 324.04 miles of paved streets in the Borough of Queens, the mileage of the different kinds of pavement comprised in this aggregate being: Asphalt, 2; granite, 14.51; cobble, .30; macadam, 277.36; trap block, 6.43; brick, 9.76; and Peckskill gravel, 13.68.

In 1897 the various town authorities of Queens County authorized the laying of 6.80 miles of granite block, .45 miles of brick, and 13.21 miles of macadam pavement, making 20.46 miles in all. For 9.5 miles of this area contracts were made last year, but no work has yet been done. For the remaining 10.96 miles of pavements contracts were executed and work was begun last year, but has not been resumed this year.

At the beginning of the year there were several unfinished contracts, executed by the village authorities of Richmond Hill, involving the laying of 259,929 lineal feet of flagstone and cross-walks. This work remains unfinished.

The sidewalks in the various towns and villages within the borough are, on the whole, in good condition, defects having been repaired from time to time by the owners of the abutting property.

The Deputy Commissioner of Highways for the Borough of Queens calls attention to the fact that there are no accurate maps of any part of that borough except the map of Long Island City, and recommends that a draughtsman be added to his engineer corps for the purpose of preparing a map of the entire borough, showing all streets and roads, and distinguishing by colors the different kinds of improvements.

By order of the Board of Supervisors, a number of contractors are at work on certain streets classed as "County Roads," the money to pay for the improvement of these roads being in the possession of the Treasurer of Queens County. I am waiting for an opinion from the Corporation Counsel as to whether or not these so-called county roads are under the jurisdiction of this Department.

In three cases objectionable obstructions were removed from streets.

One hundred and seven permits were issued to open streets, to tap water-pipes, to repair water-pipe connections, to make and to repair sewer connections; 18 permits to place building material on streets; 5 permits to cross sidewalks and 317 special permits for miscellaneous purposes were also issued, making a total of 447 permits granted during the quarter.

For detailed information I refer you to Document "K," report of the Deputy Commissioner of Highways, Borough of Queens.

Borough of Richmond.

The 285 miles of roads in this Borough are systematically inspected and defects reported from time to time are promptly repaired.

The streets, roads and avenues in the thickly settled part of the Borough were greatly improved during the closing weeks of the quarter. The improved highways in the rural sections are in good condition except where grades are very steep. Much work remains to be done to put in good condition the unpaved or dirt roads which have been ruined by winter storms, there being no sewers to carry off storm water.

It is estimated that 1,224,000 square yards of macadam pavement, involving an estimated cost of \$1,224,000, to be paid by assessments, and 251,700 square yards of asphalt and granite block pavement, costing \$704,000, payable from appropriations to be raised by general taxation, would be required to put all the streets and roads in the Borough of Richmond in good condition.

The sidewalks, gutters, road gutters and gutters are generally in need of improvement, and are being attended to as expeditiously as circumstances will permit.

Work has been resumed under 17 street improvement contracts which were entered into and partly performed last year.

I will give careful consideration to the recommendations made by the Deputy Commissioner of Highways in the Borough of Richmond: (1) to improve the condition of the highways, at an estimated annual saving of 20 per cent to the taxpayers, by having sewers constructed to carry off the surface water which now runs along the gutters of the streets on the north and east sides; (2) to improve gutters or macadamized streets by substituting, in such construction, special macadam block, Belgian block or brick pavement for cobblestones; (3) to systematically maintain the so-called dirt roads; and (4) to establish uniform ordinances or regulations to govern the operation of this department in the different wards of the Borough.

For detailed information I refer you to

Document M. L. - Report of the Deputy Commissioner and Chief Engineer of Highways, Borough of Richmond.

I also approve the following documents:

- 1. Quarterly statement of appropriations payments and balances.
2. Statement of account paved streets.

Very respectfully,

JAMES D. KRATING, Commissioner of Highways.

Contracts between various corporations and the Borough of Richmond and Department of Highways, dated June 21, 1898.

Table with 4 columns: Name of Corporation, Amount of Appropriation, Progress, Amount of Disbursed Balance. Rows include various utility and service companies like Central Waterworks, Telephone, and Electric.

Material of Pavement Streets in The City of New York.

Table with 2 columns: Borough of Manhattan, Miles. Rows include specifications for granite, brick, macadam, and other materials.

Borough of The Bronx.

Table with 2 columns: Material, Miles. Rows include Asphalt, Brick, Granite, Trap, Macadam, and Total.

Borough of Brooklyn.

Table with 2 columns: Material, Miles. Rows include Asphalt, Granite, Cobble, Flagstone, Macadam, Brick, and Total.

Borough of Queens.

Table with 2 columns: Material, Miles. Rows include Asphalt, Granite, Cobble, Macadam, Trap, Brick, Gravel, and Total.

Borough of Richmond.

Table with 2 columns: Material, Miles. Row includes Macadam and unpaved, 280 Miles.

DEPARTMENT OF HIGHWAYS—OFFICE OF LICENSING ENGINEER, BUREAU OF WATER PERMITTING, NO. 150 NASSAU STREET, ROOM 1733, NEW YORK, March 31, 1898.

Hon. JAMES P. KEATING, Commissioner of Highways.

Sub—In compliance with your instructions I herewith submit a brief statement of the work of this Bureau for the quarter ending March 31, 1898.

On January 1, 1898, the following contracts were transferred from the former Department of Public Works to the Department of Highways:

For Regulating, Grading, etc.

- Edgewood avenue, One Hundred and Fifty-fifth to One Hundred and Seventy-fifth street.
Audubon avenue, One Hundred and Sixty-fifth to One Hundred and Seventy-fifth street.
Noyes avenue, Kingsbridge avenue to Tench avenue (except between Dyckman street and Tench avenue).

Flagging, Relaying, Curbing and Raising.

- Thirty-fourth street, East river to North river.
Fifth avenue, One Hundred and Tenth to One Hundred and Twentieth streets.
Seventh avenue, Greenwich avenue to Central Park, South.

New Pavements.

Contracts let on which no work has been done:

- Street Improvement Fund—
One Hundred and Sixteenth street, Amsterdam to Mornington avenue, West.
One Hundred and Fourteenth street, Amsterdam avenue to Riverside Drive.

Contracts for which no work has been done:

- Repaving, chapter 87, Laws 1897—
 - Seventh street, Avenue C to Lewis street.
 - Forty-ninth street, Eighth to Eleventh avenue.
 - Forty-ninth street, seventh to Eighth avenue.
 - Eighty-first street, First to Third avenue and Park to Madison avenue.
 - Merger street, Third to Fourth street.
 - Seventy-fourth street, First to Park avenue.
 - Twelfth street, Sixth to Seventh avenue.
 - Sixty-eighth street, First to Third avenue.
 - Twenty-first street, Eighth to Tenth avenue, not under grant.
 - Thirty-fourth street, Eighth to Ninth avenue.
 - Thirty-fourth street, intersection Park avenue.
 - Thirty-seventh street, Lexington to Park avenue.
 - Eighth avenue, One Hundred and Thirty-fifth to One Hundred and Fifty-fifth street.
 - Seventieth street, Central Park, West, to Columbus avenue.

Contracts let, sureties not yet approved:

- Street Improvement Fund—
 - One Hundred and Sixty-second street, Kingsbridge road to Amsterdam avenue.
 - One Hundred and Thirty-eighth street, Seventh to Lenox avenue.

Repaving, chapter 87, Laws 1897—

- Oliver street, Cherry to Madison street.
- Pell street, Bowers to Mott street.
- Forty-third street, Eighth to Ninth avenue.
- Forty-ninth street, Ninth to Tenth avenue.
- Seventy-second street, Fifth to Madison avenue.
- Twenty-fourth street, Madison to First avenue.

The following is a memorandum of streets on which work has been commenced and is now suspended:

Street Improvement Fund—

- Forty seventh street, from end of present pavement to bulkhead line of Hudson river.
- Boulevard Lafayette, Eleventh avenue to Kingsbridge road.
- Macomb's Dam road, Eighth avenue to Central bridge.
- One Hundred and Eighth street, Central Park, West, to Ninth avenue.
- Eleventh avenue, Dyckman street to Washworth and Fort George avenues.
- Snah street, Lewis street to 500 feet east, under grant.

Repaving Streets and Avenues—

- Twenty-second street, Lexington to Sixth avenue.
- Stah street, Lewis street to 400 feet east, not under grant.
- Forty-fourth street, Fifth to Sixth avenue.

Repaving, chapter 475, Laws 1895—

- Eighty-sixth street, Madison to Fifth avenue.
- Fourth street, Avenue D to Broadway.
- Fifty-second street, Sixth avenue to Broadway and Fifty-eighth street, to Circle.

Repaving, chapter 87, Laws 1897—

- Sixty-sixth street, Boulevard to Amsterdam avenue.
- Sixty-ninth street, Central Park, West, to West End avenue.
- Park avenue, Fifty-sixth to Ninety-sixth street.
- Eighty-sixth street, First to Madison avenue.
- Eighth avenue, Fifty-ninth to One Hundred and Tenth street.
- Eighth avenue, One Hundred and Tenth to One Hundred and Thirty-fifth street.
- Fifth avenue, Sixtieth to Eightieth street.
- Boulevard, west side, One Hundred and Eighth to One Hundred and Tenth street.

No work has been done in new pavements and repavements, work on which will be resumed on April 1, 1898.

The work of regulating and grading has progressed satisfactorily during the winter. These works are almost entirely confined to the vicinity of Kingsbridge and Fort Washington. The topographical features of this region are exceedingly rough and irregular, necessitating deep cuttings and fillings. At Marble Hill the work has been retarded pending changes to the established grades. These changes are desirable, so as to conform to the natural topography and features of the land. The Board of Public Improvements are now considering these changes, and we hope that in a few days the work will be resumed.

This picturesque neighborhood is rapidly coming into demand for dwellings, and improvements must be pushed in order to meet the demand that is sure to follow the building of the electric cable road on Kingsbridge road, which has been for the last two years, at a standstill on account of legal complications, which are now in a fair way of settlement.

One great drawback to this region has been the almost impassable condition of Kingsbridge road north of One Hundred and Ninetieth street, on account of there being no pavement laid. Should the railroad company not proceed with this work it will be desirable to pave the Kingsbridge road without waiting for its construction.

In connection with the improvement of this street, I would call your attention to the great amount of vehicle traffic that it will receive at its intersection with Dyckman street, contributed by the Boulevard Lafayette, the Speedway and Dyckman street, from both directions. The present width of the carriageway of Kingsbridge road will be inadequate for this traffic, and should be widened as much as possible from Dyckman street north to Kingsbridge. The present width is 60 feet, and its available width will be lessened one-third when occupied by the electric road. The sidewalks are unnecessarily wide, and each should be lessened 4 feet, throwing this 8 feet into the carriageway. This would give ample accommodation between the railroad tracks and the cars for vehicle traffic.

I would also instance the necessity of providing for a large vehicle traffic on Lafayette place, from Great Jones street to Astor place. Lafayette place is the northern outlet and extension of New Elm street. This street was laid out for residences, altogether, and the sidewalks were widened to give owners a wide space for ornamental courtyards. At this street is now a business street and courtyards are not longer desirable, this space is needed for the carriageway. The sidewalk should be lessened to 20 feet.

There are many other instances where ornamental courtyards occupy sidewalk space that is needed by the public, either in the sidewalk or in the carriageway, and that is not at all in use for courtyard or stoop purposes. This was evident in Fourteenth street, between University place and Sixth avenue, where the courtyard privilege was withdrawn by ordinance and the space thrown into the sidewalk. Such privilege was withdrawn from Broadway at the same time. This has been to the great benefit and accommodation of the public and must soon follow on Fifth avenue and many business streets. At a future time I will make a further recommendation in this matter as to particular streets.

The district of the city west of Eleventh avenue, from Thirty-third to Fifty-ninth street, is yet only partly improved, to the great detriment and inconvenience of the public, while the Dock Department are rapidly progressing with the improvement of the water-front. The regulating and grading and paving of the streets in this district are absolutely necessary. I have ordered surveys to be made so as to enable you to initiate the regulating, grading, paving and improving of these streets.

Inspections of the sidewalks throughout the city show that there are yet many in bad repair—particularly in front of vacant property where the owners have not been reached by notice and fine. To reach this class of delinquents I am now preparing surveys to enable you to place the matter before the Board of Public Improvements to give you the necessary authority to make the repairs at the owners' expense.

The present general ordinance of the Common Council, which was designed to give the Commissioner authority to make such repairs without special ordinance for each case as it occurred, should be amended in such a way as to leave no doubt as to the ability of the City to collect the assessment on the property.

It would be a great aid to this Department if the Departments of Police and Health continued to give immediate notice of dangerous and defective pavements, both of the carriageway and sidewalks, so that prompt action could be taken. These defects are constantly occurring and would require a large force of inspectors to obtain timely notice.

A great and growing source of inconvenience to pedestrians are the obstructions caused by coal-chutes and vault covers protruding above the level of the sidewalk and also the location of hoistways in the sidewalk outside of the stoop-line. This is contrary to law and they must be removed as incumbrances. I am already making an examination of such incumbrances and will report the matter to you. These violations of law are more particularly in front of new business buildings and dwellings, owners claiming the right to maintain them there by having had the approval of the Building Department. I would ask you to call the Building Department's attention to this violation of law and refer them to sections of the Building Law, requesting them to disapprove all these and future plans for constructions of this kind and require that the sidewalk coal-chute covers be placed flush with the sidewalk and the hoistways located within the stoop-line. An instance of this is the uncompleted building on the southeast corner of Fifty-ninth street and Sixth avenue, where the hoistway is in the centre of the sidewalk.

Accompanying are statements in detail of the work done during the quarter pertaining to the regulating and grading of streets; also the report of Mr. J. C. Wand, Superintendent of Street Opening, Paving and Repaving, and Mr. Winzer B. Martin, Engineer in Charge of Sub-surface Construction.

Respectfully,
STEVENSON TOWLE, Chief Engineer of Highways.

Statement of Amount of Work Done during the Quarter ending March 31, 1898.

Earth excavated.....	1,700 cubic yards
Rock excavated.....	13,200 "
Filling hauled.....	21,000 "
Flagging laid.....	15,418 square feet
Culvert.....	94 linear feet
Retaining-wall.....	3,226 cubic yards

Amount of Vouchers Drawn.

Street Improvement Fund.....	\$27,410 12
Repaving, chapter 475, Laws 1895.....	460 00
Fencing, 1897.....	215 60
Repaving, chapter 87, Laws 1897.....	5 48
Salaries General Administration.....	68 51

"A"

Contracts Entered Into (Department of Highways, Borough of Manhattan), during the Quarter ending March 31, 1898.

NATURE AND EXTENT OF WORK	CONTRACTOR	ESTIMATED COST
<i>Paving and repaving contracts.</i>		
Paving Boulevard Lafayette from Eleventh avenue to the Hudson river and Kingsbridge road, etc.	Warren Street Asphalt Paving Company	\$125 00
Paving Broadway street, from Central Park, West, to Columbus avenue.	Stanton Weston Tilling Company	675 00
Paving One Hundred and Kingsbridge street, from Kingsbridge road to Amsterdam avenue.	Hastings Paving Company	2500 00
Paving One Hundred and Forty-ninth street, from Seventh to Eighth avenue.	"	700 00
Paving One Hundred and Fifty-fourth street, from Eighth to Eleventh avenue.	"	240 00
Paving One Hundred and Fifty-seventh street, from Seventh to Eighth avenue.	"	500 00
Paving One Hundred and Seventy-fifth street, from Broadway to Amsterdam avenue.	"	2100 00
Paving One Hundred and Thirty-ninth street, from Edgecombe to Amsterdam avenue.	"	400 00
Paving Edgecombe avenue, from One Hundred and Tenth street to One Hundred and Thirtieth street.	"	1900 00
Paving Audubon avenue, from One Hundred and Seventy-ninth to One Hundred and Seventy-fifth street.	"	675 00
Paving One Hundredth street, from Lexington to Park avenue.	Boss & Thurston	400 00
<i>Regulating, grading, etc., contracts.</i>		
Regulating and grading One Hundred and Ninetieth street, from Amsterdam avenue to Kingsbridge road.	James Finnegan	6000 00
Regulating and grading One Hundred and Eighty-sixth street, from Kingsbridge road to Boulevard Lafayette.	Thibault & Smith	1400 00
Flagging, etc., Fifth avenue, from One Hundred and Tenth to One Hundred and Twentieth street.	Ernest Williams	370 00
Flagging, etc., Thirty-fourth street, from East to North East.	"	1000 00
Flagging, etc., Seventh avenue, from Amsterdam avenue to Central Park, South.	First Contract	600 00

RECAPITULATION.

14 Paving and repaving contracts.....	\$93,338 76
5 Regulating, grading, etc., contracts.....	41,012 00
Total.....	\$134,352 76

Contracts Completed.

NATURE AND EXTENT OF WORK	AMOUNT
<i>Paving and Repaving Contracts.</i>	
Paving Thirty-first street, from Fourth to 100th avenue.....	1000 00
Paving Tenth street, from Baymont street to Fifth avenue.....	20,000 00
Paving Forty-fifth street, from Sixth to Eighth avenue.....	1000 00
Paving Ave street, from Nassau street to Broadway, and Tenure Alley, from Jackson to Ave street.....	2000 00
Paving Wall street, from Hanover to Pine street.....	500 00
Paving West End avenue, from Seventy-sixth to Seventy-ninth street.....	1000 00
Paving Fifty-fifth street, from Central Park, West, to Amsterdam avenue.....	1000 00
Paving Seventy-fourth street, from Central Park, West, to Boulevard.....	1000 00
Paving Seventy-eighth street, from Madison to Third avenue.....	1000 00
Paving Eighty-second street, from Columbus avenue to Boulevard.....	1000 00
Paving Fifty-first street, from Sixth to Eighth avenue.....	700 00
Paving Fifty-sixth street, from Park to Third avenue.....	600 00
Paving Eleventh avenue, from Forty-first to Forty-second street and Forty-second street from Eleventh avenue to North river (2 streets).....	1000 00
Paving Embrosses street, from Hudson street to Ferry (2 streets).....	1000 00
Paving Eighteenth street, from Seventh to Eighth avenue.....	600 00
Paving Eighty-fourth street, from Columbus avenue to Boulevard and West End avenue to River side Drive.....	11,000 00
Paving Fifty-eighth street, from First to Lexington Avenue.....	20,000 00
Paving Fifth avenue, from Ninth to Fifty-ninth street.....	10,000 00
Paving One Hundred and Seventy-ninth street, from Kingsbridge road to Amsterdam avenue.....	24,000 00
Paving One Hundred and Eighty-seventh street, from Eleventh to Amsterdam avenue.....	11,000 00
Paving Forty-eighth street, from Eleventh to Twelfth avenue.....	500 00
Paving Monroe street, from Jackson to Grand street.....	200 00
Paving Park avenue, from Fifty-sixth to Fifty-ninth street.....	10,000 00
Paving Lexington avenue, from One Hundred and First to One Hundred and Third street.....	500 00
Paving Lexington avenue, east side, from One Hundredth to One Hundred and Second street.....	500 00
Paving One Hundred and Sixty-second street, from Amsterdam to Edgecombe avenue.....	700 00

RECAPITULATION.

26 paving and repaving contracts.....	\$854,692 17
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LOCATION.	SQUARE YARDS.	LINEAL FEET.
REPAVING (GRADING BY LAWS OF 1897)		
<i>Asphalt.</i>		
Tenth street, from Stuyvesant street to Fifth avenue	7,719.5	9,157.4
Fifty-sixth street, from Park to Lexington avenue and Lexington to Third avenue	4,888.3	466.2
Sixty-eighth street, from Central Park, West, to Columbus avenue	4,774.3	336.1
Fifty-first street, from Sixth to Eighth avenue	3,200.0	1,200.7
Wall street, from east side Hanover to east side Pearl street	809.1	100.3
Eighteenth street, from Seventh to Eighth avenue	4,201.7	314.6
Thirty-first street, from Fourth to Fifth avenue	4,940.3	491.4
West End avenue, from south side Seventy-sixth to south side Seventy-ninth street	1,800.1	801.7
Forty-eighth street, from First to Lexington avenue	1,755.9	1,299.7
Eighty-second street, from Columbus avenue to Boulevard	4,184.3	1,755.3
Ann street, from Nassau street to Broadway	1,043.0	435.0
Theatre Alley, from Beckman to Ann street	450.1	101.0
Park avenue, from Fifty-sixth to Ninety-sixth street	28,613.6	3,013.4
Desbrosses street, from Hudson street to Ferry street	457.6	.....
Total	116,459.1	11,975.8
Length in miles, 4.16		
REPAVING STREETS AND AVENUES		
<i>Granite.</i>		
Monroe street, from Jackson to Grand street	1,085.1	599.8
Length in miles, .121		
<i>Asphalt.</i>		
Twenty-second street, from Lexington to Sixth avenue	7,632.0	1,087.2
Length in miles, .45		

Table of Area and Mileage of Pavement in New York City below the Harlem River, up to March 31, 1898.

KIND OF PAVEMENT.	SQUARE YARDS.	MILES.
Specification granite	2,445,423.26	286.04
Square granite	442,366.16	17.52
Specification trap	846,997.77	42.66
Belgian tram	1,247,300.44	39.49
Sheet asphalt	2,170,957.54	230.32
Block asphalt	8,720.35	5.83
Kurtz wood	1,001.10	.68
Macadam	773,092.80	16.94
Total	8,045,311.12	309.54
Area and mileage of unpaved streets, estimated	1,473,213.00	46.00

Appended is the report of the Engineer in Charge of Sub-surface Construction.
Respectfully,
JACOB C. WUND, Superintendent of Street Opening, Paving and Repaving.

DEPARTMENT OF HIGHWAYS, BUREAU OF STREET OPENING, PAVING AND REPAVING,
OFFICE OF THE ENGINEER OF SUB-SURFACE CONSTRUCTION, No. 150 NASSAU STREET,
NEW YORK, March 31, 1898.

JACOB C. WUND, Esq., Superintendent Street Openings, Paving and Repaving:

DEAR SIR—I beg to report the following summary of work done in the Bureau of Street Opening, Paving and Repaving, in conjunction with the opening of street pavements by corporations, plumbers and individuals during the quarter ending March 31, 1898:

Openings made to repair all mains, other than Croton water mains, and make repairs and connections for gas, water, sewer and electric light	3,713
Notices sent from this office to corporations and others to repair pavement over their openings	228
Bad places in pavement repaired in compliance with the above notices	53
Additional money collected (through the reports of Inspectors) for plumbers' openings made in excess of permit	\$2,178

Openings Made under Emergency Permit.

Consolidated Gas Company	82
Edison Electric Illuminating Company	31
Total	113

Total feet of fire-alarm subsidiary laid	1,443
Total feet of subway and other electrical appliances laid	713
Total feet of gas main laid	1,151
Total feet of gas main overhauled	1,300
Number of inspections made as to the condition of pavement over street openings	8,820
Total feet of trench opened for the laying of pneumatic tubes	1,861
Total feet of pneumatic tube laid in the above trenches	5,722
Total feet of double track laid by the Baltimore and Ohio Railroad Company on Thirtieth avenue	400
Total feet of salt-water pipe laid	51

Work Done in Conjunction with the Construction of Underground Electrical Conduit of the Second Avenue Railroad Company.

Total amount of lineal feet of double track laid	233
Total number of square yards of pavement taken up	1,952
Total number of square yards of asphalt pavement taken up	4,266
Total number of square yards of old stone pavement relaid with tar and gravel pavement	22,966
Total number of square yards of asphalt relaid with tar and gravel pavement	5,351
Total number of square yards of asphalt relaid	7,921
Total number of square yards of old pavement relaid	7,244

Work Done in Conjunction with the Construction of Underground Electrical Conduit of the Metropolitan Street Railway Company.

Total amount of lineal feet of double track laid	840
Total amount of lineal feet of single track laid	100
Total number of square yards of stone pavement taken up	2,100
Total number of square yards of asphalt pavement taken up	150
Total number square yards of stone pavement relaid	14,100
Total number square yards of asphalt pavement relaid	2,200

Permit Issued for Laying Gas-mains.

Date Permit.	LOCATION.	CONTRACTOR.
Jan. 24, 1898	Eleventh street, north side, Eleventh to Twelfth avenue	Consolidated Gas Company.
Mar. 15, "	One Hundred and Seventh street, north side, West End to River (south avenue)	"
" 20, "	One Hundredth street, north side, Strand to First avenue	"
" 25, "	Convent Avenue, west side, One Hundred and Twenty-ninth to One Hundred and Forty-first street	"
" 29, "	Fifty-fourth street, north side, Eleventh to Twelfth avenues	"
" 31, "	Broad street, front to south, street	Manhattan Gas-Light Company.
" 31, "	South street, Whitehall to Fulton street	"
" 31, "	Whitehall street, Pearl to South street	"
" 31, "	Broad street, Beaver to South street	"
" 31, "	Whitehall street, Pearl to South street	"
" 31, "	State street, Whitehall street to Bowling Green	"

Permit Issued for Laying Sidewalks.

Date Permit.	LOCATION.
February 25, 1898	Thirty-fifth street, south side, Broadway to Seventh avenue.
March 22, "	Christopher street, Westway place to Greenwich street.
" 22, "	Horatio street, north side, Hudson street to Eighth avenue.
" 22, "	Greenwich street, west side, Bank to Jane street.
" 22, "	Eighty-seventh street, south side, West End avenue to Riverside Drive.

Permit Issued to the Metropolitan Street Railway Company for Laying Water-mains.

Date Permit.	LOCATION.
March 8, 1898	Ninety-sixth street, north side, from west side Second avenue to power-house, corner First avenue and Ninety-sixth street.
" 8, "	Ninety-fifth street, north side, Second avenue to power-house, corner First avenue and Ninety-fifth street.

Sectional Permit Issued to the Metropolitan Street Railway Company.

Date Permit.	LOCATION.
March 16, 1898	South street, east side, from point opposite the intersection of Jones lane and South street to a point north of the intersection of Wall and South streets, as per Plan No. 1041.

Permit Issued to the Baltimore and Ohio Railroad Company for the Laying of Double Track.

Date Permit.	LOCATION.
March 8, 1898	Thirtieth avenue, Twenty-fifth to Twenty-sixth street.

Permit Issued to the Manhattan Refrigerating Company.

Date Permit.	LOCATION.
March 11, 1898	Thirty-fifth street, north to south side, about 30 feet west of Eleventh avenue, laying refrigerating pipe.

Permit Issued to Louis A. Landon for the Purpose of Laying Salt-water Pipe.

Date Permit.	LOCATION.
March 25, 1898	Forty-third street, 150 feet east of First avenue, from north to south side of street.

Respectfully submitted,
WISNER B. MARTIN, Engineer.

RECAPITULATION.

APPROPRIATION OR FUND.	APPROX. AMOUNT.		AMOUNT USED.		PERCENT.		TOTAL.	
	Square Yards.	Miles.	Square Yards.	Miles.	Square Yards.	Miles.	Square Yards.	Miles.
Street Improvement Fund	2,917,973	.45	2,000,000	.38	68.57	.83	7,717,000	.94
Street Improvement Fund, Chapter 449	.....	.....	.....	.....	.....	.....	5,201,071	.57
Repaving, through law, Dec. 2d, 1897	57,000,000	8.08	.....	.....	.....	.....	57,000,000	8.08
Repaving, Chapter 47, Laws of 1897	11,000,000	1.00	.....	.....	.....	.....	11,000,000	1.00
Repaving Streets and Avenues	7,182,000	.45	.....	.....	.....	.....	7,182,000	.45
Total	100,000,000	7.08	2,000,000	.38	2.00	.37	104,500,000	7.78

"D."

DEPARTMENT OF HIGHWAYS,
BUREAU OF STREETS AND ROADS.

Hon. JAMES P. KEATING, Commissioner of Highways:

SIR—I respectfully submit the following statement of the financial condition of this Bureau, accompanied with an accounting of the work done and the materials used during the quarter ending March 31, 1898.

This report is a summary of what has been accomplished in maintaining the macadam and gravel roadways, unpaved streets and countryroads in charge of the Bureau.

The general operations of the Bureau consist of the repairing and cleaning of about 22 miles of macadam roadway and the regulating and grading, repairing and cleaning of about 40 miles of roadway and gutters on the unpaved streets.

As may be seen by an examination of the following report, a great amount of work has been accomplished; but there is, in addition to this, much work done involving a considerable expenditure of money, which cannot well be tabulated. This refers to the sprinkling and scraping of the macadam roadways and to the filling in and repairing of washouts on the unpaved streets, for which purpose large quantities of stone and earth have been used; most of this material has been obtained free of cost to the City.

Very respectfully,
JOHN SIMPSON, Superintendent of Streets.

The following is a statement of the work performed and materials used in boulevards, roads and avenues, maintenance of; and roads, streets and avenues unpaved, maintenance of, during the quarter ending March 31, 1898:

Macadam roadway repaired and resurfaced	70 square yards.
Gravel roadway repaired and resurfaced	85 "
Roadway regulated and graded	6 1/2 miles.
Roadway covered with gravel screenings	1,231 square yards.

Roadway cleaned	564 1/2 miles
Highway parkway paths cleaned or refilled	25 "
Highway parkway paths cleaned of snow	19 "
Highway parkway paths repaired	1,300 square yards
Cutters regulated and graded	2,760 "
Cutters cleaned or oiled	1,071 miles
Cutters cleaned of snow	21 1/2 "
Crosswalks cleaned or oiled	273 1/2 "
Crosswalks cleaned of snow and ice	11 "
Stones cleaned	7 "
Gravel stone hauled and used	7 loads
Tarred gravel hauled and used	62 "
Broken stone hauled and used	10 "
Broken stone piled	50 "
Stone screenings hauled and used	7 "
Gravel leveled and used	30 "
Gravel screenings leveled and used	58 "
Sand hauled and used	11 "
Earth hauled and used	107 "
Atkins hauled and used	46 "
Manure hauled and used	38 "
Rubbish removed	4,822 "
Brushwood removed	5 "
Kilbuck removed	27 "
Snow and ice removed	151 "
Tools taken to yard	1 "
Coal hauled	2 "
Coal used	40 local feet
Trucks painted	2,373 "
Snow spread on roadway	60 1/2 miles
Washbasin filled	104 loads
Roadway swept	65 hours
Road machine	40 "
Sprinkling	310 "

Highways, Roads and Avenues, Maintenance of—Salaries, 1897	\$2,300 00
Amount transmitted during the year 1897, up to December 24, 1897	2,149 79
Balance December 24, 1897	\$150 21
Amount appropriated for the year 1898	\$5,250 00
Amount transmitted during the quarter ending March 31, 1898	802 41
Balance March 31, 1898	\$4,447 59

The following amount has been transmitted during the quarter ending March 31, 1898, and charged to Street Improvement Fund

Amount transmitted during the quarter ending March 31, 1898, for use of road roller and deposited to the credit of the General Fund, December 24, 1897	\$184 00
January 20, 1898	34 30
Total	\$218 30

DEPARTMENT OF HIGHWAYS—BUREAU OF ENCUMBRANCES,
NO. 150 NASSAU STREET,
NEW YORK, April 6, 1898.

Hon. JAMES P. KEATING, Commissioner of Highways

DEAR SIR—I herewith submit the following report of the operations of this Bureau for the quarter ending March 31, 1898, as follows (months of January, February and March):

- 891 complaints of obstructions received and attended to.
- 203 seizures and removals of obstructions made.
- 953 building material permits issued.
- 315 miscellaneous permits issued.
- 2 permits issued to cut down trees.
- 60 permits issued to erect temporary sheds over sidewalks.
- 4 notices served to repair defective vault covers.

Expense of seizing and removing 203 articles, including 538 loads of dirt, stone and rubbish, and throwing in dirt and rubbish on premises at various places, and removing 106 dead and dangerous trees, stumps, posts, etc.

Total expenses for the quarter	\$4,880 20
Received from owners for the redemption of seized articles	\$160 75
Received for permits issued for sheds over sidewalks	300 00
Total	\$460 75

Balance	\$10,665 03
Appropriation for removing obstructions and incumbrances from streets and avenues	\$15,000 00
Expended up to April 1, 1898	2,800 20
Balance	\$12,139 80

All of which was duly paid over to the City Chamberlain.

Salary account appropriation	\$13,450 00
Expended up to April 1, 1898	2,791 97
Balance	\$10,658 03

Respectfully,
P. J. SULLIVAN, Superintendent of Incumbrances.

CITY OF NEW YORK—DEPARTMENT OF HIGHWAYS, BUREAU OF THE BRICKS,
ONE HUNTER AND SEVENTY-NINTH STREET AND THIRD AVENUE,
NEW YORK, April 14, 1898.

Hon. JAMES P. KEATING, Commissioner of Highways

DEAR SIR—In accordance with your instructions I have the honor to transmit the following report of the transactions of the Department of Highways, Bureau of the Bricks, for the quarter ending March 31, 1898:

1. General condition of the streets is the following:

Streets Paved with Asphalt.		
	Sq. Yards	Lin. Miles
Asphalt	11,097	0.53
Brick	31,208	0.62
Granite block	7,353,377	28.88
Trap block	181,279	11.65

Streets Paved with Asphalt out of Appropriation.		
	Sq. Yards	Lin. Miles
Asphalt (repaving)	142,000	4.84
Brick (repaving)	2,200	0.17
Granite block (repaving)	50,776	2.39
Macadam	1,071,600	91.32
Area of unpaved streets	3,374,800	191.58

Repairs Reported during Quarter.	
	Sq. Yards
Asphalt repairs guaranteed under contract	
Granite block	1,740
Trap block	333
Macadam	7,282

2. Paving work authorized last year for which contracts have been executed this year: There are 5 paving contracts authorized last year and executed this year, but no work upon these contracts has been done.
 3. The area and kind of new pavements authorized and contracted for this year: Nothing has been done under this head.
 4. The approximate amount of work, if any, performed under these various contracts during the first quarter of this year: No work done this quarter.
 5. The estimated number of square yards, and the kinds thereof, which it would be necessary to lay to put all the streets in your borough in good condition, keeping bond or assessment work separate from work to be paid for from appropriations raised by general taxation: It will require approximately 985,000 square yards of paving to surface the streets which are now regulated and graded but unpaved. The kind of pavement and methods of paving therefore are dependent upon action to be taken by Municipal Assembly.
- Assuming that the limit of regulating and grading work had been reached and that it was required to put the balance of the streets in the best possible condition, it would require approximately 1,540,000 square yards of macadam, estimating on a basis of an average width of roadway of 15 feet in width.
- It is not possible to give any closer approximation than the above on account of the conditions as set forth in the accompanying report of Chief Engineer and General Superintendent.
6. The condition of the sidewalks and the efforts, if any, that are being made to improve them: The conditions of sidewalks, etc., upon streets which have been regulated and graded. Flag sidewalks are generally in good condition; wherever the said sidewalks are faulty the owners of the abutting property are required to make the necessary repairs, except where the faulty conditions are not due to any act or omission on the part of the said owners, in which case the repairs

The following is a summary of the work performed in the repair shops:

Machines repaired	15
Tool boxes repaired	1
Coal wagons repaired	6
Saw pole chains and plans made	5
Spring levers made	1
Spring blades for machines made	1
Truck signs made	18
Saw whetstones made	5
Hare sharpened	124
Files sharpened	145
Carrying pans for machines made	1
Monitor pole made	2
Monitor wheels made	1
Saw wheels made	1
Hydraulic wrenches made	16
Blow-off wrenches made	20
High boots made	0
Files made	2
Collars repaired	2
Collar bridges made	8
Sawed iron made	1
Reaming party for machines made	1
Boxes for carrying pipe made	2
Machines polished	20
Scissors polished	1
Tool carts polished	4
Tool carts painted	1
Scissors painted	4
Truck signs repaired	20
Metal made	1

The following is a statement of the various Appropriations under Charge of the Bureau of Streets and Highways.

Highways, Roads and Avenues, Maintenance of, 1897	\$130,000 00
Add transfer from school roll	2,250 00
Amount transmitted during the year 1897 up to December 24, 1897	\$132,250 00
Balance, December 24, 1897	130,153 74
Amount transmitted during the quarter ending March 31, 1898, from the appropriation of 1897	\$2,066 26
Balance, February 16, 1898	1,935 60
Amount appropriated for the year 1898	\$121,250 00
Amount transmitted during the quarter ending March 31, 1898:	
Day-roll, Laborers, week ending January 8, 1898	\$1,050 25
" " " " " " 15, 1898	2,070 80
" " " " " " 22, 1898	2,120 25
" " " " " " 29, 1898	2,100 05
" " " " " " February 5, 1898	1,811 35
" " " " " " 12, 1898	1,962 95
" " " " " " 19, 1898	1,200 07
" " " " " " 26, 1898	1,181 11
" " " " " " March 5, 1898	1,300 30
" " " " " " 12, 1898	1,405 43
" " " " " " 19, 1898	1,469 24
" " " " " " 26, 1898	1,403 40
Baked yard	1,200 00
Balance March 31, 1898	\$111,860 59
Roads, Streets and Avenues, Unpaved, Maintenance of and Sprinkling	\$35,000 00
Amount transmitted during the year 1897 to December 24, 1897	32,070 40
Balance December 24, 1897	\$2,929 60
Amount transmitted during the quarter ending March 31, 1898, from the appropriation of 1897	2,122 41
Balance, February 16, 1898	\$207 49
Amount appropriated for the year 1898	\$35,000 00
Amount transmitted during the quarter ending March 31, 1898:	
Day-roll, Laborers, etc., week ending January 8, 1898	\$924 00
" " " " " " 15, 1898	191 25
" " " " " " 22, 1898	162 25
" " " " " " 29, 1898	160 25
" " " " " " February 5, 1898	111 75
" " " " " " 12, 1898	85 00
" " " " " " 19, 1898	68 50
" " " " " " 26, 1898	62 50
" " " " " " March 5, 1898	82 25
" " " " " " 12, 1898	85 50
" " " " " " 19, 1898	149 50
" " " " " " 26, 1898	134 50
Balance March 31, 1898	\$33,042 75

have been made by the Department. On streets not regulated and graded the sidewalks have been repaired by the Department to such extent as has been practicable. For details as to repairs of sidewalks see accompanying report of General Superintendent.

7. Obstructions of all kinds, and what is being done to remove those that are particularly objectionable or dangerous:

There being no appropriation available for the Borough of The Bronx for the removal of the incumbrances, the complaints are forwarded to the Bureau of Incumbrances at the main office, where they secure the required attention.

8. The regulating and grading of streets and the laying of crosswalks therein:

Regulating and grading of streets and laying of crosswalks therein during the quarter ending March 31, 1898, the following amount of work has been done. For detailed statement of streets regulated and graded, and other work in connection therewith, see Chief Engineer's report.

64,661.5 cubic yards of earth excavated.	997.8 square yards of granite-block pavement.
39,695.7 cubic yards of rock.	200 square feet of old bridge-stones.
142,045.6 cubic yards of filling.	131.1 square yards of asphalt pavement.
9,652.7 lineal feet of new curb.	3,910 lineal feet of vitrified pipe.
206.7 lineal feet of old curb.	1,288.3 lineal feet of fencing.
36,782.8 square feet of new flagging.	547 lineal feet of coping.
3,851.2 cubic yards of dry rubble masonry.	405 feet D. M. lumber.
100 cubic yards of rubble masonry in mortar.	792.9 lineal feet of paved gutters.
19 cubic yards of brick masonry.	8,350 square yards of macadam pavement.
5,288.6 square feet of new bridge-stone.	

9. The constructing and repairing of public roads:

7,282 square yards of old macadam pavement have been repaired.

529 square yards of new macadam pavement have been laid.

109,745 square yards of macadam scraped and cleaned.

2,073 square yards of stone-block pavement of all kinds relaid.

276,356 square yards of earth roadway repaved and surfaced.

In the performance of the foregoing work the following kind and quantities of materials have been used:

Earth.....	Cubic Yards.....	3,071
Native stone.....	.....	7,804
Sand.....	.....	322
Ashes.....	.....	406

For general detailed statement of work, other than above noted, see accompanying report of General Superintendent of Maintenance.

10. The laying or relaying of surface railroad tracks:

There has been no work of this class done during the quarter.

11. The filling of sanked lots, digging down lots, and lowering vaults under sidewalks:

Nothing under this head has been done during the quarter.

12. The issue of permits to builders and others to place material on the streets, but not to open them:

Of this class of permits there were 575 issued.

13. The number and description of permits issued to make openings in the streets:

Total number of permits issued to make openings in streets were 749.

For detailed statement as to the kinds of permits under headings 12 and 13, see accompanying report of General Superintendent.

The amount of \$705.35 has been received during the quarter for permits to make openings in paved streets. None of this money has been charged against for such restoration of pavement as has been made, but is carried as a credit to be charged against, when the Finance Department shall have determined in what manner the charge is to be made.

Summary of Expenditures for Quarter ending March 31, 1898, being Amount of Requisitions Drawn on Comptroller on Account of Appropriations and Funds.

Salaries—Office of Deputy Commissioners—Labor, accommodations and supplies, preliminary surveys.....	545,754 36
On account of Street Improvement Fund (assessments on property landward).....	89,058 28
On account of repaving roads, streets and avenues (Bronx).....	1,023 02
On account of paving Jerome avenue (chapter 54, Laws 1897).....	7,505 57
On account of construction, Rose Hill place (chapter 624, Laws 1898).....	301 03
Total.....	514,502 78

In view of the great number of public improvements that were authorized last year for the Borough of The Bronx and are now in progress, I would respectfully recommend that the same be estimated as promptly as possible, as they were carefully considered and are of great importance to the growth and prosperity of the borough.

I transmit herewith detailed reports and statements of the Chief Engineer, the General Superintendent of Maintenance and Bookkeeper.

Respectfully,

JAS. H. MALONEY, Deputy Commissioner of Highways, Borough of The Bronx.

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CITY OF NEW YORK—DEPARTMENT OF HIGHWAYS, BOROUGH OF THE BRONX, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND TILDEN AVENUE, OFFICE OF CHIEF ENGINEER, New York, April 7, 1898.

Hon. JAMES H. MALONEY, Deputy Commissioner of Highways:

DEAR SIR:—In compliance with your request for a report of the operations and actions of the Bureau during the quarter ending March 31, 1898, as required by section 1344 of the Greater New York Charter, I beg to report as follows:

1. The condition of the paved streets in this borough is generally good. The earth roads, which constitute the greater percentage, are, of course, in bad condition during the winter months, but at this season they are much improved. The work of regulating, grading and paving now under way, as well as the construction of sewers, ditches to a very considerable extent the conditions of the roads where such work is being done on existing streets.

2. Five (5) contracts for paving have been executed this year which were authorized last year, four (4) of which were for asphalt on concrete foundation and one (1) granite-block. All of these contracts are assessment work.

Sixteen (16) contracts for regulating, grading, etc., have been executed this year which were authorized last year.

3. No pavements have been authorized and contracted for this year.

No regulating, grading, etc., has been authorized and contracted for this year.

4. The approximate amount of work performed under the various contracts during the quarter ending will be found in the accompanying tabulation.

5. It is practically impossible to estimate the area of the different kinds of pavement necessary to be laid to put all the streets in the borough in good condition. Approximately, it would require 685,000 square yards of paving to surface the streets, etc., which are now regulated and graded, but unpaved.

The streets, etc., in use not regulated and graded to the legal grades, and not macadamized or paved, would require approximately 1,540,000 square yards of macadam to put them in good condition, estimating on the basis of an average roadway of 15 feet in width.

The construction work on the various contracts for regulating, grading, etc., in progress, has been advanced as rapidly as possible during the quarter, and the force of the Bureau has been actively engaged in looking after the work in the field as well as pushing as much as possible the completion of records, assessment lists, etc., in the office.

The accompanying tabulated statement will show in detail the work done and in progress.

Respectfully,

JOSIAH A. BRIGGS, Chief Engineer, Borough of The Bronx.

Work Done on Each Contract in Force during the Quarter.

Webster avenue, Mosholu parkway to City line, regulating, etc.—	2,000 cubic yards of earth excavation.
	2,000 cubic yards of rock excavation.
	4,000 cubic yards of filling.
	1,236 lineal feet new curb-stones.
	4,670 square feet new flagging.
	55 cubic yards dry rubble masonry.
	100 cubic yards of rubble masonry in mortar.
	547 lineal feet coping.
	19 cubic yards brick masonry.
	In progress.

Norwood avenue, Washburn road to Two Hundred and Seventh street, etc., regulating, etc.—
8,000 cubic yards earth excavation.
1,700 cubic yards rock excavation.
1,400 cubic yards of filling.
100 cubic yards dry rubble masonry.
In progress.

Naper avenue, Two Hundred and Thirty-third street to Mt. Vernon avenue, etc., regulating, etc.—
4,000 cubic yards earth.
2,000 cubic yards of filling.
In progress.
In addition to the above, about four linear feet of trench has been opened for drains.

Nelson avenue, Westchester avenue to Boston road, regulating, etc.—
1,300 cubic yards of filling.
400 lineal feet new curb.
4,200 square feet new flagging.
1,000 square feet new bridge-stones.
In progress.

One Hundred and Seventy-second street, Southern Boulevard to Bronx river, regulating, etc.—
5,000 cubic yards of filling.
In progress.

One Hundred and Seventy-third street, Southern Boulevard to West Farms road, regulating, etc.—
2,050 cubic yards of rock excavation.
50 cubic yards of filling.
In progress.

One Hundred and Fifty-sixth street, St. Ann's avenue to Westchester avenue, regulating, etc.—
254.5 cubic yards earth excavation.
520 cubic yards rock excavation.
4,076.4 square feet new flagging.
4 cubic yards filling.
Completed, practically completed less quarter of final figures not given.

Home street, Intervale avenue to Westchester avenue, regulating, etc.—
600 lineal feet new curb.
In progress.

Robbins avenue, Dyrewood street to Boston road, regulating, etc.—
1,000 cubic yards filling.
In progress.

Longwood avenue, Tilden street to Southern Boulevard, regulating, etc.—
2,700 cubic yards filling.
35 cubic yards dry rubble masonry.
In progress.

Fox street, Westchester avenue to Freeman street, regulating, etc.—
No work done.
In progress.

Hiram street, Intervale avenue to East New, regulating, etc.—
5,300 cubic yards earth excavation.
2,900 cubic yards rock excavation.
7,600 cubic yards filling.
In progress.

Grand avenue, Cherry place to One Hundred and Fifty-sixth street, etc.—
No work done.
In progress.

William street, Southern Boulevard to Boston road, regulating, etc.—
500 cubic yards filling.
In progress.

Westchester avenue, Southern Boulevard to Bronx river, regulating, etc.—
1,000 cubic yards of rock excavation.
1,000 cubic yards of filling.
In progress.

Thirty street, One Hundred and Sixty-third street to One Hundred and Sixty-fourth street, asphalt—
No work done.
In progress.

Home street, Boston road to Intervale avenue, paving—
No work done.
In progress.

Morris avenue, New York and Harlem Railroad to Coopers, regulating, etc.—
4,100 cubic yards earth excavation.
3,200 cubic yards filling.
200 cubic yards dry rubble masonry.
405 feet (D. M.) lumber.
In progress.

One Hundred and Sixty-seventh street, Sheridan avenue to New York and Harlem Railroad, regulating, etc.—
500 cubic yards earth excavation.
50 cubic yards rock excavation.
400 cubic yards filling.
300 cubic yards dry rubble masonry.
In progress.

One Hundred and Fifty-first street, Main avenue to Bleecker street, regulating, etc.—
1,000 cubic yards earth excavation.
1,000 cubic yards filling.
In progress.

One Hundred and Fifty-third street, Walton avenue to Sheridan avenue, regulating, etc.—
500 cubic yards rock excavation.
300 cubic yards filling.
In progress.

One Hundred and Seventy-seventh street, Franklin avenue to Boston road, regulating, etc.—
1,000 cubic yards earth excavation.
1,000 cubic yards filling.
In progress.

Jerome avenue, Tremont avenue to Van Cortlandt avenue, macadam.
5,200 square yards macadam pavement.
3,540 lineal feet vitrified pipe.
In progress.

Fulton avenue, Spring place to Twenty-third Ward line, regulating, etc.—
1,100 cubic yards earth excavation.
1,075 cubic yards rock.
430 lineal feet of new curb.
1,000 square feet new flagging.
150 cubic yards dry rubble masonry.
In progress.

Prospect avenue, Westchester avenue to Croton Park, regulating, etc.—
470 cubic yards earth excavation.
310 cubic yards rock.
5,540 cubic yards filling.
468 lineal feet new curb.
1,120 square feet new bridge-stones.
In progress.

Trinity avenue, Westchester avenue to One Hundred and Sixty-first street, regulating, etc.—
580 cubic yards earth excavation.
1,980 cubic yards filling.
In progress.

St. Joseph's street, Robbins avenue to Whiteck avenue, regulating, etc.—
520 cubic yards rock excavation.
13,240 cubic yards filling.
300 cubic yards dry rubble masonry.
In progress.

Rogers place, Dawson street to One Hundred and Sixty-fifth street, regulating, etc.—
640 cubic yards earth excavation.
600 cubic yards rock excavation.
1,020 cubic yards filling.
46 cubic yards dry rubble masonry.
In progress.

Intervale avenue, Southern Boulevard to Wilkins place, paving—
959.8 square yards new granite-block pavement.
65.4 square feet new bridgestone.
In progress.

Gerard avenue, One Hundred and Thirty-eighth street to Jerome avenue, regulating, etc.—
476.6 cubic yards earth excavation.
348.6 cubic yards filling.
348.5 lineal feet new curb.
105.4 square feet new flagging.
Completed; practically completed in 1897, but final figures not given in report.

Southern Boulevard, New York and Harlem Railroad to Valentine avenue, regulating, etc.—
205.6 cubic yards earth excavation.
1,129.6 cubic yards rock.
186.6 cubic yards filling.
375.4 lineal feet new curb.
299.7 lineal feet old curb.
841.6 square feet new flagging.
1,305.6 square feet old flagging.
16.2 cubic yards dry rubble masonry.
605.2 square feet new bridgestone.
91.7 lineal feet new fence.
107.4 lineal feet paved gutters.
Completed; practically completed last quarter; final figures not given.

Webster avenue, One Hundred and Eighty-seventh to One Hundred and Eighty-ninth street, asphalt—
1,111.1 square yards asphalt pavement.
Completed; practically completed last quarter; final figures not given.

Broadway, Hanson road to Southern Boulevard, regulating, etc.—
3,000 cubic yards earth excavation.
2,270 cubic yards rock excavation.
10,700 cubic yards filling.
200 lineal feet curbed tops.
In progress.

One Hundred and Eightieth street, Third to Webster avenue, regulating, etc.—
50 cubic yards earth excavation.
80 cubic yards rock.
In progress.

Brook avenue, One Hundred and Sixty-fifth street to Westover avenue, regulating, etc.—
320 cubic yards earth excavation.
500 cubic yards filling.
500 lineal feet new walls.
In progress.

Marion avenue, One Hundred and Eighty-ninth street to Moshola parkway, regulating, etc.—
7,000 cubic yards earth excavation.
2,500 cubic yards rock.
5,000 cubic yards filling.
20 cubic yards dry rubble masonry.
In progress.

Tremont avenue, New York and Harlem River Railroad to Jerome avenue, regulating, etc.—
No work done; in progress.

Clinton avenue, Crotona Park, North, to East One Hundred and Eighty-second street, regulating, etc.—
500 cubic yards earth excavation.
100 cubic yards rock.
2,000 cubic yards filling.
In progress.

Crotona Park, North, One Hundred and Seventy-fifth street to Arthur avenue, regulating, etc.—
2,000 cubic yards earth excavation.
2,450 cubic yards rock excavation.
6,000 cubic yards filling.
70 lineal feet curbed tops.
In progress.

One Hundred and Eighty-ninth street, Webster avenue to Franklin road, regulating, etc.—
500 cubic yards earth excavation.
1,200 cubic yards rock excavation.
500 cubic yards filling.
2,700 lineal feet new curb.
7,000 square feet new flagging.
500 square feet new bridgestone.
200 lineal feet new fence.
200 lineal feet paved gutters.
In progress.

One Hundred and Ninety-eighth street, Webster avenue to Jerome avenue, regulating, etc.—
900 cubic yards earth excavation.
50 cubic yards rock excavation.
3,000 cubic yards filling.
3,000 square feet new flagging.
2,000 square feet new bridgestone.
500 lineal feet new fence.
500 lineal feet paved gutters.
In progress.

Barthgate avenue, Westover to One Hundred and Eighty-eighth street, regulating, etc.—
5,000 cubic yards earth excavation.
In progress.

Labontaine avenue, Tremont to Quarry road, regulating, etc.—
100 cubic yards earth excavation.
700 cubic yards rock excavation.
1,300 cubic yards filling.
In progress.

Arthur avenue, Tremont avenue to Pelham avenue, regulating, etc.—
100 cubic yards earth excavation.
In progress.

Rose Hill place, regulating, etc.—
4,000 cubic yards filling.
In progress.

Anthony avenue, Clay avenue to Concourse, regulating, etc.—
200 cubic yards filling.
In progress.

One Hundred and Thirty-sixth street, Brook avenue to Southern Boulevard, regulating, etc.—
No work done; in progress.

Spencer place, One Hundred and Forty-fourth street to One Hundred and Fiftieth street, regulating, etc.—
105 cubic yards earth excavation.
4,065 cubic yards rock excavation.
1,820 cubic yards filling.
2,200 cubic yards dry rubble masonry.
In progress.

River avenue, One Hundred and Forty-ninth street to Jerome avenue, regulating, etc.—
6,860 cubic yards filling.
100 cubic yards dry rubble masonry.
In progress.

One Hundred and Thirty-seventh street, Brook avenue to Southern Boulevard, regulating, etc.—
5,280 cubic yards earth excavation.
580 lineal feet new fence.
In progress.

Crotona Park, South, Fulton to Prospect avenue, regulating, etc.—
1,550 cubic yards earth excavation.
1,520 cubic yards rock.
In progress.

Clinton avenue, One Hundred and Sixty-ninth street to Crotona Park, South, regulating, etc.—
9,370 cubic yards filling.
50 cubic yards dry rubble masonry.
In progress.

One Hundred and Thirty-ninth street, St. Ann's avenue eastward, regulating, etc.—
2,500 cubic yards earth excavation.
500 cubic yards rock.
2,000 cubic yards filling.
1,200 lineal feet new curb.
5,160 square feet new flagging.
100 square feet old bridgestone.
19 square yards new granite-block pavement.
In progress.

One Hundred and Fortieth street, St. Ann's avenue eastward, regulating, etc.—
5,600 cubic yards earth excavation.
1,700 cubic yards rock.
1,300 cubic yards filling.
1,300 lineal feet new curb.
5,200 square feet new flagging.
100 square feet old bridgestone.
19 square yards new granite-block pavement.
In progress.

One Hundred and Forty-first street, St. Ann's avenue eastward, regulating, etc.—
660 lineal feet new curb.
2,640 square feet new flagging.
In progress.

Plimpton avenue, Orchard street to Boscobel avenue, regulating, etc.—
1,700 cubic yards filling.
In progress.

Tremont avenue, Jerome to Aqueduct avenue, regulating, etc.—
1,000 cubic yards earth excavation.
900 cubic yards rock excavation.
9,200 cubic yards filling.
In progress.

Andrews avenue, One Hundred and Eighty-first street to Franklin road, regulating, etc.—
4,300 cubic yards earth excavation.
5,350 cubic yards rock.
500 cubic yards filling.
In progress.

Rappock street, Spuyten Dryvit parkway to Johnson avenue, regulating—
650 cubic yards earth excavation.
In progress.

Boscobel avenue, Jerome to Washington Bridge, regulating, etc.—
7,000 cubic yards filling.

One Hundred and Sixty-ninth street, Jerome avenue to Concourse, regulating, etc.—
450 cubic yards earth excavation.
50 cubic yards rock excavation.
3,000 cubic yards filling.
100 cubic yards dry-rubble masonry.
In progress.

One Hundred and Sixty-ninth street, Jerome to Boscobel avenue, regulating, etc.—
100 cubic yards dry-rubble masonry.
In progress.

Oyden avenue, Jerome to Washington Bridge, regulating, etc.—
1,800 cubic yards earth excavation.
1,800 cubic yards filling.
In progress.

Jerome avenue, One Hundred and Sixty-second street to Franklin road, macadam—
2,150 square yards macadam pavement.
In progress.

Loring place, One Hundred and Eighty-first street to Franklin road, regulating, etc.—
300 cubic yards earth excavation.
300 cubic yards rock excavation.
400 cubic yards filling.
In progress.

Marcher avenue, Jerome avenue to Featherbed lane, regulating, etc.—
No work done; in progress.

Lind avenue, Wolf street to Aqueduct avenue, regulating, etc.—
No work done; in progress.

Inwood avenue, Cromwell avenue to Featherbed lane, regulating, etc.—
No work done; in progress.

Aqueduct avenue, Lind avenue to Kingsbridge road, regulating, etc.—
No work done; in progress.

Oyden avenue, Jerome avenue to One Hundred and Sixty-fourth street, regulating and paving—
No work done.

Jerome avenue, Macomb's Dam Bridge to One Hundred and Sixty-second street, macadam—
No work done; in progress.

Work Done in Draughting Room during Quarter.

Plans completed—3 regulating, etc.
Field books completed—4 regulating, etc., 1 miscellaneous.
Tracings completed—17 regulating, etc., 4 regulating and paving.
Records completed—11 regulating, etc., 4 regulating and paving.
Assessments lists completed—12 regulating, etc., 5 regulating and paving.
In addition to the above a number of plans, assessments lists, etc., have been begun and are in different stages of advancement.

Contracts Executed during the Quarter.

Regulating, etc., Oyden avenue, from Jerome to Washington Bridge.
Regulating, etc., One Hundred and Fifty-ninth street, from Walton to Sheridan avenue.
Regulating, etc., One Hundred and Sixty-ninth street, from Jerome avenue to Boscobel.
Regulating, etc., Valentine avenue, from Barnside to Kingsbridge road.
Regulating, etc., Arthur avenue, from Tremont avenue to Pelham.
Regulating, etc., Marion avenue, from One Hundred and Eighty-fourth street to Moshola parkway.
Regulating, etc., Aqueduct avenue, from Lind avenue to Kingsbridge road.
Regulating, etc., One Hundred and Fifty-first street, from Mott avenue to Exterior street.
Regulating, etc., Westchester avenue, from Southern Boulevard to Bronx river.
Asphalt, Union avenue, from Southern Boulevard to Westchester avenue.
Asphalt, One Hundred and Thirty-seventh street, from Lincoln avenue to Alexander avenue.
Paving, One Hundred and Sixty-seventh street, from Third to Franklin avenue.
Paving, Barretto street, from One Hundred and Sixty-fifth street to Intervale avenue.
Asphalt, Union avenue, from Westchester avenue to Boston road.
Regulating, etc., One Hundred and Sixty-third street, from Third to Westchester avenue.
Regulating, etc., Mott avenue, from Park avenue to One Hundred and Sixty-first street.
Regulating, etc., Brown place, from One Hundred and Thirty-second to One Hundred and Thirty-eighth street.
Regulating, etc., Robbins avenue, from Southern Boulevard to St. Mary's street.
Regulating, etc., Southern Boulevard, from One Hundred and Thirty-eighth street to Hunt's Point road.
Regulating, etc., Cheever place, from Mott avenue to Gerard avenue.
Regulating, etc., Sheridan avenue, from One Hundred and Fifty-third street to One Hundred and Sixty-first street.
Contracts executed—16 regulating, etc.; 5 regulating and paving.
Contracts in progress—68 regulating, etc.; 20 regulating and paving.
Contracts completed—4 regulating, etc.; 1 regulating and paving.

Summarized Statement of Work Done during the Quarter ending March 31, 1898.

Table with 2 columns: Description of work (e.g., cubic yards of earth excavation, lineal feet vitrified pipe) and corresponding numerical values.

Financial Statement on Works where Payments have been Earned during Quarter.

Table with 5 columns: Title of Work, Estimated Cost, Total Amount Expended, Amount Returned, and Total Amount Paid. Lists various street works and their financial details.

"H."

CITY OF NEW YORK—DEPARTMENT OF HIGHWAYS, BOROUGH OF THE BRONX, ONE HUNDRED AND SEVENTY-SEVEN STREET AND THIRD AVENUE, OFFICE OF DEPUTY COMMISSIONER.

New York, April 7, 1898.

Hon. JAMES H. MATHEW, Deputy Commissioner of Highways, Borough of The Bronx:

SIR: In accordance with instructions of the Commissioner of Highways transmitted to you, I have the honor to submit the following report of the transactions of the Maintenance Bureau of the Department of Highways, Borough of The Bronx, for the quarter ending March 31, 1898.

Summary of Work Done and Material Used in the Maintenance and Repairs of Streets in the Borough of The Bronx during the Quarter ending March 31, 1898.

Table with 2 columns: Description of macadamized streets work (e.g., New macadam laid, Repairs to old macadam) and square yards.

Native stone used for new macadam and repairs as above. The mileage and area of macadamized streets, which have been constructed under appropriation accounts by day's work, are approximately as follows: 1,071,600 square yards, 91.33 miles.

Table with 2 columns: Description of paved streets work (e.g., Troop-block pavement repaired, Granite-block pavement repaired) and square yards.

The mileage and area of unpaved streets are approximately as follows: 5,371,800 square yards, 101.58 miles.

These figures are approximate only, for the reason that the conditions are constantly changing, owing to the opening of new streets and the progress of contract work, i. e., grading and paving.

Table with 2 columns: Description of gutters work (e.g., Gutters cleaned, Gutters turned) and lineal feet.

Table with 2 columns: Description of curbs work (e.g., Curbstones reset) and lineal feet.

Table with 2 columns: Description of sidewalks work (e.g., Flagged sidewalks relaid and repaired, Earth sidewalks repaired and resurfaced with ashes) and square feet.

Table with 2 columns: Description of crosswalks work (e.g., Bluestone crosswalks relaid, Crosswalks constructed with ashes and broken stone) and square feet.

* Includes 112 square yards repairs to paved gutters on unpaved streets.

Table with 2 columns: Description of retaining walls and guard rails work (e.g., Retaining-walls, Retaining-walls rebuilt, Guard rails) and cubic yards or lineal feet.

Prunings from trees removed and properly disposed of.

The following-named kinds and quantities of materials have been handled and properly disposed of as necessitated by the requirements of the work hereinbefore noted:

Table with 2 columns: Material type (e.g., Earth, Native stone, Sand, Ashes) and quantity in cubic yards.

Shop Work during the Quarter ending March 31, 1898.

Table with 2 columns: Description of carpenter work (e.g., Snow-ploughs built, Seats for monitors, Step-ladders built) and quantity.

Table with 2 columns: Description of wheelwright work (e.g., Steam roller tenders repaired, Monitors repaired, Carriages repaired) and quantity.

Table with 2 columns: Description of blacksmith work (e.g., Picks sharpened and repaired, Grab picks sharpened and repaired, Grab axes sharpened and repaired) and quantity.

Table with 2 columns: Description of machine work (e.g., Valves for monitors (new), Steam road-rollers, thoroughly overhauled and repaired) and quantity.

Table with 2 columns: Description of painting work (e.g., Monitors painted, Carriages painted, Truck signs painted) and quantity.

The time made by the working force of the Maintenance Bureau, Department of Highways, Borough of The Bronx, in the performance of the work hereinbefore noted during the quarter ending March 31, 1898, is as shown in the following tabulation, the time being expressed in days and fractions thereof:

Table with 13 columns: Month, General Superintendant, Supervisors of Work Done in Home Office, Planks, Frameworks, Vertical Timbers, Frames, Woodwork, Carpenters, Millwrights, Quantity of Stone Laid, Masons, Drivers, Carriage Drivers, Lays, Teams, Laborers. Shows monthly and total time spent.

In relation to the estimated area and approximate cost of the various kinds of new pavements which it would be necessary to lay to put all the streets in the Borough of The Bronx in good condition, I have to say that it is impracticable to give the information required, for the following reasons:

1. The kinds of pavement are in the determination of the Board of Public Improvements on the recommendation of the Local District Boards, and further, the authorization for the work is dependent upon resolutions duly passed by the Municipal Assembly, to be approved by His Honor the Mayor.

2. In the Borough of The Bronx there are conflicting street systems. (a) West of the Bronx, the existing street system is in part coincident with the final layout, and in part distinct and different therefrom.

(b) West of the Bronx, final maps showing a complete street system have been adopted, which system includes many of the existing streets, closes others, and establishes streets in considerable number where none now exist.

(c) East of the Bronx no final lay-out has been adopted, and the existing street system consists of the old town and village highways, somewhat extended from time to time since 1845 by the subdivision of various parcels of real estate by the owners thereof.

Some of these streets will no doubt be included in the final lay-out, while others will be entirely changed as to locations and connections.

3. These conditions make the question so indeterminate that no estimate, even reasonably approximate, can be made.

As to the condition of sidewalks, I have to say that the flagged sidewalks upon streets which have been regulated and graded are generally good. Where defects exist, the owners of abutting property are required to make repairs, except in such cases where the faulty conditions are not due to any act or omission on the part of said owners. Sidewalks on streets not regulated and graded have received such attention by this Bureau as has been practicable to execute; reference is made to the details as hereinbefore set forth.

As to encumbrances and obstructions, those which have been reported to this office have been listed and the complaints forwarded to the main office for attention, in accordance with the direction of the Commissioner of Highways.

The following statement shows the number and character of permits issued during the quarter ending March 31, 1898, also the amount of money received for same:

Table with 2 columns: Description of permit types (e.g., For sewer connections, For sewer repairs, For Croton connections) and number of permits.

Street openings—	
To repair surface with drain	10
To lay pavements	10
Provisionary to tapping Croton main	10
To cover gutter holes	10
To erect telegraph poles (sidewalk)	10
To plant trees (sidewalk)	10
To put in iron slide (sidewalk)	10
To make repairs to railroad tracks	10
To excavate for open area (sidewalk)	10
To set double curb	10
To repair double curb	10
To set curbs	10
To place double curb for gutters	10
To put in front air pipes (sidewalk)	10
To repair burning curb	10
To pave sidewalk	10
To lay granite curbs	10
Total	140

To place building material—	
To place masonry material	2
To place lumber material	2
To place brick	1
To place roofing material	1
To place cement	1
To place iron	1
To place dry excavation from wells	1
Total	250

Miscellaneous permits—	
To drive across sidewalk	117
To move heavy boxes on public highway	14
To dig earth filling on roadway	10
To dig sand on roadway	1
To lay temporary boardwalk	1
To lay new sidewalk	22
To repair sidewalk	10
To erect fence	10
To build steps	10
To repair steps	10
To build retaining wall	10
To set gutter (bridge)	10
To lay down and remove trees	10
To plant trees	10
To grade roadway	10
To block off sidewalk	10
To remove earth from roadways	10
To remove flagging	10
To remove asphalt material	10
To set iron poles on road	10
Total	265

Total number of permits issued during the quarter		1,257
Cash received for restoring pavement over sewer connections		\$400 30
Cash received for restoring pavement over sewer repairs		45 00
Cash received for restoring pavement over Crown connections		145 05
Cash received for restoring pavement over Crown repairs		87 00
Total cash received for permits during quarter		\$777 35

Respectfully,
CHARLES H. GRAYSON,
 General Superintendent of Highways, Borough of The Bronx.

**CITY OF NEW YORK—DEPARTMENT OF HIGHWAYS, BOROUGH OF THE BRONX,
 THIRD AVENUE AND ONE HUNDRED AND SEVENTY-EIGHTH STREET,
 NEW YORK, April 7, 1898.**

Hon. **JAMES P. KRAVING,** Deputy Commissioner of Highways, Borough of The Bronx:

SIR:—In accordance with instructions of the Commissioner of Highways transmitted to me, I have the honor to submit the following report of expenditures for quarter ending March 31, 1898:

Summary of Expenditures for quarter ending March 31, 1898, being amount of Requisitions drawn on Comptroller in account of Appropriations and Funds.

Office of Deputy Commissioner, Labor, Maintenance and Supplies, Preliminary Surveys		\$48,754 30
On account of Street Improvement Fund (assessments on property benefited)		80,958 20
On account of Repairing Roads, Streets and Avenues (Bronx)		1,021 02
On account of Paving Jerome Avenue, chapter 31, Laws 1897		5,305 57
On account of Construction Rose Hill place, chapter 624, Laws 1896		301 03
Total		\$145,502 28

Detailed Statement of Expenditures for which Requisitions were Drawn on Comptroller by the Commissioner of Highways, Borough of The Bronx, during quarter ending March 31, 1898.

Office of Deputy Commissioner (Bronx)—
 Assistant Deputy Commissioner, Chief Clerk, and Private Secretary, Clerks, etc. \$2,774 30

Labor, Maintenance and Supplies—		
Salaries, General Superintendent, General Inspectors, Foremen, Clerks, etc.		\$6,984 14
Pay-roll, Laborers, Foremen, Teamsters, etc.		30,332 39
Traveling expenses		285 85
Lumber		750 80
Leather		7 30
Coal		47 30
Horse-drawings		30 00
Hay, straw, etc.		260 73
Hardware (supplies)		60 34
Total		\$8,150 19

Preliminary Surveys, etc.—		
Pay-roll, Engineers, Draftsmen, etc.		\$7,221 30
Pay-roll, Laborers		472 25
Traveling expenses		143 17
Total		1,830 78

Street Improvement Fund—		
Pay-roll, Engineers, Draftsmen, etc.		\$12,314 15
Pay-roll, Inspectors		11,340 00
Paid contractors for regulating, grading and paving		66,504 05
Total		\$91,958 20

Repairing roads, streets and avenues (Bronx)—		
Boston road, One Hundred and Sixty-fifth to One Hundred and Sixty-seventh street (road boxes)		\$100 00
One Hundred and Forty-eighth street, Third to St. Ann's avenue		59 73

Repairing roads, streets and avenues (Bronx)—		
One Hundred and Forty-second street, Third to Willis avenue		\$21 82
One Hundred and Thirty-ninth street, Third to Willis avenue		20 05
One Hundred and Forty-third street, Alexander to Hook avenue		17 34
Alexander avenue, Southern Boulevard to Third avenue		40 45
St. Ann's avenue, One Hundred and Thirty-eighth to Third avenue		104 10
Boston road, Third avenue to One Hundred and Sixty-fifth street		115 64
One Hundred and Thirty-fourth street, Third avenue to Alexander avenue		294 88
One Hundred and Thirty-fifth street, St. Ann's to Cypress avenue		91 33
Boston road, One Hundred and Sixty-eighth street to Jefferson street		130 11
Webster avenue, One Hundred and Sixty-fifth street to Pelham avenue		100 03
Webster avenue, One Hundred and Eighty-seventh to One Hundred and Eighty-ninth street		62 01
Courtlandt avenue, One Hundred and Forty-ninth to One Hundred and Sixty-third street		154 54
One Hundred and Forty-second street, College to Brook avenue		51 42
One Hundred and Forty-fifth and One Hundred and Forty-sixth streets, Tenth avenue to College avenue		83 30
One Hundred and Forty-third street, Third to One Hundred and Forty-fourth street		88 55
One Hundred and Fifty-fifth street, Elton to Courtlandt avenue		172 73
One Hundred and Thirty-eighth street, Brown place to St. Ann's avenue		549 09
Total		\$1,023 02

Paving Jerome Avenue, chapter 31, Laws 1897—		
Paving Jerome Avenue, Macomb's Dam bridge to One Hundred and Sixty-second street		\$50 47
Paving Jerome Avenue, One Hundred and Sixty-second street to Tuxedo Avenue		2,555 93
Paving Jerome Avenue, Tuxedo Avenue to Van Courtlandt Avenue		5,738 75
Paving Jerome Avenue, Van Courtlandt Avenue to City Line		114 44
Total		\$8,359 59

Construction Rose Hill place, chapter 624, Laws 1896		301 03
Total		\$145,502 28

Respectfully,
CHAS. McCAPREY, Clerk.

**CITY OF NEW YORK—DEPARTMENT OF HIGHWAYS, BOROUGH OF BROOKLYN,
 MONROE BUILDING, April 1, 1898.**

Honorable **JAMES P. KRAVING,** Commissioner of the Department of Highways:

SIR:—In compliance with the provisions of section 1544 of the Charter of The City of New York and the special instructions contained in your letter of March 4, I submit a report of the transactions of the Department of Highways in the borough for the quarter ending March 31. The information asked for in your letter, above referred to, is given in the report of the Engineer for this borough, which I herewith submit.

The old City of Brooklyn has acquired something of a reputation as a badly paved city, and as possessing probably the greatest mileage of cobblestone pavements of any city in the world. Considerable progress has of late been made in reducing the amount of this kind of pavement, but as there are still over 240 miles, it will take a number of years and a large expenditure to convert it into more modern pavement. I heartily endorse the recommendation of the Engineer that 5 miles of granite and 5 miles of asphalt pavement, amounting to about 95,000 square yards of the former and 55,000 of the latter, be laid as soon as possible.

The suggestion that the City contribute half the expense of substituting 15 miles of asphalt for cobblestone on residential streets, the other half of the expense, seems to me a reasonable one, especially in view of the fact that more than 25 miles of such pavement was laid last year.

The total length of streets in this borough is very great. Five hundred and twenty-five miles are paved or macadamized, while about 145 miles are unimproved but in use, and the public looks to the Department for some sort of care of the latter as well as the former. I think it important, therefore, that contracts for repairing the macadamized streets and dirt roads be authorized as already recommended.

The repairing of cobblestone pavements is expensive, without giving any satisfactory results, and I am convinced that as much as possible of the amount allowed for "labor, maintenance and supplies" for the current year should be expended in substituting some other pavement rather than in relaying the cobblestones. Specifications have been submitted for the maintenance of the asphalt pavements out of guaranty, and contract for this work should be made as soon as possible.

No allowance was made in the budget for the removal of obstructions, and while many of those having any value to the owners have been removed upon notice, the greater part of them, having no value, would not be returned and the Department would not be reimbursed for the expense incurred.

Your attention is especially called to that part of the Engineer's report which refers to the very low rate charged for vault privileges, and I concur in the recommendation that a proper scale of charges be fixed by ordinance.

There seems little prospect of carrying out any work of construction this year other than that contracted for prior to January 1. Many street improvements are greatly needed and will undoubtedly be asked for as soon as the public become accustomed to the new methods of making their wants known.

For the details of the work done and the present needs of the Department I beg to refer you to the accompanying report.

Respectfully,
THOMAS R. FARRELL, Deputy Commissioner of Highways.

MARCH 31, 1898.

Hon. **THOMAS R. FARRELL,** Deputy Commissioner of Highways, Borough of Brooklyn:

SIR:—In accordance with your instructions, and those contained in the letter of Hon. James P. Kraving, Commissioner of Highways, dated March 4, 1898, I submit the following report of the transactions of the Department of Highways in this borough during the first three months of the present year, with comments on the present condition of the streets and some recommendations as to the future work of the Department.

On January 1 the mileage and area of pavements of various kinds was as follows:

Kind of Pavement	Miles	Square Yards
(a) Asphalt	63.21	1,017,430
Granite	111.10	2,393,444
Cobblestone	240.78	4,439,230
Belgian	44.35	839,141
(b) Macadam	62.17	1,188,857
(c) Vitrified brick	3.73	76,760
Unpaved but in use (approximate)	145.00	
Laid down on map but not open to travel	8.58	
Total	1,508.40	

(a) Of this 2.208 miles, or 52,555 square yards, were laid by and are under control of the Park Department.

(b) 16.6 miles under control of Park Department.

(c) 1.68 miles under control of Park Department.

The above mileage and areas have been unchanged, as no new pavement has yet been laid this year, nor have any contracts been made.

The following contracts made last year will be carried out within the next few months, and on those marked (a) work has already been commenced, or orders to commence have been given to the contractors:

Table with 2 columns: Description of street work and Estimated Cost. Includes items like Court street, Joralemon to Fulton street (\$7,000.00) and various granite and Belgian block projects.

Table titled 'Granite' with 2 columns: Description of street work and Estimated Cost. Includes Miller avenue, Jamaica avenue to Eastern Parkway (\$14,000.00).

Table titled 'Belgian Block' with 2 columns: Description of street work and Estimated Cost. Includes St. Nicholas avenue, Ralph avenue to Hart street (\$10,500.00).

Table titled 'Grading and Macadamizing' with 2 columns: Description of street work and Estimated Cost. Includes Clarkson street, Flatbush to New York avenue (\$10,000.00).

The following streets were partially certified by the Comptroller last year, the certification being the amount paid in by the property-owners:

Table with 4 columns: Street Name, Material, Certified To-day, and Total Cost. Lists streets like Tompkins avenue, Lafayette avenue to Huboy street, etc.

Quite a large number of contracts, viz: 53 for asphalt, 9 for granite, 4 for Belgian, 2 for brick pavement and 2 for grading were partly executed last year, but not having received the certification of the Comptroller, they are not legal contracts, and it is extremely necessary to enumerate them.

A number of original improvements were authorized by the late Common Council under the provisions of the Brooklyn Charter, chapter 583 of the Laws of 1858, in accordance with which the assessment, based upon the estimated cost, was laid in advance.

Similar conditions exist in the case of improvements inaugurated under the provisions of chapter 519 of the Laws of 1892, which law related to the Twenty-sixth Ward only. Here five (5) annual assessments were laid, the first three of which are now due, and the law provides that as soon as one-fifth of the total assessment for any improvement is paid in contract shall be made and the work done.

In several other cases the necessary one-fifth has been paid in, but that fact has not yet been certified to this Department. In all these cases the entire cost of the improvement is borne by the property-owners, and it seems a hardship that they cannot be carried out, while in one case (the grading of West Seventeenth street, between Surf avenue and Canal avenue), public convenience and efficient fire protection are greatly dependent upon the improvement.

The expense of nearly all of this work has been divided equally between the City at large and the owners of the abutting property, and realizing the great cost and time required to substitute improved pavements for the enormous amount of cobblestone in the borough, it is probable that the property-owners would be glad to continue to pay one-half the expense if this could be adopted as the uniform practice.

No contracts for paving have been made or authorized this year. To place all of the streets of this borough in good condition would require an enormous sum, probably \$12,000,000, and this will have to be accomplished gradually.

There are, however, certain streets where the pavement is entirely worn out and should be renewed at once without expense to the property-owners, either because they have once paid for repaving with an improved pavement or the streets have become such important thoroughfares that they are of far more than local importance, or a new pavement is required for sanitary reasons.

Street improvements are greatly needed in the outlying wards, but it is impossible yet to determine with what readiness they will be petitioned for. There should be not less than \$400,000 worth of street improvements made each year to be paid for wholly by assessment.

The repairing of cobblestone pavements is unsatisfactory and expensive, and even with the limited appropriation made for this purpose for the current year it would seem wise to use a considerable proportion of the amount in substituting some other material on those streets which are in the poorest condition.

There are about 10 miles, amounting to nearly 250,000 yards, of asphalt pavement in the borough upon which the guarantee has expired, and there is no provision at present for its maintenance. Hereafter these contracts have been made each year, and the contractor has been paid a lump sum for the maintenance of each street. It is very important that a contract should be entered into as soon as possible for this year, or for a term of years for the maintenance of these pavements.

a five-year contract, and emergency repairs will have to be made at once. Authority for this has already been asked and given.

The sidewalks are, as a rule, in fair condition, though many of them are much out of repair, and accidents have frequently happened resulting in injuries for which the City has had to pay damages.

Under the Brooklyn Charter law it was very difficult to flag or reflag sidewalks at the expense of the property-owner. Complaints now received are, after investigation, sent to the President of the Borough, with the recommendation that flagging or reflagging be authorized by the Local Boards, and such work will doubtless be done much more expeditiously in the future.

There are a great many obstructions on the sidewalks in this borough, some of them technical violations of the ordinances, but others that are not only unsightly but an actual impediment to the free use of the walks. Most of these have been erected under abominable permits, and the problem of their removal is a difficult one.

The regulating and grading of streets aside from paving was rarely done in Brooklyn, and no contracts for such work have yet been carried out, although several were made last year. The laying and repairing of crosswalks and the resurfacing of curbs was formerly done under resolutions of the Common Council authorizing the expenditure of \$250 each, a certain sum being set aside for each ward in the annual budget.

Now that such improvements are to be authorized by the local boards, and are to be done by assessment, much more satisfactory results will doubtless be obtained. Where crosswalks adjoin or cross an asphalt pavement it will be more economical and satisfactory to substitute asphalt as the bridging needs repairing.

The care of unimproved streets and macadamized roads is increasing in importance every year, as the outlying wards are being developed in advance of street improvements. A number of macadamized roads have recently been built, but no provision has ever been made for their maintenance. Money intelligently expended in the care of such roads will be wise economy, and such care should include sprinkling.

As such an organization cannot well be perfected this year, it is very important that contracts be made without delay for the furnishing and placing on the macadamized roads where desired 2,000 cubic yards of broken stone, and for repairing about 75 miles of dirt roads by scraping and cleaning gutters.

About 22 miles of double-track surface railroad will be rebuilt during the year, the Brooklyn Heights Railroad Company alone expecting to lay 20 miles. The character of rail to be used and the method of construction has been taken up with the companies, and about one-third of this mileage is to be laid with a grooved rail very similar in section to that usually used in the Borough of Manhattan, the remaining two-thirds to be laid with the side-lapping guide rail, both being 4 inches in depth, the weight of the former being 9 1/2 pounds and of the latter 9 1/2 pounds per yard.

No filling of sunken lots or grading down of lots which are above grade has been authorized, but as soon as the local boards can get together to recommend such improvements, a number of them, especially of the former, will be brought to their attention. The privilege of building vaults under sidewalks has heretofore been given for the sum of 10 cents per square foot, a price absurdly inadequate and which has produced almost no revenue.

The number of permits issued to builders to place building material on the streets was 79, a deposit of \$50 being required from each applicant, which is returned when the street has been properly cleaned, and any damage to pavement, curbing or sidewalk has been made good.

The number of permits issued to open streets during the first three months of the year was as follows:

Table with 2 columns: Description of permit type and Amount Collected. Includes Water connections, Sewer connections, Vault permits, etc.

The custom in the past has been to collect in advance from plumbers and individuals not holding franchises a sum varying from \$5 to \$15, according to the kind of pavement, for repaving each opening of five square yards in area, any amount in excess to be paid for before further permits will be issued.

This system has not yet been changed. The repaving by the Department is done by day's labor, fifteen gangs, each consisting of one Foreman, one Paver, one Rammer, three Laborers and one horse and wagon being employed for this purpose. These gangs also make general repairs of limited extent.

The method of inaugurating local improvements being entirely new, few if any important works, except those for which contracts were made last year, will be carried out. Many street improvements are needed, however, and when the property-owners find out how they can be secured there will doubtless be many demands for them.

Respectfully submitted, N. P. LEWIS, Engineer of Highways, Borough of Brooklyn.

DEPARTMENT OF HIGHWAYS—DEPUTY COMMISSIONER'S OFFICE, ROBINSON BUILDING, BROADWAY AT QUEEN'S, NEW YORK, March 11, 1898.

Hon. JAMES B. KEATING, Commissioner of Highways, New York:

DEAR SIR—In accordance with your communication of March 4, directing me to prepare a quarterly report of the operations of this Department for the three months ending March 31, 1898, I have the honor to submit the following for your consideration:

The Borough of Queens covers an area of about one hundred and forty (140) square miles, and comprises in the territory now Long Island City, Flushing, College Point, Whitestone, Jamaica, Richmond Hill, Newtown, Rockaway Beach, Far Rockaway, Arveroe, Corona, Woodside and numerous other villages and towns, each of which had a small and disorganized Public Works Department, and the methods of each were radically different from its neighbors.

Another great drawback to carrying on the absolutely necessary repairs to the streets under the control of this Department, has been that there was no eligible list of laborers and office force for the borough from which appointments could be made. This difficulty has now been obviated, and we expect to commence at once some greatly needed work for the betterment of the streets in various parts of the borough.

Acting upon your suggestion of matters to be treated in this report, I will indicate to you some of the general conditions of the streets in this borough.

Total area in square yards and in linear miles of improved streets in the borough:

Table with 3 columns: Item, Square Yards, Linear Miles. Rows include Asphalt pavement, Granite block, Cobble stones, Macadam, Trap stone, Brick, and Residual ground.

The amount of paving, brick and macadam work authorized in 1897 by the various town authorities of Queens County, and for which contracts were executed and upon which no work has been commenced, is as follows:

Table with 3 columns: Item, Square Yards, Linear Miles. Rows include Cobble block pavement, Brick pavement, and Macadam roads.

The amount of paving, brick and macadam work authorized in 1897, by the Board of Supervisors of Queens County, and by the various town authorities, and for which contracts were executed and work commenced, but still remains unfinished, and upon which no further work has been done this year, is as follows:

Table with 3 columns: Item, Square Yards, Linear Miles. Rows include Granite blocks, Macadam, and Brick.

In connection with the above contracts, there are several contracts executed in 1897 and work authorized by the village authorities of Richmond Hill on the laying of flags and crosswalks, aggregating when finished \$20,029 linear feet. This work was commenced last year, but remains in part uncompleted.

The condition of the sidewalks in the various towns and villages are, as a whole, improved and in good condition. It will be the aim of this Department to provide as promptly as possible to remedy all defective sidewalks and have same put in proper repair by notification to property-owners responsible for their condition.

The ultimate number of square yards and the approximate cost of new pavements (and kind thereof) which it would be necessary to lay to put all the streets in condition, is at the present state of state affairs impossible to estimate. For the reason that the thoroughly covering such a vast extent of territory and soil having, and therefore raising, any accurate maps of any portion of the borough except the map of Long Island City, prevents this Department from giving any information which would be of any value.

I would at this time suggest, with your approval, that a Draughtsman be added to the Engineering Corps of this Department, for the purpose of proceeding to prepare a map of the entire Borough of Queens, showing all streets and roads with the respective improvements, shown thereon in detail.

Another matter I would respectfully call your attention to is that the Board of Supervisors have and are exercising control over certain streets in the borough which are classed for them as "country roads." By order of the Board of Supervisors and under charge of the County Engineer, John J. McLaughlin, a number of improvements are now being made on these roads, and the money for the payment of such improvements is in the possession of the County Treasurer of Queens County.

This matter was stated to you in a letter from me dated March 4, requesting an opinion from the Corporation Council. As a large amount of money is being expended upon the system of roads in the borough, it would seem to me that the matter of jurisdiction and responsibility ought to be decided as promptly as possible.

The number and description of the various permits issued by this Department for the past three (3) months are as follows:

Table with 2 columns: Description of permit, Number. Rows include permits to open streets to lay water-pipe, to repair water-pipe connection, to open streets to make sewer connection, to open streets to repair sewer connection, to place building material on streets, to open sidewalks, and to cross sidewalks.

Charterwork removed from various streets and avenues 3

As this Department is now fully and thoroughly organized, we hope in our next quarterly report to be able to record the completion of a few improvements and many very badly needed repairs, all of which is respectfully submitted.

Very truly yours, JOHN P. MADDEN, Deputy Commissioner of Highways, Borough of Queens.

MEMORANDUM FOR THE DEPUTY COMMISSIONER AND CHIEF ENGINEER OF HIGHWAYS OF THE CITY OF NEW YORK AND THE BOROUGH OF RICHMOND, NEW YORK, N. Y., MARCH 31, 1898.

DEPUTY COMMISSIONER OF THE DEPARTMENT OF HIGHWAYS, BOROUGH OF RICHMOND, FOR THE QUARTER ENDING MARCH 31, 1898.

JOHN J. McLAUGHLIN, Superintendent of Highways, No. 150 Nassau Street, New York City.

DEAR SIR:—As required by section 1234 of the Charter of The City of New York and in accordance with your direction, I respectfully submit for your consideration the following report of the transactions of the Highway Department in the Borough of Richmond, during the quarter ending March 31, 1898.

In the preparation of this report I have followed the general formula forwarded to me for my guidance in the matter, simply enclosing the report with a brief statement of the condition of the highways in the borough and a few recommendations looking to the improvement of the same.

First.—The general condition of the streets, roads and avenues in the thickly settled portion of the borough, although greatly improved during the closing weeks of the quarter, are far from being in a condition which is satisfactory to the Department.

In the outlying or rural sections the improved highways are in good condition, except in places where the grades are unusually heavy.

The unimproved dirt roads of the borough are, of course, at present in the condition which characterizes such roads in the spring of the year, muddy, rutted and badly in need of torpiking and leveling.

The highway improvements of the borough consist almost exclusively of broken-stone pavements, which at best offer but little resistance to the scouring effect of the storm water which, uncontrolled (the borough having practically no storm water sewers), tears out the pavements, curbs and gutters in many cases, even the sidewalks, as it passes along the streets toward the bay of hills, this being especially true on the thickly populated northern and eastern slopes of the island, with the result that much work remains to be accomplished before the ravages of the winter storms can be corrected.

The dirt accumulations on the macadam highways, the cleaning of the culverts and the filling of the washouts is being carried forward as rapidly as the limited number of laborers at our disposal will permit, the eligible list (Class C) of the Civil Service Commission not at present being available.

The sidewalks of the borough are, generally speaking, in poor condition, consisting for the most part of single rows of four-foot flagging, in which there has been little or no attempt to dress to a line on either side, and the intervening space between the curb and fence lines exposing a dirt surface, dusty and dirt-creaking in dry weather and muddy and inconvenient in wet seasons.

The curbstones are for the most part in poor condition and their alignment is bad; this is

the result of the use of curbstones of insufficient depth and the consequent action of the frost and ice growth near the curb lines.

The gutters, generally speaking, are of cobble-stone type, the inequalities of which form comfortable receptacles for the accumulation of filth in the thickly settled sections of the borough.

A system of inspection of our highways has been established which will lead to the prompt correction of the roadway defects and keep the Department constantly informed as to the condition of the 28 1/2 miles of roads under its jurisdiction.

During the closing days of the quarter, with your approval, work was ordered commenced on 17 contracts, said contracts having been in course of completion during the year 1897, but were not finished, the contracting parties of the first part having been the County of Richmond, the Town of Northfield and the Town of Westfield; contracts which have been let by the former Towns of Southfield, Northfield, Middletown and Westfield and the County of Richmond, and on which no work has as yet been performed, will, with your approval, be ordered on as soon as the conditions are favorable for unobstructed work.

Taking advantage of your suggestion that I make such recommendations as shall be of value in securing necessary improvements in the borough, permit me to say—

First.—That the condition of the highways of the borough would be greatly improved and more cheaply maintained if the surface water of the brooks, now passing along the gutters of the streets in the north and east shore, were conducted in sewers built for the purpose; this remedy would save to the taxpayers of the city at least twenty per cent. of the moneys required to be annually expended for highway maintenance in this borough.

Second.—Cobble gutters on macadamized village streets should be prohibited by ordinance, and specification block, Belgian block, or brick pavements for the gutters introduced in place of the same, thereby facilitating the flow of surface water and eliminating the health-endangering conditions rendered possible by the irregularities of the cobble pavements.

Third.—The dirt roads of the island, which have heretofore received but poor consideration, should be systematically maintained, and such a policy will be followed by the Department until the dirt roads of the island become as well and favorably known as are its macadamized highways.

Fourth.—The Department is at present seriously hampered in the proceeding of its work by the variety of ordinances and customs which it is compelled to adhere to, for the performance of the same class of work, in the different wards of the borough, all our operations being at present governed by the former village charters and all at variance with each other.

The establishment of uniform regulations for the granting of permits, notification for the repair of sidewalks, curbs and gutters, etc., would be of great value, and should meet with speedy consideration.

In conclusion, calling your attention to the fact that the roads, streets and avenues of this borough have had no appropriation for street sweeping, and this work will have to be provided for from the moneys of the fund known as "Labor, Maintenance and Supplies," in this Department, thereby naturally reducing the effective use of the money for repairing and patching our improved roads, streets and avenues, for which it was intended; also calling your attention to the fact that macadam pavement, of all pavements, is the greatest dirt-producing pavement which can be laid in thickly settled communities, and therefore has to receive frequent attention.

Another matter of the utmost importance in connection with the appropriation made by the Board of Estimate and Apportionment for this borough is the fact that 1. laborers, after the regulations have been fully established, will be paid \$2 per day for eight hours' work, instead of \$1.50 per day for ten hours' work as heretofore, an increase of 66 2/3 per cent. in wages alone.

However, I desire to inform you at this time that every effort will be made by the Department to secure for the people of the borough highways which are cleaner and in better repair than they have been, and every possible check will be placed on the expenditure of the funds which can guarantee intelligent and honest improvements and maintenance within the limits of the appropriation made for highway purposes in the borough.

The following pages contain in detail the transactions of this Department during the quarter.

Matters to be Traced on in the Report, as far as Practicable.

- 1. The general condition of the streets in each borough. (a) Area in square yards and in linear miles of streets paved with asphalt; (b) the area of granite-block pavements; (c) the area paved with cobble stones; (d) the area paved with macadam; (e) the area of unpaved streets; (f) assessment made to be used to pay for street work; (g) the area of each kind of pavement required. 2. The work authorized for the year for which contracts have been executed this year. 3. The area and kind of new pavements authorized and contracted for this year. 4. The approximate amount of work, if any, performed under these various contracts during the last quarter of the year. 5. The estimated number of square yards and the approximate cost of new pavements (and the kind thereof) which it would be necessary to lay to put all the streets in good condition, keeping macadam and assessment roads separate from work to be paid for from appropriations raised by general taxation. 6. The condition of the sidewalks and the curbs, if any, that are being made to improve them. 7. Obstructions of all kinds, and what is being done to remove those that are particularly objectionable or dangerous. 8. The regulating and grading of streets, and the laying of crosswalks therein. 9. The construction and opening of public roads. 10. The laying of culverts or drains instead of ditches. 11. The filling of washouts, clearing down lots and lowering vaults under sidewalks. 12. The issue of permits to builders and others to place material on the streets, but not to open them. 13. The number and description of permits issued to make openings in the streets.

Summary of Statistics Submitted.

- 1. (a) None; (b) \$2 1/2 per foot, representing 1,324 square yards; (c) none; (d) 116 1/2 miles, aggregating 1,225,600 square yards; (e) 107 miles, aggregating 1,506,560 square yards; (f) no assessment work; (g) macadam, 350 square yards; dirt roads, 650 square yards. 2. None. 3. None. 4. Work on 17 contracts was commenced on March 28, 1898, but, owing to cold weather, no completed work has been accomplished. 5. Road assessment work, macadam pavement, 1,224,900 square yards. Estimated cost, \$1,224,900. Appropriation to be raised by general taxation, 251,600 square yards. Estimated cost, \$704,800. Asphalt and granite-block pavement. 6. For curbing, inspection being made and property-owners being notified to repair all dangerous or unsightly places. 7. No obstructions. 8 and 9. There are about 6 1/2 miles of macadam roads, aggregating 350,128 square yards of pavement, together with the necessary crosswalks, culverts, etc., whose construction is now under way in part. 10. Midland Railroad, single track from First Lane to New Corp. 11. None. 12. See annexed statement. 13. See annexed statement.

List of Employees in the Department of Highways, Borough of Richmond.

Table with 5 columns: Name, Residence, Position, Date of Appointment/Resignation, Salary. Rows include Henry F. Morrison, Theodor S. Galtsoff, Edmond Stead, John T. Cronin, George T. Cornell, A. F. Grunenthal, Michael Rangan, Hubert O. Moore, Edward Gies, William McCornack, August Simon, Daniel Mahoney, and John M. Yetsman.

NAME	RESIDENCE	POSITION	DATE OF APPOINTMENT, RESIGNAL OR RESIGNATION	SALARY
William B. Kinney	Tompkinsville	Chief Clerk	January 7, 1898, appointment	\$4,200 00
Mortimer Dewey	Stapleton	Assistant Clerk	" 7, " "	600 00
John F. Conical	Port Richmond	Chairman	March 15, 1898, assigned in duty	700 00
James McElrath	"	"	January 14, 1898, leave of absence without pay from	700 00
Martin Barrett	Rosebank	Messenger	March 9, 1898, appointment	700 00
William Huggerty	West New Brighton	General Inspector	January 7, 1898, appointment	1,000 00
Harry S. Drayse	Stapleton	Assistant Inspector	" 7, " "	800 00
Michael McGuigan	"	Assistant Inspector	February 23, 1898, assigned to duty	800 00
James T. Fahey	Rosebank	Assistant Inspector	March 18, 1898, appointment	900 00
Adolph Wisner	Seaside Postoffice	Inspector	March 28, 1898	Per day, \$1 20
Joe B. Pearce, Sr.	Port Richmond	"	" 28, " "	1 00
Frank Tower	Richmond	"	" 28, " "	1 00
Thaddeus Carlin	West New Brighton	"	" 28, " "	1 50
Felix O'Hanlon	Stapleton	"	" 28, " "	1 50
Cornelius J. Jones	Martinez Harbor	"	" 28, " "	1 50
Fredrick Hauth	Stapleton	"	" 28, " "	1 50
Matthew D. Taylor	West New Brighton	"	" 28, " "	1 50
Michael Mahoney	"	"	" 28, " "	1 50
William Morrey	"	"	" 28, " "	1 50
James Hall	"	"	" 28, " "	1 50
William Nugent	New Dorp	"	" 28, " "	1 50
George H. Kraus	Knickerbocker	"	" 28, " "	1 50
Frank S. Jorgens	Martinez Harbor	"	" 28, " "	1 50
William H. Van Name	"	"	" 28, " "	1 50
Abraham Winant	Rossville Postoffice	"	" 28, " "	1 50
Thomas W. Moore, Jr.	Seaside Postoffice	"	" 28, " "	1 50
James Kelly (1)	New Brighton	Foreman	January 15, 1898, leave of absence without pay from	Per month, \$25 00
Owen Goldmann	West New Brighton	"	January 15, 1898, leave of absence without pay from	Per day, \$2 50
James Gibson	New Brighton	"	January 15, 1898, leave of absence without pay from	2 50
Michael Smith	West New Brighton	"	January 15, 1898, leave of absence without pay from	2 50
Owen Morgan	Rosebank	"	March 18, 1898	2 50
Thomas McGraw	New Brighton	"	January 15, 1898, on leave of absence without pay from	2 50
James Kelly (2)	West New Brighton	"	January 15, 1898, on leave of absence without pay from	2 50
William Brickenside	Rossville	Inspector	March 28, 1898, appointment	2 50

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION OF THE CITY OF NEW YORK,
NEW CRIMINAL COURT BUILDING,
CENTRE, ELIZ. FRANKLIN AND WHITE STREETS,
NEW YORK, June 23, 1898.

Supervisor of the City Record:

DEAR SIR—In accordance with the requirements of section 284 of the Charter, I herewith transmit to you, for publication in the CITY RECORD of June 25, a list of applications received since June 16 for appointment to the position of Patrolman.

Yours respectfully,
LEE PHILLIPS, Secretary.

Applications for Patrolman.

NAME	ADDRESS	OCCUPATION
Hermann A. Scheller	1 West Sixty-fourth street, Manhattan Borough	Painter
James N. Gaffney	100 East One Hundred and Seventh street, Manhattan Borough	Guard
Patrick McCarley	Beacon avenue, East Beach, Brooklyn Borough	Laborer
William H. Sommonds	143 Beach street, Yonkers	House
William J. Cassidy	1 Dry Dock street, Manhattan Borough	Machinist
Robert J. Wood	10 Union avenue, Brooklyn Borough	Conductor
James McDonald	74 Amsterdam avenue, Manhattan Borough	Guard
William J. Ryan	410 East Seventy-second street, Manhattan Borough	Keeper
Fred. W. Houghton	Lehman, N. Y.	Timbermaker
William Deener	338 East Thirty-fourth street, Manhattan Borough	Baker
Patrick Durkin	44 Hudson avenue, Brooklyn Borough	Blacksmith's helper
Andrew E. Mauggis	51 South Eighth street, Brooklyn Borough	Fruit
John J. Flynn	44 First avenue, Manhattan Borough	WALKMANN
Philip J. Nolan	229 Willis avenue, Bronx Borough	Foreman
Henry W. Oakley	1500 Alamed avenue, Brooklyn Borough	Clerk
William G. Panitzky	Nyack, N. Y.	Shoemaker
George W. Downing	100 Second avenue, Manhattan Borough	Clerk
John T. Bush	21 East Third street, Manhattan Borough	Epitapher
William Novany	182 Second street, Manhattan Borough	Printer
Bernard W. Barks	50 Eleventh street, Brooklyn Borough	Serranizer
Patrick Walsh	247 East Fifty-second street, Manhattan Borough	Laborer
Joseph Wolf, Jr.	346 East Third street, Manhattan Borough	Glarer
Joseph Schmittling	147 Seventh avenue, Manhattan Borough	Agent
Arthur E. McClelland	Elmira, N. Y.	Reynolds tumbler
George Whaley	173 Eckford street, Brooklyn Borough	Maintaining business
Alfred A. Andrews	571 Lorimer street, Brooklyn Borough	Housewife
Charles Hannemann	91 East Eighth street, Manhattan Borough	Driver
James Crumley	174 Fulton street, Brooklyn Borough	"
John Taylor	107 Proctor street, Brooklyn Borough	"
Henry Raffner	124 Ralph street, Brooklyn Borough	Blue painter

Trial Balance and Statement as per Ledger, Department of Highways, Borough of Richmond, for the Quarter ending March 31, 1898.

TITLE OF APPROPRIATION FOR YEAR 1898.	LABOR, MAINTENANCE AND SUPPLIES.	SALARIES, INCLUDING ONE THIRD OF DEPUTY COMMISSIONER'S SALARY AT \$2,000.
Appropriation for year 1898	\$73,000 00	\$41,200 07
Total amount of vouchers certified to Comptroller to date	1,107 54	2,230 04
Balance of appropriation, month ending March 31	71,892 46	39,069 83
Amount of appropriation to date	18,475 01	3,845 07
One-twelfth of appropriation	6,158 33	1,285 25
Vouchers certified to Comptroller during current month	1,123 03	1,093 05

Public Money Received during the Quarter, Temporary Deposits.

For Restoring and Repairing Pavements—	Richmond
Water connection openings	\$60 00
Sewer connection openings	120 00
General account	461 00
Total	\$641 00

Refunded deposits on permits for street openings \$85 00

Permits Issued.

Permits to open streets to tap water-pipes	51
Permits to open streets to repair water connections	49
Permits to open streets for sewer connections	32
Permits to open streets to repair sewer connections	7
Permits to place building material on streets	9
Permits, special (to lay gas-pipe, flagging, curbing, tracks, etc.)	126
Total	274

Repairs to Pavement. Square yards of pavement repaired (macadam) 356

Statement of Laboring Force Employed in the Department of Highways during the Quarter ending March 31, 1898.

Repairing and renewal of pavements, roads, streets and avenues	Laborers, Hours.	Carts, Hours.
	8,522	1,192

Expended during the Quarter ending March 31, 1898, from Bonds Issued under Chapter 555, Laws of 1890. Salaries, \$28.70; balance on hand, see Comptroller.

Northfield Town Bond Bonds, Issued under Chapter 686, Laws of 1892. Salaries, \$119.17; balance on hand, see Comptroller.

Middleton Road Bonds, Issued under Chapter 686, Laws of 1892. Salaries, \$55.22; balance on hand, see Comptroller.

Vouchers were issued during the month of March on account of contract for maintenance of county roads, under chapter 555, Laws of 1890. The question as to whether the amount of same, viz., \$268.52, will be drawn from the appropriation for "Labor, Maintenance and Supplies," or will be paid out of the tax levy for that purpose in the County of Richmond, has been submitted to the Corporation Counsel through your Department. The total amount issued to date on the above account is \$356.37.

All of which is respectfully submitted.
HENRY P. MORRISON, Deputy Commissioner and Chief Engineer.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,
No. 300 MURPHY STREET,
NEW YORK, June 24, 1898.

Supervisor of the City Record:

Sir—The following appointments, etc., in this Department, from June 17 to date, are forwarded for publication in the CITY RECORD, pursuant to resolution adopted by the Board of Police on January 10, 1895:

Appointed Special Patrolmen.

- June 20. John Deleahanty, for Walter C. Vassar.
- " 20. John J. Baird, for J. Morgenstaler.
- " 20. Alfred W. Weston, for John C. Schenk.
- " 20. George T. Bernard, for Siegel, Cooper & Co.
- " 20. Daniel Fusk, for James F. Nelson.
- " 20. Walter S. Beyers, for Charles A. Hahn.
- " 20. A. Flemm, for L. Klepe.
- " 20. Oscar Vetter, for J. M. Donnelly.
- " 20. William Ryan, for Rank of New Amsterdam.
- " 20. Edward L. Doyle, for Hotel Metropole.

Resignation Accepted.

June 20. James Roonan, as Special Patrolman.

Appointed Police Sergeants.

June 20. Arthur S. Vosburg.
" 20. John J. Quigley.

Reinstated as Patrolman.

June 22. Michael J. McManus.

Appointed Deputy Treasurer of Police Department, with Salary of \$4,000 per annum.

June 22. Frederick Haldy.

Very respectfully,
WILLIAM H. KIPP, Chief Clerk.

DEPARTMENT OF PARKS.

THE CITY OF NEW YORK,
DEPARTMENT OF PARKS,
OFFICE OF COMMISSIONER FOR THE
BOROUGH OF THE BRONX,
ZBROWSKI MANSION, CLAREMONT PARK,
June 24, 1898.

Supervisor of the City Record:

DEAR SIR—Pursuant to section 154b, chapter 378, Laws of 1897, I hereby notify you, for publication in the CITY RECORD, that, by order of the Commissioner of the Borough of The Bronx, the following changes have been made in the working force of this Department:

John T. O'Connell, No. 355 Alexander avenue, has been reduced from the position of Foreman to that of Laborer, at a compensation of \$2.50 per day.

Henry J. McKenna, No. 683 East One Hundred and Thirty-sixth street, has been reduced from Foreman to that of Assistant Foreman, at a compensation of \$75 per month.

Respectfully yours,
MAX K. KAHN,
Private Secretary.

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES,
CITY OF NEW YORK,
COMMISSIONER'S OFFICE,
STEWART BUILDING,
MANHATTAN, NEW YORK CITY, N. Y.,
June 23, 1898.

Supervisor of the City Record:

Sir—Thomas Kane, residing at Cromwell avenue, Highbridge, Laborer in the Department of Parks, having been transferred to the Department of Bridges, at the request of the Commissioner and consent of the President of the Department of Parks, approved by the Mayor June 21, 1898, has been assigned to duty on Macomb's Dam Bridge, as a Tender, at \$720 per annum, to date from June 27, 1898.

Daniel Crowley, residing at No. 72 West One Hundred and Sixth street, Toolman in the Department of Sewers, having been transferred to the Department of Bridges at the request of the Commissioner and consent of the Commissioner of Sewers, approved by the Board of Public Improvements June 22, 1898, has been

Invited for duty as Tender on Madison Avenue Bridge, at \$700 per annum, to date from June 27, 1898.

Respectfully, JOHN L. SHEA, Commissioner of Bridges.

DEPARTMENT OF BRIDGES, CITY OF NEW YORK, COMMISSIONER'S OFFICE, STEWART BUILDING, MANHATTAN, NEW YORK CITY, N. Y., June 23, 1898.

Supervisor of the City Record.

SA—Michael Kay, Engineer, of No. 740 West Broadway street, having been heretofore appointed to duty as Bridge Tender, and discharging the duties of that office for some time past, has been this day promoted to the position of Bridge Tender, at a compensation of \$700 to date from July 1, 1898.

Respectfully, JOHN L. SHEA, Commissioner of Bridges.

MUNICIPAL ASSEMBLY.

THE CITY OF NEW YORK, OFFICE OF THE CITY CLERK, CIVIC HALL, NEW YORK, June 21, 1898.

Supervisor of the City Record.

DEAR SIR: Pursuant to the provisions of section 1548 of chapter 578 of the Laws of 1897, whereby notice was of the following appointment:

June 21, 1898. Augustus M. Wier, Judge to the Canal.

Yours respectfully, P. J. SCULLIN, City Clerk.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING WHICH THE PUBLIC OFFICES IN THE CITY ARE OPEN FOR BUSINESS, and of which the Courts regularly open and adjourn, as well as of the places where such offices are kept and such Courts are held, together with the hours of Departments and Commissions.

EXECUTIVE DEPARTMENT.

Mayor: JOHN A. CANN. Deputy Mayor: ALBERT M. BURNETT. City Clerk: P. J. SCULLIN. City Engineer: JOHN J. MURPHY. City Assessor: EDWARD J. HAYES. City Comptroller: THOMAS J. HAYES.

AQUEDUCT COMMISSIONERS.

Commissioner: JOHN A. CANN. Deputy Commissioner: ALBERT M. BURNETT. City Engineer: JOHN J. MURPHY. City Assessor: EDWARD J. HAYES. City Comptroller: THOMAS J. HAYES.

COMMISSIONERS OF ADULTS.

Commissioner: JOHN A. CANN. Deputy Commissioner: ALBERT M. BURNETT. City Engineer: JOHN J. MURPHY. City Assessor: EDWARD J. HAYES. City Comptroller: THOMAS J. HAYES.

BOARD OF ALDERMEN.

President: JOHN A. CANN. Vice President: ALBERT M. BURNETT. City Clerk: P. J. SCULLIN. City Engineer: JOHN J. MURPHY. City Assessor: EDWARD J. HAYES. City Comptroller: THOMAS J. HAYES.

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PUBLIC ADMINISTRATOR.

Public Administrator: WILLIAM M. ROSS. City Clerk: P. J. SCULLIN. City Engineer: JOHN J. MURPHY. City Assessor: EDWARD J. HAYES. City Comptroller: THOMAS J. HAYES.

BOARD OF PUBLIC IMPROVEMENTS.

President: JOHN A. CANN. Vice President: ALBERT M. BURNETT. City Clerk: P. J. SCULLIN. City Engineer: JOHN J. MURPHY. City Assessor: EDWARD J. HAYES. City Comptroller: THOMAS J. HAYES.

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Chief of Police: JOHN W. WARD. City Clerk: P. J. SCULLIN. City Engineer: JOHN J. MURPHY. City Assessor: EDWARD J. HAYES. City Comptroller: THOMAS J. HAYES.

FIRE DEPARTMENT.

Chief of Fire: JOHN W. WARD. City Clerk: P. J. SCULLIN. City Engineer: JOHN J. MURPHY. City Assessor: EDWARD J. HAYES. City Comptroller: THOMAS J. HAYES.

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Commissioner: JOHN L. SHEA. City Clerk: P. J. SCULLIN. City Engineer: JOHN J. MURPHY. City Assessor: EDWARD J. HAYES. City Comptroller: THOMAS J. HAYES.

WILLIAM H. HARRIS, Deputy for Brooklyn. MATTHEW J. GARDNER, Deputy Commissioner of Sewers, Borough of Queens. HENRY F. MURPHY, Deputy Commissioner and Chief Engineer of Sewers, Borough of Richmond, Office, "Richmond Building," corner Richmond Terrace and York Avenue, New Brighton, N. Y.

DEPARTMENT OF BRIDGES, CITY OF NEW YORK, COMMISSIONER'S OFFICE, STEWART BUILDING, MANHATTAN, NEW YORK CITY, N. Y., June 23, 1898.

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DEPARTMENT OF CORRECTION, Central Office, No. 143 East Twenty-third Street, 9 A. M. to 4 P. M. FRANCIS J. CANNON, Commissioner. N. O. FOSTER, Deputy Commissioner. JAMES J. KIRBY, Deputy Commissioner for Borough of Brooklyn and Queens.

DEPARTMENT OF EDUCATION, Bureau of Education, No. 143 East Twenty-third Street, 9 A. M. to 4 P. M. CHARLES D. HULL, Superintendent. ALFRED W. PATTERSON, Secretary.

DEPARTMENT OF HEALTH.

New Criminal Court Building, Centre Street, 9 A. M. to 4 P. M. MICHAEL C. MURPHY, President, and WILLIAM T. JENNINGS, M. D., JAMES D. CURRY, M. D., the President of the POLICE BUREAU, as judges, and the HEALTH OFFICER of the PORT, as judge, Commissioners: EMMONS CLARK, Secretary.

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DISTRICT ATTORNEY, New Criminal Court Building, Centre Street, 9 A. M. to 4 P. M. ADA BEN GARDNER, District Attorney; WILLIAM J. McBRIDE, Chief Clerk.

NEW EAST RIVER BRIDGE COMMISSION, Commissioners' Office, Nos. 101 and 103 Chambers Street, New York, 9 A. M. to 4 P. M. LEWIS PERIN, President; JAMES W. BOVILL, Vice-President; NORTH E. LIND, Secretary; JULIAN D. FORTUNY, Treasurer; JOHN W. WELSH, THOMAS S. MASON, and JIM MAYNE, Commissioners. Chief Engineer's Office, No. 31 Broadway, Brooklyn, E. D. & S. B. 1898.

CHANGE OF GRADE DAMAGE COMMISSION.

Room 41, Independence Building, No. 65 Broadway, Mondays, Wednesdays, Thursdays and Fridays, at 2 P. M. JAMES LEWIS, Chairman; JAMES M. VANAM, WILLIAM F. FRYBERG, Commissioners. LOUIS M. LANGRISH, Clerk.

COMMISSIONERS, Borough of Manhattan, Office, New Criminal Court Building. Open at all times of day and night. EDWARD L. FRYBERG, JAMES E. BAINCH, EDWARD W. HAWY, Assessors.

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Second District—Seventh, Eighth, Ninth, Eleventh, Twentieth, Twenty-first, Twenty-second and Twenty-third Wards. Court-room located at No. 74 Broadway, Brooklyn.

GRAND JURY VAN WARE, Justice. WILLIAM H. ALLEN, Chief Clerk.

Clerk's office open from 9 A. M. to 4 P. M. Third District—Includes the Thirtieth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards. Court-room, Nos. 1 and 3 Lee avenue, Brooklyn.

WILLIAM SCHUTZBERG, Justice. CHARLES A. CONWAY, Chief Clerk.

Clerk's office open from 9 A. M. to 4 P. M. Court opens at 10 o'clock.

Fourth District—Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh and Twenty-eighth Wards. Court-room, No. 14 Howard avenue. ALBERT H. GORTMAN, Justice. HIRSHMAN GORTMAN, Chief Clerk. JAMES P. SPOFFORD, Assistant Clerk.

Clerk's office open from 9 A. M. to 4 P. M. Fifth District—Twenty-ninth, Thirtieth, Thirty-first and Thirty-second Wards. Court-room on West Eighth street, near Surf avenue, Coney Island (located temporarily).

Assessments, Justice JEREMIAH J. O'LEARY, Chief Clerk.

Clerk's office open from 9 A. M. to 4 P. M. Borough of Queens.

First District—First Ward (all of Long Island City, formerly comprising five Wards). Court-room, Queens County Court-house (located temporarily).

THOMAS C. KAMMER, Justice. THOMAS F. KENNEDY, Chief Clerk.

Clerk's office open from 9 A. M. to 4 P. M. each week day. Court held each day, except Sundays.

Second District—Second and Third Wards, which includes the territory of the late Towns of Newtown and Flushing. Court-room in Court-house of late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. address, Elmhurst, New York.

WILLIAM L. MONTGOMERY, Justice. HENRY WALTER, Jr., Chief Clerk.

Clerk's office open from 9 A. M. to 4 P. M. Third District—James F. McLaughlin, Borough of Richmond.

First District—First and Third Wards (Town of Easton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.

JOHN J. KEENEY, Justice. FRANCIS F. LEHMAN, Chief Clerk.

Court office open from 9 A. M. to 4 P. M. Court held each day, except Sundays, from 10 A. M.

Second District—Second, Fourth and Fifth Wards (Town of Middlesex). Court-room and Westfield, Court-room, former Edgewater Village Hall, Stapleton Park, Stapleton.

ALBERT RAYMOND, Justice. PETER TIRRELL, Chief Clerk.

Court office open from 9 A. M. to 4 P. M. Court held each day from 9 A. M. and continues until close of business.

CITY MAGISTRATES COURTS. Courts open from 9 A. M. until 4 P. M.

City Magistrate—HENRY A. BEAM, ROBERT C. COOPER, LEON B. CRANE, JOSEPH M. DEBELL, CHARLES A. FLANNERY, HERMAN C. KENNEDY, CLARENCE W. MEADE, JOHN O. MOTT, JOSEPH PAUL, CHARLES E. SIMMS, JR., THOMAS F. WIGHTMAN, W. H. OGDEN, EDWIN DENNETT, Secretary.

First District—Criminal Court Building. Second District—Jefferson Market. Third District—No. 10 Essex street. Fourth District—Fifty-seventh street, near Leffington avenue.

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place. Sixth District—One Hundred and Fifty-eighth street and Third avenue. Seventh District—Fifty-fourth street, west of Eighth avenue.

Second Division, Borough of Brooklyn.

First District—No. 318 Adams street. JAMES DEAN, Magistrate.

Second District—Court and Butler streets. HENRY BARTON, Magistrate.

Third District—Myrtle and Vanderbilt avenues. CHARLES E. TRALE, Magistrate.

Fourth District—Nos. 4 and 2 Lee avenue. WILLIAM KNABE, Magistrate.

Fifth District—Evan and Powers streets. ANDREW LEON, Magistrate.

Sixth District—Gates and Reid avenues. LEWIS B. WRIGHT, Magistrate.

Seventh District—No. 21 Graft street, Flatbush. ALFRED E. SIMMS, Magistrate.

Eighth District—Coney Island. J. LOUIS KOSTRANS, Magistrate.

Borough of Queens.

First District—Nos. 21 and 23 Jackson avenue, Long Island City. MERRILL J. SARGENT, Magistrate.

Second District—Flushing, Long Island. LOUIS J. CONNORS, Magistrate.

Third District—Far Rockaway, Long Island. EDWARD J. HEALY, Magistrate.

Borough of Richmond.

First District—New Brighton, Staten Island. JOHN COOK, Magistrate.

Second District—Stapleton, Staten Island. NATHANIEL MASON, Magistrate.

Secretary to the Board, CHARLES B. CHAMBERLAIN, Myrtle and Vanderbilt avenues, Borough of Brooklyn.

OFFICIAL PAPERS.

MORNING—"MORNING JOURNAL," TELEGRAPH.

Evening—"Daily News," "Evening Sun," "Weekly Union," "Irish American," "German," "Morgen Journal."

WILLIAM A. BUTLER, Supervisor, City Record.

JANUARY 25, 1898.

DEPARTMENT OF FINANCE.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1028 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice in all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS, as follows:

Borough of Manhattan.

TWELFTH WARD. NINETEENTH STREET—PAVING, between First avenue and East river. Area of assessment: Both sides of Nineteenth street, between First avenue and East river, and to the extent of half the blocks on the intersecting and terminating avenues.

ONE HUNDRED AND SIXTY-THIRD STREET—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALES, between Amsterdam avenue and Edgewood road. Area of assessment: Both sides of One Hundred and Sixty-third street, between Amsterdam avenue and Edgewood road, and to the extent of half the blocks on the terminating avenues.

Borough of The Bronx.

TWENTY-THIRD WARD. ONE HUNDRED AND THIRTY-SIXTH STREET—PAVING, between Alexander and Willis avenues. Area of assessment: Both sides of One Hundred and Thirty-sixth street, between Alexander and Willis avenues, and to the extent of half the blocks on the terminating avenues.

ONE HUNDRED AND SEVENTEENTH STREET—PAVING, between the New York and Harlem Railroad and Webster avenue. Area of assessment:

Both sides of One Hundred and Seventeenth street, between the New York and Harlem Railroad and Webster avenue, and to the extent of half the blocks on the terminating and intersecting avenues.

That the same was confirmed by the Board of Assessments on June 24, 1898, and entered on the same date in the Record of Titles of Assessments Comptroller, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and under 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 1028 of said 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, in charge, collect and receive interest thereon at the rate of seven per cent. per annum, to be calculated from the date of such entry to the date of payment."

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, between the hours of 9 A. M. and 3 P. M., and on Saturdays from 9 A. M. to 12 P. M., and all payments made thereon on or before August 30, 1898, 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 cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

BIRD S. COLLIER, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, JUNE 24, 1898.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1028 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice in all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS:

Borough of The Bronx.

TWENTY-THIRD WARD. ONE HUNDRED AND SIXTY-NINTH STREET—PAVING AND LAYING CROSSWALES, between the New York and Harlem Railroad to Webster avenue, and to the extent of half the blocks on the intersecting and terminating avenues.

That the same was confirmed by the Board of Assessments on June 24, 1898, and entered on the same date in the Record of Titles of Assessments Comptroller, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and under 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 1028 of said 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, in charge, collect and receive interest thereon at the rate of seven per cent. per annum, to be calculated from the date of such entry to the date of payment."

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, between the hours of 9 A. M. and 3 P. M., and on Saturdays from 9 A. M. to 12 P. M., and all payments made thereon on or before August 31, 1898, 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 cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

BIRD S. COLLIER, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, JUNE 24, 1898.

INTEREST ON BONDS AND STOCKS OF THE CITY OF NEW YORK.

THE INTEREST DUE JULY 1, 1898, ON THE RECEIVED BONDS AND STOCKS OF THE former City of New York of the City of Brooklyn, and of the County of Kings will be paid on that day by the Comptroller at the office of the City Chamberlain, Room 27, Stewart Building, corner of Broadway and Chambers street.

The Transfer books thereon will be closed from May 27 to July 1, 1898.

The interest due July 1, 1898, on the Coupon Bonds and Stock of the former City of New York will be paid on that day by the Knickerbocker Trust Company, No. 26 Broadway.

The interest due July 1, 1898, on the Coupon Bonds of the late City of Brooklyn will be paid on that day by the Nassau National Bank of Brooklyn, No. 26 Court street.

BIRD S. COLLIER, Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, MAY 27, 1898.

BOROUGH OF MANHATTAN.

OFFICE PRESIDENT OF THE BOROUGH OF MANHATTAN, New York, June 24, 1898.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE with section 202 of the Charter of The City of New York, that a petition signed by residents of the Nineteenth District for Local Improvements, asking for the paving of One Hundred and Thirty-fourth street, Madison and Park avenues, has been filed in this office, and is now ready for public inspection, and that a meeting of the Local Board of the Nineteenth District for Local Improvements will be held in the Borough Office, City Hall, on the 27th day of July, 1898, at 1 P. M., at which meeting said petition will be submitted to the Board.

AUGUSTUS W. PETERS, President.

I. E. RICE, Secretary.

OFFICE PRESIDENT OF THE BOROUGH OF MANHATTAN, New York, June 24, 1898.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE with section 202 of the Charter of The City of New York, that a petition signed by residents of the Twentieth District for Local Improvements, asking for the establishment of grade, Eighty-fourth street, East End avenue and the East River, has been filed in this office, and is now ready for public inspection, and that a meeting of the Local Board of the Twentieth District for Local Improvements will be held in the Borough Office, City Hall, on the 27th day of July, 1898, at 1 P. M., at which meeting said petition will be submitted to the Board.

AUGUSTUS W. PETERS, President.

I. E. RICE, Secretary.

DEPARTMENT OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED at the Hall of the Board of Education, corner of Grand and Elm streets, Borough of Manhattan, until FRIDAY, JULY 8, 1898, at 3 P. M., for Printing the Minutes of the School Board of the Borough of Brooklyn, also Monthly Abstracts, etc., etc.

Each proposal must be addressed to the Committee on Supplies and ordered "Proposals for Printing the Minutes of the Board of Education, etc., etc."

The Committee reserves the right to reject any or all of the proposals submitted.

The party submitting a proposal, and the parties proposing to become sureties, must each write his name and place of residence on said proposal.

Two responsible and approved sureties, residents of this city, are required in all cases.

No proposal will be considered from persons whose character and antecedent dealings with the Board of Education render their responsibility doubtful.

It is required, as a condition precedent to the reception or consideration of any proposals, that a certified check upon or a certificate of deposit of one of the State or National Banks or Trust Companies of the City of New York, drawn to the order of the President of the Board of Education, shall accompany the proposal to an amount of not less than three per cent. of each proposal when said proposal is for an amount not less than five hundred dollars, and to an amount of not less than five per cent. of each proposal when said proposal is for an amount under one thousand dollars; that on demand, within one day after the awarding of the contract by the Committee, the President of the said Board will return all the deposits of checks and certificates of deposit made to the persons making the same, except that made by the person or persons whose bid has been accepted, and that if the person or persons whose bid has been accepted shall refuse or neglect, within five days after that notice has been given that the contract is ready for execution, to execute the same, the amount of his or their deposit of check or certificate of deposit shall be returned to him or them.

Dated Boardroom of Manhattan, June 24, 1898.

JACOB W. MACK, JOHN McNAMEL, JOHN E. JUSTIS, HENRY A. ROGERS, G. HOWLAND LEAVITT, JOHN R. THOMPSON, HUGH KELLY, Committee on Supplies.

SEALED PROPOSALS WILL BE RECEIVED at the Hall of the Board of Education, corner of Grand and Elm streets, until FRIDAY, JULY 8, 1898, at 3 P. M., for Printing the Minutes of the School Board of the Borough of Brooklyn, also Monthly Abstracts, etc., etc.

Each proposal must be addressed to the Committee on Supplies and ordered "Proposals for Printing the Minutes of the Board of Education, etc., etc."

The Committee reserves the right to reject any or all of the proposals submitted.

The party submitting a proposal, and the parties proposing to become sureties, must each write his name and place of residence on said proposal.

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Dated Boardroom of Manhattan, June 24, 1898.

JACOB W. MACK, JOHN McNAMEL, JOHN E. JUSTIS, HENRY A. ROGERS, G. HOWLAND LEAVITT, JOHN R. THOMPSON, HUGH KELLY, Committee on Supplies.

SEALED PROPOSALS WILL BE RECEIVED at the Commission on Buildings of the Board of Education, at the Annex to the Hall of the Board of Education, No. 275 Broadway, seventh floor, Borough of Manhattan, until 4 o'clock P. M., on THURSDAY, JULY 7, 1898, for Making Alterations, Repairs, etc., on Public Schools No. 23, 24, 25 and 26, also for Improving the sanitary condition of Public Schools No. 2, 15, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950,

and in writing of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for his faithful performance, and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum in which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded, or any subsequent letting; the amount in such case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise, and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety; the adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

No bid or estimate will be received or considered unless accompanied by either 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 security required for the faithful performance of the contract. Such check or money must not be received in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-book, and to whom such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid the amount of his deposit will be returned to him.

N.B.—The prices must be written in the estimate and adapted in figures, and all estimates will be considered as informal which do not contain bids for all items for which bids are herein called for, or which contain bids for items for which bids are not herein called for. Permission will not be given for the withdrawal of any bid or estimate. No bid will be received from or contract awarded to, any person who is a contractor, or who is a surety or otherwise, upon any obligation to the Corporation.

The Park Board reserves the right to reject any or all the bids received in response to this advertisement, if it should deem it for the interest of the City so to do, and to re-advertise and accept satisfactory bids or proposals shall be removed, but the contracts when awarded will be awarded to the lowest bidder.

Blank forms for proposals, and forms of the several contracts which the successful bidder will be required to execute, can be had, the plans can be seen, and information relative to them can be had at the office of the Department, Arsenal, Central Park.

GEORGE C. CLAUSEN,
AGUST MOEBUS,
GEORGE V. BROWER,
Commissioners of Parks of The City of New York

DEPARTMENT OF PARKS.

Department of Parks,
Arsenal, Central Park,
Borough of Manhattan, City of New York,
June 25, 1898.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES WITH THE date of the work and the name of the bidder invited thereon, will be received by the Park Board, at its office, Arsenal Building, Broadway street and Fifth Avenue, Central Park, until 12 o'clock a.m. of

THURSDAY, JULY 7, 1898,

FOR FURNISHING AND DELIVERING HAY, STRAW, BATS, CURS AND BRAN AS FOLLOWS:

- 245,000 pounds of Hay of the quality known as prime winter Timothy.
- 100,000 pounds of Red Clover Hay.
- 50,000 pounds of Clean Rye Straw.
- 7,000 bales of clean No. 1 White Chopped Hay.
- 25,000 pounds of Clean, mixed No. 1 Yellow Lin.
- 5,000 pounds of First quality Bran.

To be delivered to such quantities and at such times as may be required at the points on the Central Park designated in the contract.

The amount of security required is Fifty Thousand Dollars.

Bidders must identify themselves by personal acquaintance of the location of the proposed work, and by such other means as they may prefer, as to the nature and extent of the work, and also, not at any time after the submission of an estimate, deposit or signature of such statement, or when that there is any individual, including in regard to the name or amount of the work to be done.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same, the names of all persons interested with him or them therein, and if no other person be so interested, it shall distinctly state that fact; 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 Municipal Assembly, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work 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 therein are in all respects true. Where more than one person is interested it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for his faithful performance, and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum in which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded, or any subsequent letting; the amount in such case to be calculated upon the estimated amount of the work by which the bids are tested. Ten consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise, and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

No bid or estimate will be received or considered unless accompanied by either 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 security required for the faithful performance of the contract. Such check or money must also be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-book, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid the amount of his deposit will be returned to him.

N.B.—The prices must be written in the estimate and adapted in figures, and all estimates will be considered as informal which do not contain bids for all items for which bids are herein called for, or which contain bids for items for which bids are not herein called for. Permission will not be given for the withdrawal of any bid or estimate. No bid will be received from or contract awarded to, any person who is a contractor, or who is a surety or otherwise, upon any obligation to the Corporation.

The Park Board reserves the right to reject any or all the bids received in response to this advertisement, if it should deem it for the interest of the City so to do, and to re-advertise and accept satisfactory bids or proposals shall be removed, but the contracts when awarded will be awarded to the lowest bidder.

Blank forms for proposals, and forms of the several contracts which the successful bidder will be required to execute, can be had, the plans can be seen, and information relative to them can be had at the office of the Department, Arsenal, Central Park.

GEORGE C. CLAUSEN,
AGUST MOEBUS,
GEORGE V. BROWER,
Commissioners of Parks of The City of New York

SHEEP SALE.

New York, June 18, 1898.

THE DEPARTMENT OF PARKS WILL SELL at public auction, at the Sheep-pen, in Central Park, near Sixty-sixth street and Central Park, West,

THURSDAY, JUNE 30, 1898,
at 11 A.M. the following:

- 1. **Wool-bearing Ewes.**
- 2. **Wool-bearing Rams.**
- 3. **Wool-bearing Ewes.**
- 4. **Wool-bearing Rams.**
- 5. **Wool-bearing Ewes.**
- 6. **Wool-bearing Rams.**
- 7. **Wool-bearing Ewes.**
- 8. **Wool-bearing Rams.**

By order of the Commissioner of Parks, Borough of Manhattan and Richmond.

WILLIS HOLLY, Secretary.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES WITH THE date of the work and the name of the bidder invited thereon, will be received by the Park Board, at its office, Arsenal Building, Sixty-fourth street and Fifth Avenue, Central Park, New York City, until 12 o'clock a.m. of

THURSDAY, JUNE 30, 1898,

for the following work in the Borough of Brooklyn:

RESURFACING A PART OF THE CONEY ISLAND CONCOURSE, BETWEEN THE Ocean Parkway and West Fifth street, Borough of Brooklyn, WITH ASPHALT OF THE QUALITY KNOWN AS STANDARD PAVING MIXTURE OF 93 1/2 LBS. TRINIDAD ASPHALT, AND KEEPING THE SAME IN GOOD REPAIR FOR FIVE YEARS FROM THE DATE OF ACCEPTANCE OF THE COMPLETED WORK, in accordance with the specifications and plans for this work in file in the office of the Commissioner of Parks of the Borough of Brooklyn and Queens, Litchfield Mansion, Prospect Park, Borough of Brooklyn, and at the office of the Park Board, Arsenal, Central Park, Borough of Manhattan.

Bidders must state the price of completed work per square yard; this price to include the maintenance of the pavement in good repair for a period of five years, to be expressly understood that all measurements of this work shall be taken after the pavement has been laid, and that the standard price covers the furnishing of all materials and labor, as well as the maintenance of said pavement in good repair for five years, and the performance of all work mentioned in the specifications.

The time allowed for the completion of the whole work will be fifteen consecutive working days.

The damages to be paid by the contractor for each day that the contract, or any part thereof, may be unfulfilled after the time fixed for the completion thereof has expired are fixed at One Hundred Dollars per day.

The amount of the security required is Three Thousand Five Hundred Dollars.

Bidders are required to thoroughly inform themselves by inspection of the plans and specifications for this work, and also by a personal examination of the location of the proposed work, as to the nature and extent of the work to be performed and the materials to be furnished therefor, and shall not, any time after the submission of an estimate or bid, dispute or complain of such requirement, nor assert that there was any misunderstanding relative to the nature or extent of the work to be performed or materials to be furnished.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same, the names of all persons interested with him or them therein, and if no other person be so interested it shall distinctly state that fact; 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 Municipal Assembly, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work 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 therein are in all respects true. Where more than one person is interested it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for his faithful performance, and that if he shall omit or refuse to execute the same they will pay to the Corporation any difference between the sum in which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded, or any subsequent letting; the amount in such case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied

by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise, and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety; the adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

No bid or estimate will be received or considered unless accompanied by either 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 security required for the faithful performance of the contract. Such check or money must not be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-book, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid the amount of his deposit will be returned to him.

N.B.—The prices must be written in the estimate and adapted in figures, and all estimates will be considered as informal which do not contain bids for all items for which bids are herein called for, or which contain bids for items for which bids are not herein called for. Permission will not be given for the withdrawal of any bid or estimate. No bid will be received from or contract awarded to, any person who is a contractor, or who is a surety or otherwise, upon any obligation to the Corporation.

The Park Board reserves the right to reject any or all the bids received in response to this advertisement, if it should deem it for the interest of the City so to do, and to re-advertise and accept satisfactory bids or proposals shall be received, but the contracts when awarded will be awarded to the lowest bidder.

Blank forms for proposals and forms of the several contracts which the successful bidder will be required to execute, can be had, the plans can be seen, and information relative to them can be had at the office of the Department, Arsenal, Central Park and at the office of the Commissioner of Parks of the Boroughs of Manhattan and Queens, Litchfield Mansion, Prospect Park, Brooklyn.

GEORGE C. CLAUSEN,
AGUST MOEBUS,
GEORGE V. BROWER,
Commissioners of Parks of The City of New York.

DEPARTMENT OF PARKS, NEW YORK CITY, JUNE 25, 1898.

ON MONDAY, JUNE 27, AT 4 P. M., AT the Prospect Park Workshops, Borough of Brooklyn, Thomas A. Kerrigan, Auctioneer, will offer for sale at public auction, on behalf of the Department of Parks, the following property belonging to the Department of Parks of the Boroughs of Brooklyn and Queens:

- 50 Philadelphia Hand Lawn Mowers, style "A."
- 30 Philadelphia Hand Lawn Mowers, old style.
- 25 Bailey Hand Lawn Mowers.
- 15 Claiborn & Caldwell Horse Lawn Mowers.
- 1,000 pounds more or less of Lawn Mower Fixings.

Particulars of the foregoing will be required to remove the same from the premises within twenty-four hours of sale, and will also be required to pay cash for the articles immediately upon the award.

DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING,
Main Office, New York Life Building,
No. 140 BROADWAY.

BOROUGH OF MANHATTAN AND THE Bronx.

CONTRACT FOR FURNISHING FORAGE FOR THE USE OF THE DEPARTMENT OF STREET CLEANING.

PUBLIC NOTICE.

ESTIMATES INCLOSED IN SEALED ENVELOPES and addressed with the name and address of the person or persons making the same, and the date of presentation, and a statement of the work and supplies to which they relate, will be received at the office of the Department of Street Cleaning, in the City of New York, until 12 o'clock a.m. of

FRIDAY, THE 1ST DAY OF JULY, 1898,

at which time and place the estimates will be publicly opened and read for the Furnishing and Delivery of Forage, as follows:

- 300,000 pounds Hay, of the quality and standard known as Prime Hay.
- 200,000 pounds good, clean, Long Kye Straw.
- 1,700,000 pounds clean No. 1 White Chopped Oars, to be bright, sound, well cleaned, and reasonably free from other grain, weighing no less than 35 pounds to the measured bushel.
- 45,000 pounds first quality Bran.
- 6,000 pounds first quality Coarse Salt.
- 8,000 pounds first quality Rock Salt.
- 10,000 pounds first quality Oil Meal.
- 10,000 pounds first quality Oat Meal.

The person or persons to whom the contract may be awarded will be required to execute such contract within five days from receipt of a notice to that effect, and in case of failure or neglect so to do, he or they will be considered as having abandoned such contract and as in default to the Corporation, whereupon the Commissioner of Street Cleaning will re-advertise and relet the work, and as on all the contract be accepted and executed.

Bidders are required to state in their estimate, under oath, their names and places of residence, the names of all persons interested with them therein, and if no other person be so interested they shall distinctly state that fact; also, that it is made without any connection with any other person making any bid or estimate for the above work or supplies, and that it is in all respects fair and without collusion or fraud; and also that no member of the Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested. Each estimate shall also be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, or of two (2) guarantee or surety companies, duly authorized by law to act as surety, incorporated under the Laws of the State of New York, as shall be satisfactory to the Comptroller, to the effect that if the contract be awarded to the person or persons making the estimate, they will on its being so awarded become bound as his or their sureties for his faithful performance in the amount of Twelve Thousand Dollars (\$12,000), and that if he or they shall omit or refuse to execute the same they will pay to the City of New York any difference between the sum

in which he or they would be entitled on its completion and that which the City of New York may be obliged to pay to the person or persons to whom the contract may be subsequently awarded. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature and over and above his liabilities as bail, surety or otherwise, and that he has offered himself as a surety in good faith, and with an intention to execute the bond required by law. The adequacy and sufficiency of the sureties offered shall be approved by the Comptroller.

The price must be written in the bid or estimate, and also stated in figures. Permission will not be given for the withdrawal of any bid or estimate, and the right is expressly reserved by the Commissioner of Street Cleaning to reject all the bids, if, in his judgment, it be deemed less for the interest of the City. No bid will be accepted from or contract awarded to any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

Each bid or proposal must be accompanied by a certified check on one of the State or National banks of the City of New York, payable to the order of the Comptroller of said city, for Six Hundred Dollars (\$600), or by money to that amount. On the acceptance of any bid, the checks or money of the unaccepted bidders will be returned to them, and upon the execution of the contract the check or money of the accepted bidder will be returned to him.

All bids must be made with reference to the form of contract and the requirements thereof to file at the Department of Street Cleaning, or they will be rejected. The form of the agreement (with specifications), showing the manner of payment for the articles, may be seen, and forms of proposals may be obtained at the main office of the Department.

(Signed) JAMES McCARTNEY,
Commissioner of Street Cleaning.

Dated New York, June 25, 1898.

PERSONS HAVING BULKHEADS TO FILL, IN the vicinity of New York Bay, can procure material for that purpose—sheds, street sweepings, etc., such as is collected by the Department of Street Cleaning—free of charge, by applying to the Commissioner of Street Cleaning, 140 Broadway, Borough of Manhattan.

JAMES McCARTNEY,
Commissioner of Street Cleaning.

DEPARTMENT OF DOCKS AND FERRIES.

PHILIP A. SMYTH, AUCTIONEER, WILL sell, on behalf of the Board of Docks, on

WEDNESDAY, JULY 6, 1898,

commencing at 12 o'clock a.m., the following lots of old material at the foot of East One Hundred and Second street and continuing at the places designated:

- On the East River.
- At Foot of East One Hundred and Second street.
- Lot 1. About 25 Pile Batts, 15 by 27 feet long, 5-inch points.
- Lot 2. About 40 Pile Batts, 15 by 27 feet long, 12-inch points.

- At Foot of East Twenty-fourth Street.
- Lot 3. About 2,000 pounds Scrap Lard Iron.
- Lot 4. About 1,000 pounds Scrap Wrought Iron.
- Lot 5. About 2,000 Pile Batts from East Boat.
- Lot 6. About 2,000 Divers Drums.
- Lot 7. About 25 Old Shovels.
- Lot 8. About 200 feet Old Rubber Hose.

- At Foot of East Twentieth Street.
- Lot 9. About 60 Pile Batts, 20 by 22 feet long, 6-inch points.

- On the North River.
- At West Fifty-eighth Street Quay.
- Lot 10. About 20,000 pounds Old Wrought Iron.
- Lot 11. About 5,000 pounds Old Cast Iron.
- Lot 12. About 600 pounds Old Rope.
- Lot 13. About 7 pairs Old Rubber Boots.
- Lot 14. About 2 Old Diving Dresses.
- Lot 15. About 200 feet Old Rubber Hose.
- Lot 16. About 10 Old Galvanized Suction Pumps.
- Lot 17. About 10 Old Pulley Blocks.
- Lot 18. Lot of Old Wheelless Castings.
- Lot 19. 1 Old Tubular Boiler and Stack.

- At Foot of West Eleventh Street, N. R.
- Lot 20. About 1,000 Pile Batts, from 20 to 25 feet in length, 12-inch points.

The sale will commence at 12 o'clock a.m., and be continued in the following order:

- 1st. At the foot of East One Hundred and Second street, East River.
- 2d. At the foot of East Twenty-fourth street, East river.
- 3d. At the foot of East Twentieth street, East river.
- 4th. At the foot of West Fifty-eighth street, North river.
- 5th. At the foot of West Eleventh street, North river.
- 6th. At the above lots will be sold separately and for a sum in grain.

The estimated quantities stated to be in the several lots are believed to be correct, but the Department will not make any allowance from the purchase money for short deliveries on any lot, and bidders must judge for themselves as to the correctness of the estimate of quantity when making their bids.

If the purchaser or purchasers fail or fail to effect the removal of the material within ten days from the date of sale, he or they shall forfeit his or their purchase money or moneys and the ownership of the material.

Terms of sale to be cash, to be paid at the time of sale.

An order will be given for the material purchased.

J. SERGEANT CRAM,
JAS. F. MURPHY,
PETER F. MEYER,
Commissioners of Docks.

Dated June 17, 1898.

[WORK OF CONSTRUCTION UNDER NEW PLAN.]

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER.

TO CONTRACTORS.

(No. 635.)

PROPOSALS FOR ESTIMATES FOR FURNISHING GRANITE STONES FOR BULKHEAD OR RIVER WALL.

ESTIMATES FOR FURNISHING GRANITE Stones for Bulkhead or River Wall will be received by the Board of Commissioners at the head of the Department of Docks and Ferries, at the office of said Department, on Pier "A," foot of Battery place, North river, in the City of New York, until 1:45 o'clock p.m. of

FRIDAY, JULY 1, 1898,

at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation and a statement of the work to which it relates.

The bidder to whom the award is made shall give security for the faithful performance of the contract...

The Engineer's estimate of the work to be done is as follows:
Table furnished, cut in accordance with specifications.
About 147 pieces of Granite, comprising 11—
About 112 Headers and 57 Strutchers, containing about 8,500 cubic feet.

N. B.—As the above-mentioned quantities of cubic feet, though stated with as much accuracy as is possible, in advance, are approximate only, bidders are required to submit their estimates upon the following express conditions, which shall apply to and become a part of every estimate received.

(1) Bidders must satisfy themselves, by personal examination of the similar stones now owned by the Department of Docks and Ferries, and of the plans, and by such other means as they may prefer, as to the accuracy of the foregoing Engineer's estimate, and shall not at any time after the submission of an estimate dispute or complain of the above statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

(2) Bidders will be required to complete the entire work to the satisfaction of the Department of Docks and Ferries, and in substantial accordance with the specifications of the contract and the plans therein referred to. No extra compensation beyond the amount payable for the work before mentioned, shall be actually performed, at the price therefor, per cubic foot, to be specified by the lowest bidder, shall be due or payable for the entire work.

The first delivery of granite under this contract will be made as soon as practicable after the date of the execution of this contract, and will proceed thereafter with reasonable dispatch, and all the work to be done under this contract is to be fully completed on or before the 15th day of October, 1898, and the amounts in each delivery are to be divided between the several classes, as ordered by the Engineer-in-Chief. The damages to be paid by the contractor for each day that the contract may be unfulfilled after the time fixed for the fulfillment thereof has expired, are, by a clause in the contract, determined, fixed and liquidated at Fifty Dollars per day.

Bidders will state in their estimates the price, per cubic foot, for the stones to be furnished, in conformity with the approved form of agreement and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay, from any cause, in the performing of the work thereunder. Bidders will distinctly write out, both in words and in figures, the amount of their estimates for doing the work.

The person or persons to whom the contract may be awarded will be required to attend at this office with the securities offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect, and in case of failure or neglect so to do he or they will be considered as having abandoned it and as in default to the City, and the contract will be re-advertised and retold, and so on until it be accepted and executed.

Bidders are required to state in their estimates their names and places of residence, the names of all persons interested with them therein, and if no other person be so interested the estimate shall distinctly state the fact; also that the estimate is made without any consultation, connection or agreement with, and the amount thereof has not been disclosed to, any other person or persons making an estimate for the same purpose, and is not higher than the lowest regular market price for the same kind of labor or material, and is in all respects fair and without collusion or fraud; that no combination or pool exists of which the bidder is a member, or in which the bidder is directly or indirectly interested, or of which the bidder has knowledge, either personal or otherwise, to bid a certain price, or not less than a certain price, for said labor or material, or to keep others from bidding thereon, and also that no member of the Municipal Assembly, Head of a Department, Chief of a Bureau, Deputy thereof or Clerk therein, or any other officer or employee of the City of New York, or any of its Departments, is directly or indirectly interested in the estimate or in the supplies or work to which it relates, or in any portion of the profits thereof, and has not been given, offered or promised, either directly or indirectly, any pecuniary or other consideration by the bidder or anyone in his behalf with a view to influencing the action or judgment of such officer or employee in this or any other transaction heretofore had with this Department, which estimate must be verified by the oath, in writing, of the party making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested it is requisite that the verification be made and subscribed to by all the parties interested.

In case a bid shall be submitted by or in behalf of any corporation, it must be signed in the name of such corporation by some duly authorized officer or agent thereof, who shall also subscribe his own name and office. If practicable, the seal of the corporation should also be affixed.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance, and that if said person or persons shall omit or refuse to execute the contract, they will pay to the Corporation of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion and that which said Corporation may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting, the amount in each case to be calculated upon the estimated amount of the work to be done in such class by which the bids are tested. The consents above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York and is worth the amount of the contract, ever and above all his debts of every nature and kind and above his liabilities as bail, surety and otherwise, and that he has offered himself as surety in good faith, and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered will be subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

No estimate will be received or considered unless accompanied by either 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 in the amount of five per centum of the amount of security required for the faithful performance of the contract. Such check or money must not be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-book, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same, within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid the amount of his deposit will be returned to him. Bidders are informed that no deviation from the specifications will be allowed unless under the written instructions of the Engineer-in-Chief.

No estimate will 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 said City.

THE RIGHT TO DECLINE ALL THE ESTIMATES IS RESERVED IF DEEMED FOR THE INTEREST OF THE CITY OF NEW YORK.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application therefor at the office of the Department.
J. SERGEANT CRAM,
CHARLES F. MURPHY,
PETER F. MEYER,
Commissioners of the Department of Docks,
Dated New York, June 2, 1898.

PHILIP A. SMYTH, AUCTIONEER, SALE OF FERRY FRANCHISES.

THE FRANCHISES OF FERRIES, AS MORE particularly hereinafter described, together with the wharf property and land under water belonging to the City of New York, and to be used, as which has been customarily used in connection therewith, which wharf property is shown in detail on map attached to form of lease, which may be examined on application to the Secretary of the Board of Docks, at the office of the Department, Pier "A," Battery place, will be offered for sale by the Board of Docks, at public auction, to the highest bidder, at 12 o'clock M., at

MONDAY, JUNE 27, 1898.

For a Term of Ten Years from May 1, 1898.
Lot 1. To and from the foot of Roosevelt street, East river, Borough of Manhattan, in the City of New York, from and to the foot of Broadway and South Eighth street, Borough of Brooklyn, in the City of New York. Upset price, \$2,000 per annum.

Lot 2. To and from the foot of East Houston street, East river, Borough of Manhattan, in the City of New York, from and to the foot of Grand street, Borough of Brooklyn, in the City of New York. Upset price, \$2,500 per annum.

Lot 3. To and from the foot of Grand street, East river, Borough of Manhattan, in the City of New York, from and to the foot of Grand street, Borough of Brooklyn, in the City of New York. Upset price, \$5,000 per annum.

The franchises and wharf property embodied in the foregoing will be sold subject to the following terms and conditions of sale.

TERMS AND CONDITIONS OF SALE.

The leases will be sold subject to the approval of the terms thereof by the Commissioners of the Sinking Fund.

No bid will be received which shall be less than the upset price as mentioned above.
Each purchaser will be required at the time of the sale to pay, in addition to the auctioneer's fee, to the Department of Docks and Ferries, 25 per cent. of the amount of the annual rent bid, as security for the execution of the lease, which as per cent. will be applied to the payment of the rent first accruing under the lease when executed, or will be forfeited to the Department if the purchaser refuses or neglects to execute the lease with good and sufficient security, to be approved by the Board of Docks, within ten days after being notified that the lease is prepared and ready for execution at the office of the Department of Docks and Ferries, Pier "A," North river, foot of Battery place.

Two sufficient sureties, to be approved by the Board of Docks, will be required under each lease, to enter into a bond or obligation jointly and severally with the lessee in the sum double the annual rent, for the faithful performance of all the covenants and conditions of the lease.

The lease will contain the usual covenants and conditions in conformity with the provisions of law and the ordinances of the Municipal Assembly relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term, and will provide ample accommodations in the way of safe and capacious boats and sufficiency of trips, as to the sufficiency of which accommodations the decision of the Board of Docks shall be final; also conditions that the lessees shall dredge the ferry slip, etc., as required by the Board of Docks; that during the term of the lease they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order, all and singular the booms, racks, loaders, bridges and other fixtures of the landing places, and in the event of any damage to the boats or piers from collision by the ferry-boats or otherwise, from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition, free of cost to the City of New York; that if at any time during the term of the lease the Board of Docks shall require any of the wharf property used for ferry purposes in order to proceed with the water-front improvements to the vicinity of the ferry landings, the said lessees shall surrender and vacate the premises, without any claim upon the City for any damages whatsoever, upon written notice being given to the lessees three months in advance of the intention of said Board; that such notice shall specify in detail the general nature of the proposed work of improvement, the character of the alterations and improvements to be made in regard to said water-front, affecting the property and rights hereby authorized to be demolished, and upon receiving such notice the lessees may elect to terminate the lease of said ferry privileges or franchises by serving notice of such election upon the Board of Docks within one month after receiving the notice from the Board of Docks of its intention to improve the water-front in the vicinity of the ferry landing; also, that in case only a portion of said wharf property shall be required for the purposes aforesaid, then a reasonable reduction will be made from the rent reserved by said lease; that when returns of the amounts of ferry receipts shall be made to the Board of Docks when required by said Board, and that the books of accounts of the ferry shall be subject to the inspection of said Board.

The rates of ferriage and charges for vehicles and freight shall not exceed the rates now charged.

The term of lease which the purchaser will be required to execute can be seen at the office of the Board of Docks.

The right to reject any bid is reserved if deemed by the Board of Docks to be for the best interests of the City.

By order of the Board of Docks, under a resolution adopted June 2, 1898.
New York, June 10, 1898.

J. SERGEANT CRAM,
CHARLES F. MURPHY,
PETER F. MEYER,
Commissioners of Docks.

PHILIP A. SMYTH, AUCTIONEER WILL SELL at public auction, to the highest bidder, at Pier "A," Battery place, in the City of New York, on

MONDAY, JUNE 27, 1898,

at 12 o'clock noon, the right to collect and retain all wharfe and wharfe at the following-named wharf property:

For a Term of Nine Years and Ten Months from July 1, 1898.

Lot 1. The westerly half of Pier, old 51, the westerly half of Pier, old 52, and the small pier between, sometimes called Pier 51 1/2, and the bulkhead situated between Pier, old 51, and said small pier, and between said small pier and Pier, old 52, East river. The lessee shall have the privilege of erecting sheds on said Pier, old 51, and Pier, old 52, East river, on the usual terms and conditions, in accordance with plans and specifications to be submitted to and approved by the Board of Docks and under the direction and supervision of the

Engineer-in-Chief of this Department, provided the owner or owners of the halves of said piers owned by private parties shall join with the Department's lessees in the application for same. Said sheds to erect to and become the property of the City on the expiration or sooner termination of the lease. The lessee shall also have permission to use and occupy, during the term of the lease, the platform about 50 feet wide in front of the bulkhead between Pier, old 51, and the small pier situated between Pier, old 51 and old 52, and in front of the bulkhead between the small pier situated between Piers, old 51 and old 52, and Pier, old 52, East river, together with the shed thereon, upon condition that the lessee shall pay for the same at the rate of 25 cents per square foot per annum, for the use of the land under water covered by the said platform; and \$100 per annum additional for the use of the shed on said platform.

For a Term of Two Years and Ten Months from July 1, 1898.

—with privilege of renewal for a further term of ten years, the rental for the renewal term to be an advance of ten per cent. on the first term of ten years.

Lot 2. The bulkhead extending from a point 94 feet north of the northerly side of Pier, new 30, North river, southerly to a point 95 feet south of the southerly side of said pier. The bulkhead will be set aside for the special kind of commerce carried on by the lessee. The lessee shall have the privilege of erecting a shed on said bulkhead extending from the bulkhead line inshore a distance of fifty feet, on the usual terms and conditions, in accordance with plans and specifications to be submitted to and approved by the Board of Docks, the work to be done under the direction and supervision of the Engineer-in-Chief.

TERMS AND CONDITIONS OF SALE.

The premises must be taken in the condition in which they may be at the commencement of the term of the lease, and no claim or demand that the premises or property are not in suitable and tenable condition at the commencement of the term will be allowed by this Department.

All repairs, maintaining or rebuilding required or necessary to be done to or upon the premises, or any part thereof, during the continuance of the term of the lease, shall be done by and at the cost and expense of the lessee or purchaser.

No claim or demand will be considered or allowed by the Department for any loss or deprivation of wharfe or otherwise, resulting from or occasioned by any delay on account or by reason of the premises, or any part thereof, being occupied for or on account of any repairs, rebuilding or dredging.

The upset price of the premises proposed to be offered for sale will be announced by the auctioneer at the time of sale.

The Department will do all dredging whenever it shall deem it necessary or advisable so to do.
The term for which leases are sold will commence at the date mentioned in the advertisement, and the rents accruing thereafter will be payable from that date in each case.

Each purchaser of a lease will be required, at the time of the sale, to pay, in addition to the auctioneer's fee, to the Department of Docks and Ferries, twenty-five per cent. of the amount of the annual rent bid, as security for the execution of the lease, which as per cent. will be applied to the payment of the rent first accruing under the lease when executed, or will be forfeited to the Department if the purchaser neglects or refuses to execute the lease, with good and sufficient security or sureties, to be approved by the Department, within ten days after being notified that the lease is prepared and ready for execution at the office of the Department of Docks and Ferries, Pier "A," North river, Battery place.

The Department expressly reserves the right to resell the lease or premises bid off, by force failing, refusing or neglecting to comply with these terms and conditions, the party so failing, refusing or neglecting to be held to the City of New York for any deficiency resulting from or occasioned by such resale.

Lessees will be required to pay their rent quarterly in advance, in accordance with the terms and conditions of the lease prepared and adopted by the Department.

In all cases where it is mentioned in the advertisement of sale, the purchaser shall be entitled to the privilege of occupying any shed upon the pier or bulkhead at the commencement of the term or that may be permitted or required by the Department, and to the rights attached to such permission or license, but subject to the conditions thereof, such purchaser being engaged in the business of steam transportation, and using and employing the same for the purpose of regularly receiving and discharging cargo thereat.

Not less than two sureties, each to be a householder or freeholder in the State of New York, to be approved by the Board of Docks, will be required under each lease: to enter into a bond or obligation, jointly and severally, with the lessee, in the sum of double the annual rent, for the faithful performance of all the covenants and conditions of the lease, the names and addresses of the sureties to be submitted at the time of sale.

Each purchaser will be required to agree that he will, upon ten days' notice so to do, execute a lease, with sufficient surety as aforesaid, the printed form of which may be seen and examined upon application to the Secretary, at the office of the Department, Pier "A," Battery place.

No person will be received as a lessee or surety who is delinquent on any former lease from this Department or the City.

No bid will be accepted from any person who is in arrears to this Department or the City, upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to this Department or to the City of New York.

The auctioneer's fees (\$25) on each lot or parcel must be paid by the purchasers thereof respectively at the time of sale.

Dated New York, June 10, 1898.

J. SERGEANT CRAM,
CHARLES F. MURPHY,
PETER F. MEYER,
Commissioners of Docks.

PHILIP A. SMYTH, AUCTIONEER, SALE OF FERRY FRANCHISES.

THE FRANCHISES OF FERRIES, AS MORE particularly hereinafter described, will be offered for sale by the Board of Docks, at public auction, to the highest bidder, at Pier "A," Battery place, at 12 o'clock M., at

MONDAY, JUNE 27, 1898.

For a Term of Ten Years from May 1, 1898.

Lot 1. To and from Cortlandt street, North river, Borough of Manhattan, in the City of New York, from and to Jersey City, in the State of New Jersey. Upset price \$12,000 per annum, with the privilege of renewal for a further term of ten years at the same rental as the first term, subject to the conditions specified in the terms and conditions of sale.

Lot 2. To and from Desbrosses street, North river, Borough of Manhattan, in the City of New York, to and from Jersey City, in the State of New Jersey. Upset price, \$7,000 per annum, with the privilege of renewal for a further term of ten years at the same rental as the first term, subject to the conditions specified in the terms and conditions of sale.

Lot 3. To and from the foot of Tenth street, East river, Borough of Manhattan, in the City of New York, from and to the foot of Greenpoint avenue, Borough of Brooklyn, in the City of New York. Upset price, \$7,000 per annum.

The franchises embodied in the foregoing will be sold subject to the following terms and conditions of sale:

TERMS AND CONDITIONS OF SALE.

The leases will be sold subject to the approval of the terms thereof by the Commissioners of the Sinking Fund.

In case the owners of the wharfe rights arising at the bulkhead extending from a point where the westerly side of West street is intersected by a line drawn a parallel with and five feet northerly from the northerly line of Liberty street, extended westerly, northerly to the point where the same is intersected by the southerly line of Cortlandt street extended westerly, shall within three years from May 1, 1898, complete the work of improvement of said property in accordance with the plans adopted by the Board of Docks April 23, 1897, and approved by the Commissioners of the Sinking Fund April 27, 1897, then and in that case the lessee shall have the privilege of renewal of the ferry franchise, as described as Lot 1, for a further term of ten years, at the same rental per annum as the first term, upon three months' notice being given prior to the expiration of the first term.

In case the owners of the wharfe rights, etc., arising at the bulkhead extending from a point where the westerly side of West street is intersected by a line drawn parallel with and forty-three feet nine inches northerly from the northerly line of Vesey street, extended westerly, northerly to the point where same is intersected by the southerly line of Water street, extended westerly, shall within three years from May 1, 1898, complete the work of improvement of said property in accordance with the plans adopted by the Board of Docks, April 23, 1897, and approved by the Commissioners of the Sinking Fund, April 27, 1897, then and in that case the lessee shall have the privilege of renewal of the ferry franchise described as Lot 2, for a further term of ten years at the same rental as the first term, upon three months' notice being given prior to the expiration of the first term.

No bid will be received which shall be less than the upset price mentioned above.

Each purchaser will be required, at the time of sale, to pay, in addition to the auctioneer's fee, to the Department of Docks and Ferries, twenty-five per cent. of the amount of the annual rent bid as security for the execution of the lease, which twenty-five per cent. will be applied to the payment of the rent first accruing under the lease when executed, or will be forfeited to the Department if the purchaser refuses or neglects to execute the lease with good and sufficient security to be approved by the Board of Docks, within ten days after being notified that the lease is prepared and ready for execution, at the office of the Department of Docks and Ferries, Pier "A," North river, foot of Battery place.

Two sufficient sureties, to be approved by the Board of Docks, will be required under each lease, to enter into a bond or obligation, jointly and severally with the lessee, in the sum of double the annual rent, for the faithful performance of all the covenants and conditions of the lease.

The lease will contain the usual covenants and conditions in conformity with the provisions of law and the ordinances of the Municipal Assembly relative to ferries, and shall provide that the lessees will maintain and operate the ferry during the whole term, and will provide ample accommodations in the way of safe and capacious boats and sufficiency of trips, as to the sufficiency of which accommodations the decision of the Board of Docks shall be final; also conditions that the lessees shall dredge the ferry slip, etc., as required by the Board of Docks; that during the term of the lease, they will erect and build, at their own expense, and will at all times well and sufficiently repair, maintain and keep in good order all and singular the booms, racks, loaders, bridges and other fixtures of the landing places, and in the event of any damage to the boats or piers from collision by the ferries-boats or otherwise from any accident or negligence on their part, they will immediately repair and restore said wharf property to its previous condition free of cost to the City of New York; that if at any time during the term of the lease, the Board of Docks shall require any of the wharf property used for ferry purposes in order to proceed with the water-front improvements in the vicinity of the ferry landings, the said lessees shall surrender and vacate the premises without any claim upon the City for any damages whatsoever, upon written notice being given to the lessees three months in advance of the intention of said Board; that such notice shall specify by the general terms of description, or by reference to the plans and specifications of the proposed work of improvement, the character of the alterations and improvements to be made in regard to said water-front, affecting the property and rights hereby authorized to be demolished and upon receiving such notice the lessee may elect to terminate the lease of said ferry privileges or franchises by serving notice of such election upon the Board of Docks within one month after receiving the notice from the Board of Docks of its intention to improve the water-front in the vicinity of the ferry landing; also, that in case only a portion of said wharf property shall be required for the purposes aforesaid, then a reasonable reduction will be made from the rent reserved by said lease; that when returns of the amounts of ferry receipts shall be made to the Board of Docks when required by said Board, and that the books of accounts of the ferry shall be subject to the inspection of said Board.

The rates of ferriage and charges for vehicles and freight shall not exceed the rates now charged.

The term of lease which the purchaser will be required to execute can be seen at the office of the Board of Docks.

The right to reject any bid is reserved if deemed by the Board of Docks to be for the best interests of the City.

By order of the Board of Docks under a resolution adopted June 2, 1898.

New York, June 10, 1898.

J. SERGEANT CRAM,
CHARLES F. MURPHY,
PETER F. MEYER,
Commissioners of Docks.

BOARD OF PUBLIC IMPROVEMENTS.

BOARD OF PUBLIC IMPROVEMENTS, No. 345 BROADWAY.

NOTICE IS HEREBY GIVEN THAT THE Board of Public Improvements of the City of New York, desiring it for the public interest so to do, propose to alter the map or plan of the City of New York by changing the approaches to the bridge over the Harlem river at East One Hundred and Forty-ninth street, in the Borough of The Bronx, City of New York, and that a meeting of the said Board will be held at the office of the said Board at No. 345 Broadway, on the first day of July, 1898, at 2 o'clock P. M., at which such proposed change of the approaches to said bridge will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by said Board on the 22d day of June, 1898, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Public Improvements of the City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, desiring it for the public interest so to do, propose to alter the map or plan of the City of New York by changing the approaches to the bridge over the Harlem river at East One Hundred and Forty-ninth street, in the Borough of The Bronx, City of New York, more particularly described as follows:

By widening East One Hundred and Forty-ninth street fifty feet on the north side between River avenue and the bulkhead-line of the Harlem river, diverting Essex street from East One Hundred and Fifty-ninth street to the intersection of East One Hundred and

