

November 1989/7

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

The Secretary presented copies of certified resolutions of the Board of Estimate and Apportionment, dated December 11, 1908, in the matter of the application of the New York Institution for the Instruction of the Deaf and Dumb for rescission of the resolution adopted by the Board of Aldermen on April 23, 1895, with regard to certain steam pipes under Fort Washington Avenue at 165th Street, and in the matter of the application of the New York Central and Hudson River Railroad for

permission to construct a canopy over Depew Place between 43d and 44th Streets. The papers were ordered filed.

(9)

BROOKLYN-MANHATTAN SUBWAY UNDER JORALEMON STREET—LETTER FROM CORPORATION COUNSEL.

The Secretary presented a communication from Theo. Connolly, Acting Corporation Counsel, dated December 28, 1908, referring back to the Commission the question of whether in addition to other security, current payments should be withheld to cover claims growing out of construction of the Rapid Transit Subway in Brooklyn. The communication was ordered filed.

(10)

LEXINGTON AVENUE ROUTE—REPORT OF COMMISSIONERS RE MODIFICATIONS CONFIRMED.

The Secretary presented a communication, dated December 28, 1908, from the Counsel to the Commission, stating that on December 24, 1908, the Appellate Division in the First Department had announced the confirmation of the report of the Commissioners appointed to consider the modifications to the Lexington Avenue subway route, and that as soon as an order had been entered confirming this report, the modifications would have received all the necessary approvals and consents. The communication was ordered filed.

(11)

CRANFORD COMPANY—REQUISITIONS DISAPPROVED.

The Secretary presented a communication, dated December 23, 1908, from the Chief Engineer transmitting his determination as to the two requisitions submitted by the Cranford Company for alleged extra work and material in connection with section 940-3 of the Brooklyn Loop Lines, disapproving the requisitions as extras under the contract. The papers were ordered filed.

(12)

FULTON STREET RAILROAD COMPANY—SERVICE ON FULTON STREET LINE—OPINION.

Commissioner Malbie presented the following opinion with regard to the resumption of service on the Fulton Street line. The opinion was approved, and it was ordered that the recommendation contained in the last paragraph thereof be complied with:

MALLORY STEAMSHIP COMPANY, ET AL., COMPLAINANTS, AGAINST FULTON STREET RAILROAD COMPANY, DEFENDANT.

OPINION.

This matter came before the Commission through the filing of a petition signed by some four hundred persons, firms and corporations, praying for the resumption of service upon the Fulton Street line. The communication was referred to the receiver of the Fulton Street Railroad Company, who replied that he had been unable to locate any funds belonging to the company, or to procure any money with which to undertake the operation of the road. An order for a hearing upon November 5th was issued by the Commission upon October 23rd. Hearings were held at which there appeared representatives of the complainants and of the receivers for the Metropolitan Street Railway Company, Mr. Gilbert H. Montague, receiver of the company, and Mr. William C. Herbert, of counsel to the receiver, besides the various experts from the staff of the Commission. From the evidence presented at these hearings and the documents upon file in this office, the following facts appear:

The franchise under which cars have been operated upon the Fulton Street line was granted to the North and East River Railway Company in 1887, this company being the successful bidder at the public auction of the franchise by the comptroller in May of that year. The company agreed to pay 35 per cent. of its gross receipts for the franchise in addition to the statutory minimum, but no payment was ever made, and in 1893 an act of the legislature authorized the Sinking Fund Commission of the city to modify this obligation. Two years later (1895) the Commission reduced the compensation to 25 per cent.— $\frac{1}{2}$ of 1 per cent. above the statutory minimum.

The route covered by the franchise extends from South Street through Fulton Street to West Street, and thence along West Street to and connecting with the Corlandt Street Ferry and the Chambers Street Ferry, but the company has never laid track upon all of this route. The franchise provided among other things that cars should be run "as frequently as the convenience of the public may require"; that the fare charged should not be more than five cents from any point on its route to any other point on its route or to any point on any route connecting therewith, or vice versa; that the company should repair and maintain the portion of the street between the tracks and the rails and for a space two feet outside of the rails; that the company should remove entirely from the street the snow and ice upon the portion of the streets occupied by it; that any motive power might be used, subject to approval, except steam; and that the plans upon which the road was to be built should be the Bentley-Knight Electric Railway Company plans.

Lease to Metropolitan Co.—The North and East River Railway Company seems not to have had a very successful career, for its property was foreclosed and sold by referee on October 18th, 1895, to John H. O'Rourke for \$50,000. There is no inventory of the property, but it could not have been very extensive, notwithstanding the fact that the company had issued \$300,000 of stock and \$250,000 of bonds, for the report made to the Railroad Commissioners for the period ending June 30, 1896, stated that there were 1.02 miles of single track, and 10 cars and 60 horses belonging to the line. Within two weeks Mr. O'Rourke transferred what property he purchased to the Fulton Street Railroad Company, just incorporated, and received in return securities of a par value of \$1,000,000. Of this amount \$500,000 were in stock, and \$500,000 in 100-year, four per cent. first mortgage bonds. Early in 1896 all of the stock found its way into the hands of the Metropolitan Traction Company, and from thence it went to the Metropolitan Street Railway Company, etc. Following this change in stock ownership the Metropolitan Company entered into an agreement with the Fulton Street Railroad Company for the operation of its property. The Metropolitan Company agreed, in consideration of the lease which was to run 1000 years, to guarantee the payment of the principal and interest of the bonds, due in 1895. At present \$300,000 of the bonds are held by the Equitable Life Assurance Society, and the remaining \$200,000 are in the hands of various persons.

Results of Operation.—From early in 1896 to June 1st, 1908, the lines of the Fulton Street Railroad Company were operated by the Metropolitan Street Railway Company or its successors, who paid the interest on the bonds as a rental for the property (\$20,000 per annum—from 30 to 70 per cent. of the gross receipts on the line). Upon June 1st the receivers for the Metropolitan Company ceased to operate horse cars upon the line, and a receiver was later appointed by the State court to take charge of the property of the Fulton Street Railroad Company. During the year ending June 30, 1907, 530,668 revenue passengers and 230,256 transfer passengers were carried upon the line, which shows that the operation of cars upon this road was of convenience to a considerable number of people, a number perhaps larger than was to be expected in view of the character of the service.

Property of Company.—According to sworn reports made to this Commission, the Fulton Street Railroad Company owns 1.05 miles of single track, horse-car line, and this is all the track it owns. The sworn reports made to the Railroad Commission for previous years state that the company owned at various times from 7 to 13 cars and from 42 to 65 horses. In the course of the attempt to discover what had happened so suddenly to these cars and horses—why they were reported one year and not the next—the officials of the Metropolitan Company testified that the question of actual ownership was a question for the courts, that the cars and horses received from the Fulton Street Company in 1896 had ceased to have an existence, that they had been replaced by the Metropolitan Company from time to time, that the number assigned to the Fulton Street line from their general stock had varied from year to year according to the demands of traffic on that line, that the reports sworn to were made without consulting counsel as to the legal ownership of these cars and horses, and that the true meaning of the reports is that so many cars and horses had merely been assigned for use on the line. It is true that there is a legal question involved, and if the attitude of the receivers of the Metropolitan Street Railway Company is correct, the Fulton Street Company has no rolling stock or horses. No steps are being taken by the receiver of the Fulton Street Company to have this question immediately settled by the courts.

Trackage Rights.—Besides certain books and papers, now in his possession, the receiver has stated that he has been unable to locate any other property or funds. The

counsel to the Commission has examined the numerous documents that have been produced at the hearings to discover if possible whether the Fulton Street Railroad Company has any trackage rights of value over lines belonging to other companies. It appears, as stated above, that the Fulton Street Company has never built tracks over the entire route covered by the franchise. Other companies claim to have franchises over parts of this route also, and have laid tracks. As a result, neither the Fulton Street Company nor any other company owns either the north or south track on Fulton street from river to river. The Fulton Street Company owns the south track from West street to Washington street and from 120 feet west of Broadway to South street. The link between these two sections is owned by the Ninth Avenue Railroad Company. The north track is owned by the Fulton Street Company from West Street to Greenwich Street and from 120 feet west of Broadway to William Street. The section between is owned by the Ninth Avenue Company and the easterly end by the Bleeker Street and Fulton Ferry Railroad Company. The tracks on West Street are owned by the Central Park, North and East River Railroad Company. Hence, when a car is run over the entire route of the franchise of the Fulton Street Company, it changes from tracks owned by one company to those of another eight times, involving four companies. When the Metropolitan Company operated cars in Fulton Street, the situation was simple, as it was the lessee of all four companies; but if the receiver of the Fulton Street Company were to attempt to operate now, he would be obliged to make an agreement with the Metropolitan Company for use of tracks leased by it, or to find trackage rights in contracts handed down from an earlier period.

There has been found an agreement between the Bleeker Street and Fulton Ferry Railroad Company (and the Twenty-third Street Railway Company its lessee) and the North and East River Railway Company, the predecessor of the Fulton Street Company. It is dated October 16, 1888, and provides that the North and East River Company may use the tracks of the first named company from William Street to South Street (about one-third of a mile) for some 86 years upon payment of \$5,000 per annum, all charges for reconstruction, maintenance and repairs to be borne by the operating company. If the Twenty-third Street Company should elect to use the tracks of the North and East River Company between Broadway and South Street, it might do so, paying the same rental. In 1895, this agreement was modified, the rental to be paid by the Fulton Street Company being reduced to \$375.00 per year.

Under an agreement dated July 1st, 1890, to run for 30 years, the Ninth Avenue Railroad Company granted to the North and East River Company rights to operate over the tracks of the former from Broadway and Washington Street to West Street (equivalent to over one-third of a mile of single track) at an annual rental of \$2,000. The latter company was to reconstruct the track, maintain it, etc.

Upon May 2nd of the same year, the Central Park, North and East River Railroad Company gave the same company trackage rights on West Street from Fulton Street to Corlandt Street ferry and from Fulton Street to Barclay Street ferry. The rental was fixed at \$200 per year per linear foot of double track, equivalent to \$5280 per mile of single track, and was to be subject to readjustment every ten years. Agreement runs until 1960, but as it was made non-transferable, it is probable that the Fulton Street Company has no rights thereunder. By another agreement of the same date, the North and East River Company agreed to abandon "all claim and right at any time hereafter to extend or continue its route on West Street from said Barclay Street to said Chambers Street."

Summary. If these contracts are still valid, the Fulton Street Company owns trackage or has trackage rights, by paying \$2,375 per year, for the entire length of Fulton Street from river to river, and cars could be operated thereon at once. No cars have been operated regularly over any of the lines since June 2nd of this year, except between Church and Greenwich Streets where electric cars are run, and the receiver of the Fulton Street Company has stated at the hearings that he has no funds and that the bondholders have thus far refused to raise funds to purchase cars and horses for operation. The stock has been fully paid in, and as the bonds far exceed the value of the physical property, it is probably impracticable to exact the stockholders to furnish any money or to attempt to sell a further issue of bonds, even if the Commission had authority to direct this to be done. The Metropolitan Company ceased to operate the line largely because of the heavy rental (interest charge), and it would seem that a company is in a precarious condition financially that has \$1,000,000 in securities outstanding which are represented by a mile of single track, by trackage rights as above described, and by a franchise for which nothing properly chargeable to capital was paid to the city. It may be that the Metropolitan Street Railway Company is obligated to pay the interest on the bonds, but this question is to be litigated, and even if the contention of the bondholders is correct, it will furnish no immediate solution of the problem. In my opinion, therefore, it would be futile to order the company to operate cars.

Recommendation. There are four courses of action open to the Commission:—

1. To postpone final decision until the consummation of the foreclosure action now pending, or until a scheme for reorganization has been worked out by the corporations concerned.
2. To issue an order against the Metropolitan Street Railway Company and its receivers to resume operation under the contract made with the Fulton Street Railroad Company.
3. To issue an order against the Fulton Street Railroad Company and its receiver, requiring adequate service upon the line.
4. To request the Attorney General to institute an action to annul the franchise of the Fulton Street Railroad Company for non-use.

The first course of procedure seems unwise. The foreclosure suit is not being pushed rapidly, and no one can prophesy when it will be finally settled. The complete reorganization of the roads is also some distance in the future, and no one can fix a definite date when it will be accomplished. The line carried in 1906/7 over 750,000 passengers, and the petition presented to the Commission contains the names of some 400 persons, firms and corporations who are affected. I have also been advised that a company will be organized to operate a road in Fulton Street if a franchise can be secured. In view of these facts, it would seem unwise to postpone for an indefinite period the adoption of any plan which would bring relief.

The second suggestion is probably futile. The Fulton Street line cannot be operated successfully without rights over the tracks belonging to other companies. As pointed out above, one of the agreements for trackage rights was made non-transferable and can not be enforced by the Fulton Street Company or any one representing it. It is a question whether the others could be utilized, especially if the Metropolitan Company should be unwilling to operate, as is clearly the case.

If the contract between the Metropolitan Company and the Fulton Street Company were enforced, it would require the payment of \$20,000 in interest upon the bonds outstanding as a rental. It is possible that the contract made in 1896 obligates the Metropolitan Company to pay this interest regardless of the operation of the road. If such is the case, the Metropolitan Company might wish to operate if there would be any excess of receipts over operating expenses. However, the rental is so out of proportion to the value of the physical property, that it would seem unwise for the Commission to take any action which would directly or indirectly indicate that the contract was a proper one, that it should be executed and that the rental was reasonable.

The third course might seem to be the most natural one to pursue; but the receiver has no rolling stock and no funds with which to purchase cars. The stock of the company is fully paid-up and non-assessable. The bondholders have been asked to furnish funds and have refused. It is possible that the interest on the bonds might be used if it were paid by the Metropolitan Company to the receiver, but the Metropolitan Company has refused payment. It is likely, therefore, that any order against the receiver would be futile and would only complicate the situation without giving relief or making progress.

Further, as just stated, the Fulton Street Company does not own continuous trackage; it owns several disconnected sections. Its title to trackage rights over the lines of other companies is weak, especially against companies that are somewhat hostile. Under such conditions, it would doubtless be impossible to operate a line of cars from river to river.

We are brought, therefore, to the fourth course, which appears to be the only one that will be productive of any immediate results. For seven months neither the Fulton Street Company nor its receiver nor the receivers for the Metropolitan Company have operated cars over the Fulton Street route. The franchise granted by the city expressly provides that cars "shall be run as frequently as the convenience of the

public may require." It is clear, therefore, that the requirements of the franchise have been violated and that the Attorney General could very properly bring a suit for the annulment of the grant.

I recommend, therefore, that the Commission communicate with the Attorney General, forward him a transcript of the testimony taken at the hearings, and request that he bring an action to annul the franchise rights upon Fulton Street.

December 28, 1908.

(13) CONEY ISLAND AND BROOKLYN RAILROAD COMPANY—AUTOMATIC CIRCUIT BREAKERS—OPINION.

Commissioner Bassett presented the following opinion:

IN THE MATTER OF THE HEARING ON THE MOTION OF THE COMMISSION ON THE QUESTION OF THE COMPLIANCE BY THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY WITH THE REQUIREMENTS OF ORDER NO. 134 OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT AS MODIFIED BY ORDER NO. 238 OF SAID COMMISSION WITH RESPECT TO THE EQUIPMENT AND OPERATION OF CARS WITH AUTOMATIC CIRCUIT BREAKERS—UNDER ORDER FOR HEARING NO. 828.

An action having been brought in the Supreme Court, Kings County, by the Counsel to the Commission in the name of the People of the State of New York against the Coney Island and Brooklyn Railroad Company to recover penalties for fifteen violations of Order No. 134 of the Commission as modified by Order No. 238, the railroad company applied to the Commission to discontinue said action on the ground that the violations had been unintentional and unavoidable. Upon that application, the Commission issued Order No. 828 for a hearing on the question of the company's compliance with Orders Nos. 134 and 238. It is conceded by the company that the company in fifteen separate instances violated the order of the Commission in operating cars without an automatic circuit breaker over the motor-man's head. This was a direct violation of the main purpose and of the express provision of Order No. 134 as modified by Order No. 238. These orders were adopted after a hearing in which the question of proper equipment and operation of trolley cars in the matter of circuit breakers was considered at length; and it was made plain in the course of that hearing that the policy of the Commission was to eliminate delays and to bring about increased safety of operation by having the cars of the defendant company equipped with circuit breakers in accordance with the usage adopted on well operated roads.

The excuse of the company is that special circumstances had required the company to switch back cars in the middle of their run, which ordinarily ran around the loop and that this deviation from their regular schedule of operation was caused by blocks on the line or other unavoidable circumstances and was made in the interest of the traveling public. The company states that it has been found impracticable and impossible to operate all of its cars on any route around loops without fail and that in consequence of this fact the company has equipped all of its cars with two automatic circuit breakers so that hereafter it will be possible to carry out the order of the Commission in this respect.

The company is censurable for the manner in which its operating expert misled the Commission and further for its failure to advise the Commission when it found it impracticable to operate its cars in strict compliance with the terms of the Commission's order. The Order No. 238 modifying Order No. 134 took effect on the 4th day of February, 1908, and required the company to complete the equipment of its cars so as to carry out the order by or before April 15, 1908. The particular violations which were observed by the Commission's inspectors occurred on April 29, 1908, two weeks after the order was fully in force.

It appears from the evidence on the present hearing that the officials of the company instructed their subordinates to comply with the terms of the Commission's order and it is claimed that the only departures from the order were in cases where blocks on the line or other exigencies of traffic conditions required the cutting out and turning back of its cars in the middle of a run. It also appears from the evidence that when the company discovered that it would be impracticable at all times to comply with the terms of the order without a more extensive addition to their equipment than had at first been contemplated, the company gave orders to have all its cars equipped with two automatic circuit breakers and that for some time past the company has been operating all of its cars with such equipment.

In view of this provision by the company in excess of the requirements of the order, I recommend the adoption of a resolution authorizing the Counsel to the Commission to consent, subject to the approval of the Court, to the discontinuance of the action which has been brought to recover penalties under Order No. 134 as modified by Order No. 238.

December 29, 1908.

The following resolution was thereupon moved and duly seconded:

Whereas, By direction of the Commission the Counsel to the Commission has brought an action in the Supreme Court, Kings County, in the name of the People of the State of New York against the Coney Island and Brooklyn Railroad Company, to recover penalties for violations by said company of Order Number 134 of this Commission, as modified by Order 238; and

Whereas, It appears after a hearing that the officers of the said company instructed their employees to comply with the terms of said order; and that the said violations were caused by lack of foresight and errors of judgment, without intent to disregard the terms of said order; and

Whereas, It appears further after said hearing that said company has of its own initiative expended a considerable sum of money in the installation of equipment in excess of that required by the terms of said order, and has done so for the purpose of assuring at all times compliance with said order;

Now, therefore, on motion duly made and seconded, it is

Resolved, That the Counsel to the Commission be and he hereby is authorized and directed to make a stipulation with said Coney Island and Brooklyn Railroad Company for the discontinuance of said action, without costs, subject to the approval of the Court having jurisdiction of the same.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.
Nays—None.
Carried.

(14) EAST RIVER GAS COMPANY—EXTENSION ORDER. Case 728

On motion, duly seconded, an Extension Order was adopted in Case No. 728, extending the time of the East River Gas Company of Long Island City to January 15, 1909, to file its report for the six months ending December 31, 1907.

(15) BROOKLYN HEIGHTS RAILROAD COMPANY—ORDER AFTER REHEARING. Case 845

On motion, duly seconded, an order was adopted after rehearing in Case No. 845, modifying Final Order No. 845, adopted November 20, 1908, so that subdivision (2) should read, "between the hours of 10:00 p. m. and 6:00 a. m." instead of "between the hours of 8:00 p. m. and 6:00 a. m."; so that subdivision (3) should read "between the hours of 6:00 a. m. and 10:00 p. m." instead of "between the hours of 6:00 a. m. and 8:00 p. m."; so that section (5) should call for compliance with subdivisions (1), (2), and (3) on or before January 9, 1909, instead of December 3, 1908, and for compliance with subdivision (4) on or before February 11, 1909, instead of December 23, 1908; and so that section (7) should call for filing of tariff circular No. One at least five days in advance of January 9, 1909, instead of December 3, 1908.

(16) METROPOLITAN STREET RAILWAY COMPANY OR RECEIVERS—HEARING ORDER. Case 1013

On motion, duly seconded, a hearing order in Case No. 1013 was adopted directing a hearing on January 6, 1909, at 3:30 p. m., to determine whether the Metropolitan Street Railway Company or its Receivers should be directed to diminish the noise made by operation of cars on the curve at Sixth Avenue and Fifth-third Street, in regard to which a complaint order in this case was issued on the complaint of William W. Hopkin. The Chairman designated Commissioner Eustis to conduct the hearing.

(17) EIGHTH STREET CROSSTOWN LINES—SERVICE. Cases 1015, 1016

Commissioner Maltbie made the following statement with reference to the service on the Eighth Street Crosstown lines to Brooklyn and to the East Tenth Street Ferry:

"I wish to present two orders relative to the service on the Eighth Street Crosstown line to Brooklyn and the Eighth Street Crosstown line to East Tenth Street Ferry. In lieu of a formal report upon the evidence taken at the hearings, I wish to state a few facts which have been established.

"From investigations made by the Bureau of Transportation, it became apparent last spring that the service upon these two lines was quite inadequate. Orders were drafted which would require increased facilities, and after hearings were held the receivers requested that the issuance of these orders be postponed because of the lack of sufficient cars to meet the requirements. Accordingly, the hearings were adjourned and new observations were made this fall, after several months had elapsed in which the receivers had sufficient opportunity to secure additional rolling stock. From these observations it became apparent that while the service had been improved at certain hours of the day, it was more inadequate at others and that at a whole the cars are more crowded now than they were six months ago.

"The overcrowding on these lines apparently is as bad as anywhere in the City and considerably worse than it is upon some other lines. These facts have been known to the receivers for many months. They did not appear at the hearings, but letters have been received from them in which they state that they do not have sufficient cars to comply with the proposed orders without depriving other lines of the necessary equipment.

"In view of the fact that the law requires every company to provide a sufficient number of cars to give adequate service, that the receivers have had many months' notice of their delinquency, that it is their duty to provide adequate service or surrender their franchises, and that present conditions must not continue, I have prepared two orders for increased service and recommend their adoption. In a few particulars they differ from the orders upon other surface lines in Manhattan, the changes made being necessary owing to physical conditions over which this Commission has no control. Even if the order is executed in good faith, there will not be seats for all passengers during rush hours, but, because of street conditions it is not physically possible to operate upon these two lines sufficient cars to give every one a seat. However, the orders go as far as it is possible to go, and when they are obeyed the improvement will be very considerable, as the number of cars operated must be increased from twenty-five to fifty per cent."

FINAL ORDER.

A Final Order was thereupon based on the Metropolitan Street Railroad Company in Case No. 1015, to take effect January 16, 1909, and continue in force for a period of two years, calling for increases and changes in its Eighth Street Crosstown Line to Brooklyn in the following particulars:

By operating daily, including Sunday, eastbound and westbound, on Christopher Street just the intersection of the middle lines of Christopher Street and Washington Street, on Eighth Street just the intersection of the middle lines of Eighth Street and Third Avenue, and on Delancey Street, at the westerly end of the Williamsburg Bridge, during all hours of the day, except during the period from 12 o'clock midnight to 5 o'clock a. m. in each fifteen minute period, either

(a) A sufficient number of cars in each direction to provide at each of the points named above a number of seats at least equal to the number of passengers at such point; the number of cars passing each of the points named to be, however, never less than six per hour in each direction; or

(b) A minimum number of fifteen cars in one direction past each of the points named above.

FINAL ORDER.

A Final Order was also based on the Metropolitan Street Railroad Company in Case No. 1016, to take effect January 16, 1909, and continue in force for a period of two years, calling for increases and changes in its Eighth Street Crosstown Line to East Tenth Street Ferry in the following particulars:

By operating daily, including Sunday, eastbound and westbound, on Christopher Street just the intersection of the middle lines of Christopher Street and Washington Street, on Eighth Street just the intersection of the middle lines of Eighth Street and Third Avenue, and on Tenth Street just the intersection of the middle lines of Tenth Street and Avenue A, during all hours of the day, except during the period from 12 o'clock midnight to 5 o'clock a. m. in each fifteen minute period, either

(a) A sufficient number of cars in each direction to provide at each of the points named above a number of seats at least equal to the number of passengers at such point; the number of cars passing each of the points named to be, however, never less than six per hour in each direction; or

(b) A minimum number of fifteen cars in one direction past each of the points named above.

(18) CONEY ISLAND RAILROAD COMPANY—TARIFF ORDER. Case 1028

Upon motion duly made and seconded, a Tariff Order in Case No. 1028 was adopted granting permission to the Coney Island Railroad Company to put into effect on one day's notice a Tariff P. S. C.—1 N. Y.—No. 110, a rate of eight cents per hundred pounds on oysters and clams in shell between certain points on its lines.

(19) NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY—TARIFF ORDER. Case 1030

On motion, duly seconded, Tariff Order in Case No. 1030 was adopted giving to the New York Central & Hudson River Railroad Company permission to put into effect on one (1) day's notice, Supplement No. 2 to official classification No. 33 (P. S. C.—1 N. Y.—No. 92) suspending the classification of articles on the valuation basis for ninety (90) days from January 1, 1909.

(20) INTERBOROUGH RAPID TRANSIT COMPANY—STATEMENT OF TICKET SALES, CAR MILES, REVENUES, ETC. 1277

The following resolution was moved and duly seconded:

Resolved: That the resolution passed by this Commission on the 27th day of November, 1907, requiring the Interborough Rapid Transit Company to file with the Commission monthly report of its ticket sales for each month and hourly ticket sales for the first Tuesday and the first Sunday in every month, be and the same is hereby rescinded.

Further Resolved: That the Interborough Rapid Transit Company be required:

(1) To file on or before January 10, 1909, and on or before the 10th of each succeeding month, a sworn statement of

(a) the number of tickets sold during the preceding calendar month on each of the northbound and southbound platforms of the Subway Division and the Second, Third, Sixth and Ninth Avenue Elevated lines, and

(b) the number of miles run by passenger cars on each of the said routes during the same period.

(2) To file daily for a period of six months from January 2, 1909, a sworn statement showing for the preceding day the total number of tickets sold and the number of car miles run on each of the said routes.

(3) To file monthly for a period of six months from January 1, 1909, a sworn statement showing for the preceding calendar month,

(a) the gross revenues from operation,

(b) the expenses of operation and

(c) the income from other sources than operation, of the Interborough Rapid Transit Company and of the Elevated and Subway divisions separately.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(21) C-3000

The Secretary presented a communication, dated December 23, 1908, from Robert J. Ross, of 52 Wall Street, transmitting a petition signed by 46 property owners and residents in the vicinity of 225th Street, Manhattan, and Kingsbridge Road, Bronx, asking the Commission to take steps to abolish the grade crossings of the New York and Putnam and the New York Central Railroads at that point. The papers were referred to Commissioner Eustis.

(22)

RAPID TRANSIT SUBWAY CONSTRUCTION COMPANY—REQUISITION.

The Secretary presented requisition No. 2 for Bowling Green Shuttle Station, of the Rapid Transit Subway Construction Company for \$15,549.57 for work done and materials furnished during the month of November, 1908, less 10 per cent., together with the certificate of Henry B. Seaman, Chief Engineer, approving the same, and a formal resolution approving the requisition and directing that voucher No. 1958 be transmitted to the Comptroller for payment of the said amount, which was thereupon duly adopted.

(23)

JOHN B. McDONALD—REQUISITION.

The Secretary presented requisition No. 2 for 96th Street Improvement, of John B. McDonald for \$40,721.21 for work done and materials furnished during the month of November, 1908, less 10 per cent., together with the certificate of Henry B. Seaman, Chief Engineer, approving the same, and a formal resolution approving the requisition and directing that voucher No. 1957 be transmitted to the Comptroller for payment of the said amount, which was thereupon duly adopted.

(24)

FENDERS AND WHEELGUARDS—REPORT OF SUB-COMMITTEE.

Commissioner Malbie made the following statement:

"Mr. Chairman, in presenting the report upon fenders and wheelguards prepared by the Sub-Committee upon Safety Devices, of which Mr. McLimont is chairman, I wish to express my appreciation, as the committee to whom this matter was referred of the care and thoroughness with which these tests have been conducted. This work of the Commission has attracted attention not only in the United States and Canada, but in European cities as well. Probably no series of tests has ever been made with such thoroughness and with such a close approximation to actual conditions. The tests have been conducted publicly, and the results, which speak for themselves, ought to be of great assistance in the selection of proper devices not only to this Commission, but to other public bodies and to street railway corporations.

"In my opinion, this is one of the most important things that the Commission has done since its creation. There is an appalling loss of life in the streets of this city due to the operation of street cars. While it will probably never be possible to eliminate deaths, injuries and accidents entirely, everything that can be done to accomplish this result ought to be tried. No one will deny that with proper fenders and wheelguards the number of fatalities can be considerably reduced.

"While financial considerations are not the principal ones to be considered, it is to be noted that the expense of carrying out the recommendations made by the Sub-Committee will not exceed \$300,000. As the companies operating surface cars in New York City incurred expenditures for injuries, damages and legal expenses during the year 1906-7 amounting to over \$3,500,000, and as it is admitted that a considerable portion of this sum would be saved to the companies by the introduction of proper fenders and wheelguards, it is apparent that the companies would gain financially by equipping their cars properly. It is possible that the total expenditure for new equipment might be saved in one year; but whether or not this is true, proper regard for humanity demands that fenders and wheelguards be placed upon all cars operated upon the surface lines in Greater New York.

"I move, therefore, that the report be accepted, placed on file and printed. In order that the recommendations of the Sub-Committee may be put in force at the earliest moment, I shall present at an early meeting orders for hearings to give the companies an opportunity to state whether there are any reasons why the recommendations made should not be carried out."

Ayes—Commissioners Willcox, McCarroll, Bawert, Malbie, Eastis.

Nays—None.

Carried.

New York, December 14th, 1908.

Public Service Commission, First District, State of New York, 154 Nassau Street, New York City.

GENTLEMEN—Your Sub-Committee upon Safety Devices and Accident Prevention Measures beg to submit their report covering the results of the tests conducted by them for this Commission at Schenectady, N. Y., September 15 to October 3, and at East Pittsburgh, Pa., October 20 to November 12, 1908, upon fenders and wheelguards intended for use upon surface electric cars.

In the accompanying report is given an analysis of the different classes of these devices that were submitted to test, and a tabulation showing the merits of the various devices; also a view of each device installed upon the car in operating position before being tested; also views showing the general arrangement of the testing grounds.

Qualities Required—Besides efficiency in life-saving qualities, i. e., the picking up or removal of a body from the path of a car, shown by these fenders and wheelguards, there has been considered the estimated cost of maintenance, weight of device, number of parts and material used in construction. These points are important in the selection of car fenders or wheelguards, for, if the maintenance is too high, the railway company will neglect to maintain them in an efficient condition; and they should be as light as possible without sacrificing durability, so as to reduce the dead weight which the car must carry. Then again, the material should be of such kind as will withstand the service for which it is to be used. One of the most important factors is that the device should have as few parts as possible, be simple of operation, easy of inspection and economical of maintenance.

Some of the devices tested had merit as life-savers when in new and perfectly normal operating condition, but they were complicated and made of material that would make it a serious matter for the railway companies to maintain them in a reliable life-saving condition. Devices of that kind could not be recommended for use within the jurisdiction of this Commission.

As a result of the tests of fenders and wheelguards at Schenectady, N. Y., and East Pittsburgh, Pa., the following recommendations are offered:

Every fender and wheelguard to be used in accordance with the following recommendations should be of a design approved by this Commission.

Wheelguards—All cars in service under the jurisdiction of this Commission should be supplied with two automatic (mechanical drop) wheelguards, which must be attached to the trucks of all types of cars, this apparatus to be always maintained in a normal operative and life-saving condition, the tripping gate to be carried at a height of not more than 5" and the apron of the wheelguard not more than 4" above the rails.

Projecting Fenders—All cars in service under the jurisdiction of this Commission in the Boroughs of The Bronx, Queens and Richmond, should also be equipped with a projecting type of fender always carried in a normal operating position with the outer edge of apron not more than 6" above the rails, and maintained in a thoroughly operative and life-saving condition.

All cars in service in Brooklyn should also be equipped with projecting fenders, and should carry them in a normal operating position with the outer edge of the apron not more than 6" above the rails, except that such fender should be lifted up into a folded position by the motorman without the latter leaving the platform when cars are operated in the following streets:

Fulton Street, west of Putnam Avenue.

Court Street, north of Atlantic Avenue.

Boerum Place and Adams Street, north of Livingston Street.

Washington and Adams Streets, between Fulton and Sands Streets.

Smith Street Line, north of Livingston Street.

Williamsburgh Bridge, lines west of Haverway St. or Broadway.

The reason for the recommendation that all cars be equipped with automatically operated wheelguards, and only certain of the cars under the jurisdiction of the Commission be also supplied with a projecting type of fender (either automatic or manually operated), is that it is not considered that any one device will be sufficient when a car is being operated at high speed.

Cars operating at the low speed necessary in congested districts are sufficiently guarded by automatically operated wheelguards, but cars operated through localities where congestion is not sufficient to prevent high speeds should be equipped with both projecting fenders and wheelguards.

Even though an automatically-dropped fender is used, experience proves that it must be carried at least 6" above the pavement, and this height will not always permit it, when tripped, to drop to the pavement quickly enough to get under a body in a

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prostrate position. The manually-operated type of projecting fender must also be carried at the same height above the pavement as the automatic, so that if the motorman does not drop the fender to the pavement before reaching the victim, it also will pass over him allowing him to go under the wheels of the car, if they are not protected by a wheelguard; but both the automatic projecting fender and the manually-operated fender are efficient for catching a person struck in an upright position. Therefore, it is considered essential that the cars should be equipped with both wheelguards and fenders, wherever local conditions do not interfere with the use of fenders.

Finally, it should be fully understood that the effectiveness of the foregoing recommendations is wholly dependent upon the maintenance of the devices in a thoroughly operative and life-saving condition. If such requirements are not exacted of the operating railway companies, the results which the Commission desires to accomplish cannot be obtained.

Respectfully submitted,

A. W. McLIMONT, Chairman;

D. L. TURNER.

GEORGE F. DAGGETT.

Sub-Committee on Safety Devices and Accident Prevention Measures.

LIST OF FENDERS AND WHEELGUARDS WHICH OBTAINED AT LEAST 75 PER CENT. IN THE TESTS HELD AT SCHENECTADY, N. Y., AND EAST PITTSBURGH, PA., 1908.

Projecting Fenders—Automatic (drop).	
J. O'Leary	79.1%
G. H. Bolduc	77.7%
W. T. Watson	77.3%
Jenkins Automatic Fender Co.	75.0%
Projecting Fenders—Automatic (relative).	
Worcester Railway Supply Co.	80.2%
Projecting Fenders—Automatic (Air Auxiliaries).	
American Automatic Fender Co.	80.3%
W. H. Quin	78.2%
Projecting Fenders—Platform Trip.	
G. A. Parmenter	80.2%
Consolidated Car Fender Co.	78.2%
American Fender Co.	77.7%
Sterling-Meaker Co. (Berg)	76.8%
Pittsburgh Car Fender Co.	75.0%
C. D. B. Fiske	75.5%
C. N. Wood (Pflugst)	75.2%
Projecting Fenders—Non-automatic.	
Eclipse Railway Supply Co.	80.0%
Wheelguards—Automatic—Mechanical drop.	
Hudson & Rowing	86.0%
G. A. Parmenter	83.0%
W. T. Watson	80.0%
American Fender Co.	76.0%
Wheelguards—Automatic—Gravity drop.	
Sterling-Meaker No. 7	79.8%
Wheelguards—Automatic Shearing—Mechanical drop.	
Sterling Equipment Co.	82.5%
Wheelguards—Automatic Shearing—Gravity drop.	
J. H. Caliga	75.3%
Wheelguards—Non-automatic—Platform Trip.	
W. Marlin	75.0%

New York, December 14, 1908.

Public Service Commission for the First District, State of New York.

GENTLEMEN—Shortly after the Commission appointed the Sub-Committee upon Safety Devices and Accident Prevention Measures to investigate signal apparatus and all forms of safety devices for use in connection with the operation of cars in Greater New York, it became apparent to the Sub-Committee, from the reports of the Accident Bureau setting forth the great number of fatal accidents, and of persons seriously injured by the surface cars, that their efforts should be directed toward ascertaining if any of the numerous car fenders and wheelguards which were being brought before them in model form and by drawings, or if the devices at present used on the surface cars under the jurisdiction of the Commission, had sufficient merit to warrant their use as life-savers.

For the purpose of determining the relative efficiency of various types, the Sub-Committee believed that tests, more thorough and complete than any given heretofore, should be made. It seemed desirable that the tests should be made upon the track of a company not in any way interested in the results. Accordingly, arrangements were consummated with the General Electric Co. at Schenectady, N. Y., and also with the Westinghouse Electric & Manufacturing Co. at East Pittsburgh, Pa., to afford facilities at their respective works for the Public Service Commission for the First District to conduct car fender tests. September 15, 1908, was set for the beginning of the tests at Schenectady, and October 20, 1908, for those to be held at East Pittsburgh.

Nature of Tests—The arrangements for making the tests included 100 feet of track paved with cobble stones and 100 feet paved with asphalt, these two forms of pavement comprising those predominating in Greater New York. A single-track car and also a double-track car were rebuilt and arranged so as to give platform dimensions as found upon the cars in New York City. The tests were made at speeds of 8 and 15 miles per hour upon each of the two forms of pavement. These speeds fairly represent the average operating conditions in Greater New York, and were calculated to bring out the relative merits of the devices for use within the First District, which was the principal aim of the tests.

The fender and wheelguard tests that have been conducted by commissions, municipal authorities and railway companies heretofore have not maintained a uniformity of conditions and requirements throughout the tests of each device, and therefore the results obtained by them do not appear to your Committee to warrant final conclusions as to relative merits, or to have been a fair demonstration of the pick-up or life-saving quality of each device.

Having this fact in mind, a complete set of rules was prepared, classifying and standardizing the trials to which each device with similar characteristics should be submitted, in order that a fair and comprehensive opinion might be formed as to the efficiency and other qualities which the device should have. To demonstrate as nearly as possible the qualities of each device for picking up or removing a human body from the track, dummies or lay figures were used, which would stand alone and which had joints and other characteristics resembling as nearly as possible the human body. These were of three sizes: a boy weighing 50 pounds, a woman, 120 pounds, and a man, 170 pounds; all clothed, and of a height corresponding to their weight.

Appended hereto is a copy of the rules which governed the tests throughout, and also a photographic view of the general arrangements at each of the two places where the tests were made. One of the most valuable features of the tests was the photograph made of each fender attached to the car ready for the test (photographs appended); and the photograph showing the positions of the car and dummy after each test, when the car had come to a stop. These photographs are the permanent evidence of the action of each device.

General Interest—To attract all of the manufacturers of car fenders and wheelguards, as well as inventors who had not yet developed or marketed their devices, widespread publicity was given to the proposed tests. Printed matter setting forth the object of the tests and the rules under which they were to be carried out was sent to every one interested in this subject, including other commissions and railway people. The result was that great interest was manifested in the tests, not only in this country but in Europe. Devices from England were tested at Schenectady and East Pittsburgh. Unfortunately, one entered by a German firm for the East Pittsburgh test was lost in transit.

The success of both series of tests, and the approval accorded to them by the public and those interested in railway matters has been shown by the great amount of space given to this subject, not only by the public and technical press of this country, but by that of Europe.

There were 191 applications for test, and 92 devices were submitted, some of them so apparently impractical that they were disqualified without a demonstration being considered necessary to show their lack of merit for further consideration.

In all, 38 fenders of the projecting type and 29 wheelguards, making 67 life-saving devices, were tested. Upon these 67 different devices, 1801 separate and distinct tests were made. The exhaustive trial to which they were submitted, while not proving that any particular fender or wheelguard had reached a point of efficiency to warrant its preference over all others, has, without question, demonstrated that there are several available fenders and wheelguards far superior in actual operative merit to most of the contrivances used at present, and less expensive to maintain in a life-saving condition. Their adoption by street car companies, not only in New York City but all over the country, would, therefore, tend to lessen in a marked degree the appalling number of fatalities and serious accidents occurring on street railways.

Importance of Maintenance.—Until recently, managers of most railway companies have considered fenders and wheelguards an evil forced upon them by municipal authorities, and have believed that there was no device worthy of serious consideration as a life-saver, and that these unnecessarily imposed upon the company a very great maintenance expense. The railway companies themselves were very largely to blame for the inefficiency of many of these devices as life-savers, for they were seldom maintained in the condition in which they were designed to be kept to be operative as life-savers. The feeling among the officials of the railway companies that these devices were useless was naturally shared by the conductors, motormen and others responsible for the good condition and upkeep of these devices, so that one could see almost everywhere where fenders and wheelguards were used that they were not maintained in sufficiently good condition to be of much value if called upon to save life.

It is only recently that the great increase of street car accidents has brought home to the management of railways, principally through the claim department, the necessity of using a fender and giving to it the same care and consideration as is given to other parts of the car equipment. When the companies shall have instilled into their employees' minds the idea that these forms of safety devices should not be carelessly handled, but should be maintained in as efficient operative condition as the controller, circuit breaker and other essential parts, they will undoubtedly have accomplished a great deal toward reducing the amount of damage claims which is yearly brought against them. Besides, the claim department of companies have had it impressed upon them that if their companies operate cars without the best devices, their defense in suits brought against them is weakened. In other words, the proof of contributory negligence by the claimant is much more difficult in a case where superior protection is shown than in one where the company could not be attacked on that ground. Therefore, from the company's standpoint, it would appear that fenders and wheelguards should be used upon all cars in service, and furthermore, used carefully, continuously tested and maintained in a thoroughly operative and normal condition.

It is safe to say that none of the surface car companies in Greater New York, and very few anywhere, have ever submitted their devices to a practical test before purchasing them, but have accepted the salesman's assertions and the testimonial letters he has presented as evidence of the fender's life-saving qualities. In many instances the only consideration given the question has been that of least maintenance, without any thought of its value to the claim department.

If it were possible for those operating surface cars to keep at all times their equipment under such control as to be able to stop in the short distance necessary to prevent colliding with a pedestrian suddenly appearing before a car, it would not be necessary to provide the car with a fender or wheelguard.

But when cars are run at the fast speeds required by the schedules, they cannot be stopped in a short distance even though provided with air brakes, which is obviously not necessary under ordinary conditions with many of the small cars now in service. Considering this difficulty, the railway companies should, so far as possible, protect the public from serious or fatal injuries, by equipping their cars with the most efficient life-saving devices and carefully maintaining them in operative condition.

Faulty Devices.—The tests have shown that car fenders and wheelguards are like any other class of machinery. They must be gradually developed, and then be tested many times in actual use before they are available for service. While some of the devices tested had merit, they lacked the development which would make them suitable for use upon the surface cars in Greater New York. Some devices were of such poor workmanship and improper material that practically no true result of their pickup qualities could be obtained. Others had an impossible number of working parts, such as sliding contacts and joints, which would require lubrication and protection from the weather, and thus increase the care necessary to keep them operative. Again, others were built with a large number of spiral springs which it would be impossible to maintain in a normal condition.

Most of such devices were the result of ideas gained from witnessing accidents, by people who did not have any conception of the requirements of a fender or wheelguard for practical railway use. It was therefore not surprising that the devices which withstood the hard usage given by the tests and made the best percentage of pick-ups, were those of manufacturers who have long been in the business and had developed their apparatus along the lines required by railway companies.

The practice upon some of the surface railways of Europe of carrying fenders and wheelguards attached to the trucks of the car in a fixed position and sufficiently close to the track to be efficient as life-savers is made possible by the better street pavements, permanent way and other favorable conditions. In this country long experience has shown that climate, speed, street pavement and other influencing factors prohibit, on account of excessive cost, the use of any wheelguard or fender which is in the carried close in the track in a fixed position, attached to either truck or car body.

Wheelguards and fenders with aprons made up entirely of fingers pressed to the pavement in action did not give the results anticipated by inventors of devices of this class, as the fingers, when dropped upon cobble or other uneven pavement, invariably struck the dummy on the rebound and either pushed it along or mangled it among the fingers, tending to reduce greatly its ability to get the victim onto the apron.

Important Factors.—The material used in the construction of the device bears directly on its ability to withstand the rough usage caused by continuous service and largely influences its capability as a life-saver. Malleable iron should be used for all fittings, hangers and every part possible, as it will withstand a severe blow without bending, to which fittings of steel and iron prove themselves subject. The latter sometimes got out of shape, were sprung or became inoperative without the fact being noticed until they were again called upon to act. If fittings are malleable, the design can be of less weight for the same strength. The aprons of wheelguards that gave the best results were those formed of steel with wood slats, and those comprising this strap steel and malleable iron braces. The slats and straps are so placed that when broken they can be readily and cheaply replaced without removing the apron from the car.

It developed during the tests with the 120-pound woman figure that the wearing apparel was often the cause of failure of the devices either to pick up the dummy or to remove it from the track. When the fender hit the figure and pushed it along the track, the clothing sometimes trailed on the pavement and got under the front of the device, with the result that in a number of cases the body was drawn under the fender. This brought out the fact that any successful wheelguard needs to be pressed to the pavement by a pressure of not less than 100 pounds at the time it is intended to pick up an object. Devices that were operated by springs, instead of depending upon gravity, demonstrated this by making successful pick-ups where the others failed.

It is desirable also to keep the apron of both fender and wheelguard as narrow as possible because of the shaking which takes place when a car goes over special track work or faulty joints, as the device is suspended only at the back. Its tendency to shake is, of course, proportionate to its width, and is undesirable for the reason that it loosens the parts thereby causing a rattle and noise, and deranges the mechanism, shortening the life of the entire apparatus.

As it is found essential that a device should be forced to the track and held there by a compression spring, those depending only upon their weight being practically useless, it is desirable that the apron of either fender or wheelguard, when in normal operating position, should be pressed upward against a spring in order to retain it as far as possible in a rigid position and to obviate the shaking effect referred to above.

The tests developed the facts that, with a projecting fender, the transverse width of an apron is a very important point, and, in order to catch and retain a person struck by it, the width must be proportionate to the car's speed.

Very few of the projecting fenders tested had adequate bumper or dash protection to prevent the victim receiving serious injury by coming in contact with these parts. Only in the case of a very limited number of those that had dash and bumper protection was it apparent that an effort had been made to prevent the well known throwing-on effect. This question has been effectively considered only with the Parmenter "projecting platform operated" fender, the E. B. Clark fender of the same type and the Quin Brothers' air operated fender.

The management of a number of roads have decreased the width of aprons to a minimum, simply to reduce the possibility of damage by collision in crowded districts, or from striking people when cars are rounding a short curve at a street corner, without testing to ascertain if they were reducing the efficiency of the fender as a life-saver. The tendency of a body falling on an apron of from 20 to 26 inches in width is to roll off on the pavement and so subject the victim to the consequent hard abuse and likelihood of getting underneath the fender, whereas an apron of 30 to 36 inches wide proved its ability to hold a body falling on it, even at a speed of 17 miles per hour, and we believe it would do so at a considerable increase of speed.

Another point in connection with the apron of most projecting fenders, as well as wheelguards, is that a straight apron must be wider than one of scoop shape in order to retain a body. This is an important point to the railway companies, as by knowing the speed of their cars through districts where a projecting fender is to be used, as well as through a district where a pickup type of wheelguard is to be employed, they can, by testing, ascertain the minimum width of apron necessary for either fender or wheelguard to hold a body.

The automatically operated "shearing" wheelguard, of which a number were tested, is normally held as high above the track as the characteristics of the permanent way require, and, being held up against the strong compression springs which push it to the track when released, is free from the shaking or other disturbing movements occurring in pickup types of wheelguards when the car passes over special work, faulty joints or other obstacles which will jolt the car. The very severe usage a person must undergo when being picked up by a wheelguard, after having been knocked down by the car, is certainly prospective of serious injury, though, after passing this blow he should be completely picked up. The tests did not demonstrate that any wheelguard would always completely pick up the object. On the contrary, it was often pushed or dragged along the pavement until the car was brought to a standstill.

A person who is removed from the track by a "shearing" wheelguard receives a glancing blow from the guard (unless he is struck squarely by the peak of the device) and is then pushed along or shoved out of the path of the car. This is also rough treatment, and it is absolutely problematical what the results will be to the victim.

In the selection of a fender or wheelguard, the railway manager must give consideration to the practicality of the device he adopts in suit the operating conditions governing his road, such as pavement, track, grades, clear cuttings and curves that pass close to the sidewalk at corners where it is likely that a projecting fender would catch pedestrians. Also snow and ice must enter largely into his consideration, especially in the selection of a projecting fender or pickup type of wheelguard.

The height that the device was to be carried above the track in the tests was not fixed by the committee, but was left to the option of the participant. Therefore, the railway manager must give consideration to the distance each device was carried above the track to secure the efficiency marks obtained. In a number of cases the devices undoubtedly were placed lower than permissible on many roads by reason of the condition of the permanent way. The height above the rail should be governed by the local conditions prevailing in each individual case, and the pickup efficiency, as shown in these tests, must be considered proportionate to the height at which the device was carried above the track.

The tests could not prove altogether the ability of the devices to withstand the rough usage of continuous car service, nor in many instances the pickup qualities of those which, after a few trials, were damaged so as to be inoperative, and had to be withdrawn.

The tests, successful as they were, unfortunately proved no one fender superior in all its parts to the others; but the results, as shown by the ratings, speak for themselves.

TESTS DEFINED.

On account of the variety of devices submitted for test, projecting fenders and wheelguards have been separated with the following subdivisions:

PROJECTING FENDERS.

Non-Automatic.—A fender carried in a fixed position at a height above the track pre-determined according to the characteristics of the permanent way.

Automatic.—A fender carried as close to the track as the characteristics of the permanent way will allow, and dropped to the track by a projecting piece in front of the fender coming in contact with the object to be picked up. This actuates a trip which may be either mechanically or air operated.

Platform Trip.—A fender carried normally as close to the track as the permanent way conditions will permit, and dropped to the track by the mechanism forming from the platform a mechanism which draws the fender ready to pick up an object.

Shearing—Projecting Type.—A fender carried in a fixed position above the track, at a height pre-determined according to the characteristics of the permanent way. This type of fender embodies the characteristics of the steam locomotive pilot with the triangular frame, the sides of which are intended to shear the object clear of the track.

WHEELGUARDS.

Automatic (Mechanical Drop).—A wheelguard, the apron of which is carried as close to the track as the characteristics of the permanent way will allow, and which is forced to the track by a compression spring, or other mechanical device. Being released by the object to be picked up coming in contact with a trip which actuates the release mechanism.

Automatic Gravity Drop.—The characteristics of this type of wheelguard are the same as those of the automatic mechanical drop, with the exception that the apron, on being released, drops to the track by gravity.

Platform Trip.—A wheelguard, the apron of which is carried as close to the track as the characteristics of the permanent way will allow and dropped to the track by the manual operation of a platform-actuated mechanism including the compression spring effect, as well as a platform resetting feature. This method of operation is usually supplemental to the automatic feature of this type of safety device.

Shearing Automatic (Mechanical Drop).—A wheelguard, the triangular frame of which embodies the characteristics of the steam locomotive pilot. The frame is carried on the pilot board or car sills, at a pre-determined height above the track dependent upon the characteristics of the permanent way, and is forced to the track by a compression spring or other mechanical device upon being released by the automatic tripping mechanism coming in contact with the object to be removed from between the rails.

Shearing Automatic (Gravity Drop).—The characteristics of this wheelguard are similar to those of the shearing-automatic (mechanical drop) with the exception that the frame on being released drops to the track by gravity.

Shearing Non-Automatic.—The characteristics of this wheelguard are similar to those combining the automatic features, with the exception that in this case the frame is carried in a fixed position from the pilot board at a pre-determined height above the track dependent upon the characteristics of the permanent way.

PICK-UPS.

In considering the devices tested as described upon the foregoing pages, there are the non-automatic projecting fenders which are only serviceable for catching a person struck in a standing position, as the fender must normally be carried at a height above the track, which permanent way conditions seldom permit of being lower than 6 inches. In the event of a person being in a prostrate position between the tracks, the fender will pass over it, and if the car is not equipped with a wheelguard, the victim will get under the wheels.

While the same may happen with a platform-operated projecting type of fender, which also must normally be carried the same distance above the track as the non-automatic, the motorman can in this case drop the fender to pick up the object upon the track if he sees it in time; but with the non-automatic, even though he sees the object sufficiently far ahead, he is helpless to prevent it from going under the car and

depending upon the wheelguard to save life, unless he is able to control the speed of his car and bring it to a full stop in time to prevent striking the victim.

There were several fenders submitted which were intended as a combination of fender and wheelguard, or primary and secondary fender arranged to operate so that if the front or primary fender passes over a person, or fails to pick up, the wheelguard or secondary fender will have been dropped ready to receive the person by the lifting action of the front fender. This principle is certainly worthy of the time, attention and effort being given to it, as we believe the future will demand this form of safety device for use upon cars for city service. None of the devices of this character was sufficiently developed to warrant its use.

The automatic projecting fenders, of which several were tested, are designed to be differently operated, and to accomplish a wide range of results.

The fender with the projecting bar extending in front of the apron, coming in contact with an object, trips the mechanical device, which drops the apron ready to pick up the object. This form of fender is available for service only where congested street conditions do not prevail. For instance, a fender of this class would be continually coming in contact with a vehicle or other obstruction which would drop the fender were it operated upon crowded streets, as is experienced throughout the greater part of Brooklyn and the lower sections of Manhattan. But it has its advantages for operation upon the more sparsely travelled streets, inasmuch as it does not depend upon the motorman for operation. Especially at night does this apply, when, in many instances, the motorman cannot see sufficiently far ahead to drop his fender in time to be of service to the victim. But during snowstorms, when fenders of this class for this reason would be particularly useful, trouble would undoubtedly be experienced on account of the automatic trip being operated by snow upon the track. Although, at the present time, this type of fender is in use upon several roads in Canada where they have more frequent snow storms than are experienced in New York City, and we are told that little trouble is experienced from these conditions. We are of the opinion that it would not be wise to attempt their use at present in Greater New York.

Also among the automatically-operated type of fenders, there are those having a front bar, which, coming in contact with an object, is intended to drop the fender, apply the emergency air application to the brakes, and shut off the power by the automatic current breaker over the motorman's head, thereby bringing the car to a full stop in as short a distance as possible, all of this being done by mechanism such as springs, valves and trips. As the cars for which these fender tests were conducted would not permit of a device which attempted to perform so many functions, further consideration is not given to this class of device.

Another interesting type of automatically-operated fender was one made by the American Automatic Fender Co., which was supplied with its own air cylinder. Upon the front bar of the apron coming in contact with an object, a valve was immediately opened, which permitted air taken from the main reservoir of the car's air brake system, to flow into the fender cylinder, operating the fender to the track and maintaining it there with a pressure of some 2,200 lbs. This at least prohibited any object from getting underneath the fender. A car equipped with this safety device also used a special engineer's brake valve, which, upon throwing the handle to an emergency brake position, had the same effect upon the fender as when the front bar came in contact with an object, so that the motorman was enabled to stop his car by an emergency air application to the brakes and to drop his fender simultaneously. The fender was raised to normal position again by the motorman throwing his air brake handle to release position, thereby exhausting the air from the fender cylinder.

This device was certainly very ingenious, strongly built, and thorough in design and workmanship. For high speed railway service where fender protection is required, it would be highly effective as a life saver, but as it is not applicable to New York City service conditions, further consideration cannot be given to it.

The Worcester fender was another of the automatic type of fender that proved remarkably efficient for catching and retaining a body from standing positions only, though it has no action which is intended to prevent a body struck in a prostrate position from going under the wheels. This device is thoroughly developed and of first class workmanship. It is especially intended for use on high speed roads where it would be of much more value than most cars in city service.

The platform-operated fender, i. e., one dropped by the motorman by pressing a plunger with his foot or pulling a lever, is a type which has long been in service, and therefore has reached the highest point of development. We believe it will gradually be superseded as the automatic type of fender becomes more fully developed, but only upon roads where cars do not operate in districts which are too congested.

The platform-operated fender has undoubtedly demonstrated its efficiency in picking up objects, provided the device is maintained as close to the track as permissible, and the motorman drops it in time before reaching the victim; but of course, it is dependent upon the human element for its result. The reports to this Commission show that while, in a number of fatal accidents the motorman at the vital moment has neglected to drop his fender in time to pick up the object, in a great number of instances it has been instrumental in saving life.

A motorman who, in the majority of cases, has one hand on the controller and the other on the brake and one foot over the gang-plunger must retain his wits and move very rapidly to shut off the power, apply the brakes and find the plunger or lever which assumes this type of fender, after the moment that he notices a body prostrate upon the pavement in front of the car with which collision is inevitable, and it is for this reason that a wheelguard should be used upon all cars in service whether or not supplied with a fender. In the tests made the platform-operated fender was not dropped to the track for standing positions, and proved efficient. For prostrate positions the fender was dropped by the motorman before it reached the body, as it was considered that the test was one of the picking up qualities of the device, and not of the alacrity or temperament of the motorman.

The Shearing Projecting Fender—Several of this type were offered for test. They are intended to be attached to the car body in a rigid position so as to extend in front of the dash and be maintained not more than 2 inches above the track in order to be effective for city service, but pavement conditions in Greater New York will not permit this. This type of projecting fender might be found suitable for some classes of service, but it cannot be given consideration for use upon cars within the jurisdiction of this Commission.

WHEELGUARDS.

Pickup Type of Wheelguard—This wheelguard, like the platform-operated projecting fender, has long been in service, not only in many parts of the United States, but has been very largely used in Europe with considerable success. It has recently been the subject of much successful development by its manufacturers reducing its heretofore rather expensive maintenance, and especially lessening the chattering effect of the apron caused by its form of suspension, which is entirely at the back, therefore making it susceptible to the damaging effects of jolting caused by the car passing over defective track or special work.

There is little difference between the mechanism of these wheelguards. They are all operated by releasing some form of catch which normally holds the apron above the track, though some of them proved more sensitive and rapid of action than others. But all wheelguards of this type are designed to have the apron attached to the pilot board of the truck, or to the car body, according to the idea of the inventor as to which method of suspension gives the best result.

In the opinion of your Sub-Committee, all types of wheelguards, either upon single or double track cars, must be suspended from the truck to attain proper results.

The apron is usually carried normally 4 inches above the track, and is dropped by means of a mechanism which is operated by a swinging gate. This gate is carried 5 inches from the lower edge, above the rails, and hung as far in front as the available space under the car will permit (which should not be less than 36 inches). Upon an object striking the gate it actuates a mechanism dropping the apron against the track by strong compression springs that are absolutely essential to the successful operation of this form of device.

Automatic Gravity Drop Wheelguard—This device is similar to the wheelguard described above, except that it is dropped to the track from its normal operating position by its own weight, instead of being aided by the action of a compression spring to accelerate its dropping effect and hold it to the track under pressure. The tests demonstrated that, except in the case of cars moving slowly, at about 5 to 6 miles per hour, this form of device without compression springs was too slow in getting to the track after a body had come in contact with the tripping gate, and the apron was not kept in sufficiently close contact to the pavement to prevent the victim being drawn underneath the apron.

Platform Trip Wheelguard—This wheelguard has the same characteristics as those described above, with the exception that it depends for its operation upon the motorman, who must press a plunger to actuate the mechanism which drops the apron from its normal position. Your Sub-Committee is of the opinion that a manually-operated wheelguard is not efficient, and that all wheelguards must be automatically operated.

Shearing Automatic Mechanical Drop—This form of wheelguard differs materially in its action from those previously described, inasmuch as it is intended by its triangular shape to shear the object from the path of the car. This device, by its advantageous form of suspension and its being held in normal operating position against strong compression springs, together with its triangular form adding to its strength without increasing the weight, reduces maintenance to a minimum. Whether the results to the victim are more severe by being sheared from the track than if picked up, appears to your Sub-Committee, from the great number of tests made, to be purely a matter of the position in which the victim is when struck. The shearing wheelguard efficiently prevented the dummy from getting underneath the wheels of the car, as it was exceedingly rapid in operation and was pressed to the track by heavy compression springs, which hold the guard strongly against the pavement throughout its entire width. This was demonstrated to be a very necessary feature.

Shearing Automatic Gravity Drop—The characteristics of this wheelguard are similar to those of the shearing automatic mechanical drop, except that it depends upon its own weight to drop it to the track from its normal operating position. This serious defect, upon which comment has been made throughout the report, shows a lack of development in the essential features necessary to make it a successful device.

Shearing Non-Automatic—This device is intended to be carried in a fixed position attached to the truck of the car, and must be carried at a height of not more than 1 inch above the track to be effective.

This form of rigidly supported wheelguard has proved, in the experience for some years of the railway companies in Manhattan, to be seriously difficult to maintain in an efficient life-saving condition, and any form of wheelguard that must be maintained in a fixed position close to the track must be condemned.

Respectfully submitted,

A. W. McILMONT, Chairman,
D. L. TURNER,
GEORGE E. DAGGETT,

Sub-Committee on Safety Devices and Accident Prevention Measures.

TABLE OF TESTS MADE AT SCHENECTADY, N. Y., 1908.

No.	Name.	Device.	Tested.	Series.	No. of Tests.	Min. dist.	Avg. M. S.
1	O'Leary	Fender	9/14	3	30	105	6 18
2	Mercer	Wheelguard	9/15	2	3	18	3 0
3	Clark-Wright	Wheelguard	9/15-16	2	30	145	4 30
4	Boggs	Fender	9/16	1	12	40	3 30
5	McLean-Setting	Wheelguard	9/16-17	2	31	160	5 19
6	Geoffrey	Fender	9/16-17	2	30	160	4 40
7	Colson	Fender	9/16-17	2	1	—	11 40
8	Wood-Plungit	Fender	9/17-18	4	31	300	8 45
9	Parmenter	Wheelguard	9/17-8-2	1	11	140	1 7
10	Caulfield-Herling	Wheelguard	9/18	1	6	11	1 32
11	Sterling-Maker	Wheelguard	9/18-19	2	14	295	5 08
12	Parmenter	Fender	9/21	4	29	165	5 08
13	Quinn	Fender	9/21-22	3	14	730	4 4
14	Woolley	Fender	9/23	1	23	100	1 8
15	DeClements	Wheelguard	9/23-24	1	13	103	0 88
16	Sterling-Maker	Wheelguard	9/24-25	2	19	83	0 40
17	Wingener	Fender	9/24	1	16	140	0 40
18	Clark (E. B.)	Fender	9/24	2	17	65	0 39
19	Hays	Wheelguard	9/24-25	2	25	145	5 11
20	Sterling-Maker	Wheelguard	9/24-25	2	14	145	4 16
21	Hosch	Fender	9/25	2	1	30	7 35
22	Gibson	Wheelguard	9/25	1	1	31	11 40
23	Hilde	Fender	9/25	1	0	0	0 0
24	Sterling-Maker	Fender	9/25-26	1	38	100	2 35
25	Hudson & Bowling	Wheelguard	9/26	4	46	145	2 9
26	Sterling-Maker	Wheelguard	9/26	1	9	25	2 0
27	Consolidated	Wheelguard	9/26	2	24	390	7 35
28	Grat	Fender	9/26	1	24	185	5 59
29	Sullivan	Fender	9/26	2	25	82	3 24
30	Wattson	Fender	9/29	2	36	114	3 12
31	Consolidated	Fender	9/29	6	60	145	3 5
32	Tighe	Fender	9/30	1	36	135	4 26
33	Am. Fender Co.	Wheelguard	9/30-16/1	1	60	285	4 45
34	Smith-Whitlock	Fender	10/1	1	11	60	2 0
35	Am. Fender Co.	Fender	10/1	2	60	205	3 25
36	Total of Schenectady tests				962	4,412	4 42

TABLE OF TESTS MADE AT PITTSBURGH, PA., 1908.

No.	Name.	Device.	Tested.	Series.	No. of Tests.	Min. dist.	Avg. M. S.
36	Hawthorne	Fender	10/26	1	5	60	11 0
37	Phillips	Wheelguard	10/26-27	2	34	288	5 37
38	American Auto. Fender Co.	Fender	10/27	7	62	160	5 0
39	Gennese	Wheelguard	10/28	3	23	80	4 40
40	Sterling Equipment Co.	Wheelguard	10/29	3	10	215	3 35
41	Baer	Fender	10/31	3	6	60	7 50
42	Brail	Wheelguard	10/31	2	13	30	4 10
43	Watson	Wheelguard	10/25-24	3	60	165	2 48
44	Schulze	Fender	10/26	2	14	75	2 21
45	Wingener	Wheelguard	10/26	2	26	180	4 10
46	Jenkins	Fender	10/27	3	36	90	2 32
47	Brathwaite	Fender	10/27	0	0	0	0 0
48	Eclipse	Fender	10/28	6	80	145	4 2
49	Pittsburgh Car Fender Co.	Fender	10/28-29	3	60	215	3 35
50	Bolton	Fender	10/29	3	11	70	3 7
51	Mountain & Gibson	Wheelguard	10/29	1	11	50	4 33
52	Allison	Fender	10/30	2	24	70	3 13
53	Frederick	Fender	10/30	5	14	80	3 31
54	Marin	Wheelguard	10/31	3	36	162	4 33
55	Normandin	Wheelguard	11/4	1	1	10	10 0
56	Mahan	Wheelguard	11/6	3	6	20	1 30
57	Kahn	Fender	11/5	3	18	80	1 27
58	Lehman	Fender	11/6	3	28	135	4 40
59	Marzanovich	Wheelguard	11/6	4	34	110	3 14
60	Clark	Fender	11/6	1	2	10	5 0
61	Clark	Wheelguard	11/6	1	12	30	4 10
62	Mazanovich	Fender	11/7	3	9	45	3 6
63	Fiske	Fender	11/7	8	80	182	3 3
64	Hunter	Wheelguard	11/9	4	37	130	3 31
65	Kato	Fender	11/9	1	4	25	0 15
66	Colson	Wheelguard	11/9	6	60	210	3 20
67	Larson	Fender	11/10	2	9	35	3 33
32	Total of Pittsburgh tests				829	3,750	3 45
35	Total of Schenectady tests				962	4,312	4 42
67	Grand total for all tests				1,801	7,662	4 15

The photographs referred to in the report are omitted herewith.

TRAVIS H. WHITNEY, SECRETARY.

BOARD OF REVISION OF ASSESSMENTS.

A meeting of the Board of Revision of Assessments was held in the Council Chamber, City Hall, on Thursday, January 28, 1909, at 11:05 o'clock a. m.

Present—N. Taylor Phillips, Deputy and Acting Comptroller; George L. Sterling, Assistant and Acting Corporation Counsel, and Lawson Purdy, President of the Department of Taxes and Assessments.

On motion of the President of the Department of Taxes and Assessments, the minutes of meeting of January 21, 1909, were approved as printed in the City Record.

BOROUGH OF THE BRONX.
Sewers in Bronx Terrace, etc.

The assessment list for constructing temporary sewers and appurtenances in Bronx terrace, between Fifth and Fourteenth streets; First street (avenue), between Fourteenth street and Becker avenue; Marion street, between Twentieth street and Demilt avenue; Catherine street, between the summit north of Kosuth avenue and Demilt avenue; Fulton street, between the summit north of Westchester avenue and Demilt avenue; Pell place, between Demilt avenue and Huguenot street; Huguenot street, between White Plains road and Robertson place; Robertson place, between Demilt avenue and Huguenot street; Demilt avenue, between White Plains road and Marion street; Becker avenue, between White Plains road and First street (avenue); Westchester avenue, between Fulton street and First street (avenue); Kosuth avenue, between Catherine street and First street (avenue); Elizabeth street, between Catherine street and Marion street; Twentieth street, between Catherine street and First street (avenue); Nineteenth street, between Second street and First street (avenue); Matilda street, from summit north of Kosuth avenue to Demilt avenue; and objections as follows: Joseph A. Flannery, attorney for Joseph L. O'Brien et al.; Charles E. Hawthorne, attorney for Wm. Greenlee and another; M. J. Mulqueen, attorney for George H. Schuman; Hugo Hirsch, attorney for Edward L. E. Phipps and others; Wm. A. Keating, attorney for John W. Brown; A. C. & E. W. Hottenroth, attorneys for Martin Gerszler and others; John Clarey, Jr., in person, and also report of the President of the Borough, dated December 29, 1908, in regard to the matter, were presented by the Deputy and Acting Comptroller, having been received from the Board of Assessors under date of January 22, 1909.

The Assessors reported that they had reduced the assessment by 10 per cent, as determined by them at meeting of January 13, 1909.

Mr. Raphael Tobias, attorney, representing Mr. Joseph A. Flannery, attorney, and Mr. John Clarey, Jr., were heard in opposition to the assessment, and Messrs. A. C. & E. W. Hottenroth, attorneys, appeared by representatives.

No others appearing in opposition after notice, on motion of the Assistant and Acting Corporation Counsel, the objections filed against the assessment were overruled and the assessment list was confirmed, all the members voting in the affirmative.

Paving, etc., Tiffany Street

The Deputy and Acting Comptroller presented the assessment list for paving with granite blocks and curbing where necessary, Tiffany street, from Westchester avenue north to Inletvale avenue, and objections of Susan Sellers et al., filed by Hugo Hirsch et al., received from the Board of Assessors under date of January 22, 1909.

No one appearing in opposition after notice, on motion of the President of the Department of Taxes and Assessments, the objections filed against the assessment were overruled and the assessment list was confirmed, all the members voting in the affirmative.

BOROUGH OF BROOKLYN.
Sewer in Warehouse Avenue, etc.

The Deputy and Acting Comptroller presented the assessment list for sewer in Warehouse avenue, between Surf and Neptune avenues, with another sewer in Neptune avenue, between Warehouse avenue and Twenty-first street, and objections of the South Brooklyn Railway Company, filed by George D. Yeomans, attorney, received from the Board of Assessors under date of January 22, 1909.

Mr. George D. Yeomans, attorney, was heard in opposition to the assessment.

On motion of the Assistant and Acting Corporation Counsel, the objections filed against the assessment were overruled and the assessment list was confirmed, all the members voting in the affirmative.

BOROUGH OF QUEENS.
Sewer in Whitney Avenue.

The assessment list for sewer in Whitney avenue, between Broadway and Eleventh street, Second Ward, and objections of the Cord Meyer Company, and of Bernard Strydom, filed by Parker, Hatch & Sheehan, attorneys, and of C. H. Berner et al., filed by Edward M. and Paul Grant, attorneys and agents, also communication of the President of the Borough of January 6, 1909, transmitting copy of a report of the Superintendent of Sewers of January 6, 1909, and abstract of testimony taken in the matter were presented by the Deputy and Acting Comptroller, having been received from the Board of Assessors under date of January 22, 1909.

The Assessors reported that they had reduced the assessment by 10 per cent, as determined by them at meeting of January 13, 1909.

Messrs. Parker, Hatch & Sheehan, attorneys, by Mr. A. D. Cole, and Messrs. Edward M. and Paul Grant, attorneys, by Mr. James F. McKinney, of counsel, were heard in opposition to the assessment.

On motion of the Assistant and Acting Corporation Counsel, the assessment list was referred back to the Board of Assessors with instructions to further reduce the assessment by 5 per cent, pro rata, and to confirm the same as so reduced, all the members voting in the affirmative.

BOROUGH OF RICHMOND.
Retaining Wall, Richmond Terrace.

The assessment list for constructing retaining wall on the north side of Richmond terrace, west of and adjoining John street, and about 225 feet in length; building a fence in connection therewith, grading, laying and relaying sidewalks between John street and Morningstar road, and objections of the American Linseed Company, Henry A. Tabb and others, filed by Starr J. Murphy and William Allaire Shortt, attorneys; Joseph F. Cook and others, Joseph S. Lockwood, abstract of testimony taken, and report of the Commissioner of Public Works of the Borough in regard to the matter, dated October 19, 1908, were presented by the Deputy and Acting Comptroller, having been received from the Board of Assessors under date of January 22, 1909.

The Assessors reported that they had reduced the assessment on Lot Map No. 2, Block No. 68, Ward No. 38, 16.2 per cent, as determined by them at meeting of January 13, 1909.

Mr. Wm. Allaire Shortt was heard in opposition to the assessment.

Mr. George L. Sterling, Assistant and Acting Corporation Counsel, having an official engagement, here left the meeting.

Mr. Starr J. Murphy, attorney, was also heard in opposition to the assessment upon the property of his clients.

On motion of the President of the Department of Taxes and Assessments the assessment list was referred back to the Board of Assessors with instructions to further reduce the assessment on lot Map No. 2, Block No. 68, Ward No. 38, by 15 per cent, and to confirm the assessment as so reduced, all the members present voting in the affirmative.

At 12:55 o'clock p. m., on motion of the President of the Department of Taxes and Assessments, the Board adjourned for one week, all the members present voting in the affirmative.

HENRY J. STORRS, Chief Clerk.

BOROUGH OF RICHMOND.

COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546, chapter 466, Laws of 1901, I herewith transmit for publication in the City Record the following report of the transactions of this office for the week ending November 7, 1908.

Public Moneys Received During Week.

Bureau of Highways—	
For restoring and repaving pavement (water connections, openings).....	\$69 61
For restoring and repaving pavement (sewer connections, openings).....	68 31
For restoring and repaving pavement (general account).....	21 29
Bureau of Sewers—	
For sewer permits.....	30 00
Miscellaneous—	
For deposit to Bureau of Engineering, Construction Division, Salaries and Wages (received for plan of construction, retaining wall).....	40 00
Total.....	\$223 12

Permits Issued.

Bureau of Highways—		Permits to place building materials on streets.....	1
Permits to open streets to lay water pipes.....	6	Permits special.....	14
Permits to open streets to repair water pipes.....	10	Bureau of Sewers—	
Permits to open streets to make sewer connections.....	10	Permits for new sewer connections.....	10
Permits to open streets to repair sewer connections.....	1	Total.....	22

Requisitions Drawn on Comptroller.

Bureau of Highways.....	\$24,003 00
Bureau of Sewers.....	12,385 84
Total.....	\$36,388 84

Work Done.

Bureau of Sewers—		Number of brick sinks painted.....	79
Linear feet of sewer cleaned.....	1,900	Bureau of Street Cleaning—	
Number of basins cleaned.....	102	Number of loads of ashes and rubbish.....	122 1/2
Number of basins repaired.....	3	Number of loads of street sweepings collected.....	360 1/2
Number of manholes examined.....	192	Number of loads of mixed refuse collected.....	167 1/2
Number of manholes repaired.....	1		
Linear feet of culverts examined.....	4		
Linear feet of culverts repaired.....	13		
Linear feet of culverts and drains cleaned.....	625		

Statement of Laboring Force Employed.

Eight hours constitute one working day.

	Bureau of Highways.		Bureau of Sewers.		Bureau of Street Cleaning.		Bureau of Public Buildings and Offices.		Engineers Corps.		Total.
	No.	Days.	No.	Days.	No.	Days.	No.	Days.	No.	Days.	No. Days.
Assistant Commissioner.....	1	4	1	4	1	4	1	4	1	4	16
Assistant Engineer.....	1	4	1	4	1	4	1	4	1	4	16
Laborers.....	30	120	3	12	44	176	21	84	28	112	400
Laborers (Amusement).....	10	40	2	8	7	28	1	4	1	4	80
Carts.....	10	40	2	8	10	40	1	4	1	4	80
Carts (garbage, etc.).....	10	40	2	8	10	40	1	4	1	4	80
Spreading carts.....	10	40	2	8	10	40	1	4	1	4	80
Trucks.....	10	40	2	8	10	40	1	4	1	4	80
Delivery.....	1	4	1	4	1	4	1	4	1	4	16
Swampers.....	10	40	2	8	10	40	1	4	1	4	80
Boatmen.....	10	40	2	8	10	40	1	4	1	4	80
Steam Boiler Engineer.....	1	4	1	4	1	4	1	4	1	4	16
Auto-Engineer.....	1	4	1	4	1	4	1	4	1	4	16
Sewer Cleaners.....	10	40	2	8	10	40	1	4	1	4	80
Janitors.....	10	40	2	8	10	40	1	4	1	4	80
Janitors.....	10	40	2	8	10	40	1	4	1	4	80
Feeder Cleaners.....	10	40	2	8	10	40	1	4	1	4	80
Stationary Engineer.....	1	4	1	4	1	4	1	4	1	4	16
Stokers.....	10	40	2	8	10	40	1	4	1	4	80
Revelerian.....	10	40	2	8	10	40	1	4	1	4	80
Varnisher.....	10	40	2	8	10	40	1	4	1	4	80
Total.....	164	656	47	188	144	576	26	104	28	112	2,072

Appointments, Removals, etc.

J. Cunningham, No. 110 East Ninety-seventh street, New York City, Railroad, \$1,050, resigned November 2; effective October 31.

F. Larstano, New Brighton, Laborer (Highways), \$2 per day; laid off, lack of funds, November 2; effective October 30.

J. Riersky, Port Richmond, Driver, \$720, change of title and rate, and transferred, November 6; effective November 9; from Sewers to Street Cleaning.

J. J. Burke, No. 987 Amsterdam avenue, New York, Inspector of Sewer Construction, \$4 per day; leave of absence, thirty days, November 7.

R. Cohen, No. 262 Stockton street, Brooklyn, Topographical Draughtsman, \$1,330; leave of absence, six months, November 7.

GEORGE CROMWELL, President.

Laurel L. Tribus, Acting Commissioner of Public Works.

BOROUGH OF RICHMOND.

COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546, chapter 466, Laws of 1901, I herewith transmit for publication in the City Record the following report of the transactions of this office for the week ending November 14, 1908.

Public Moneys Received During Week.

Bureau of Highways—	
For restoring and repaving pavement (water connections, openings).....	\$118 62
For restoring and repaving pavement (sewer connections, openings).....	117 57
For restoring and repaving pavement (general account).....	75 44
Bureau of Sewers—	
For sewer permits.....	30 00
Miscellaneous—	
For deposit to Special Fund, etc., received on bids.....	\$7,002 50
For deposit to General Fund (subpena fees).....	1 00
Total.....	\$59,044 13

Permits Issued.

Bureau of Highways—		Permits to place building materials on streets.....	1
Permits to open streets to lay water pipes.....	10	Permits, special.....	23
Permits to open streets to repair water pipes.....	19	Bureau of Sewers—	
Permits to open streets to make sewer connections.....	13	Permits for new sewer connections.....	13
Permits to open streets to repair sewer connections.....	4	Total.....	83

Requisitions Drawn on Comptroller.

General Administration.....	\$66 72	Bureau of Public Buildings and Offices.....	1,361 57
Bureau of Highways.....	17,253 56	Bureau of Engineering.....	867 71
Bureau of Sewers.....	25,329 73	Total.....	\$48,206 99
Bureau of Street Cleaning.....	3,327 70		

Work Done.

Bureau of Sewers—		Number of flush tanks cleaned.....	4
Linear feet of sewer cleaned.....	2,000	Number of flush tanks repaired.....	3
Number of basins cleaned.....	200	Bureau of Street Cleaning—	
Number of basins repaired.....	2	Number of loads of ashes and rubbish.....	159
Number of manholes examined.....	122	Number of loads of street sweepings collected.....	444
Number of manholes cleaned.....	42	Number of loads of mixed refuse collected.....	509½
Linear feet of culverts repaired.....	15		
Linear feet of culverts and drains cleaned.....	1,310		
Number of flush tanks examined.....	81		

Contracts Entered Into.

Bureau of Highways—Furnishing and delivering broken stone and screenings; dated October 28, 1908; estimated amount, \$8,050; contractor, William J. Quinlan, Port Richmond, S. I.; surety, National Surety Company of New York, New York City.

Statement of Laboring Force Employed.

Eight hours constitute one working day.

	Bureau of Highways		Bureau of Sewers		Bureau of Street Cleaning		Bureau of Public Buildings and Offices		Engineer Corps		Total
	No.	Days	No.	Days	No.	Days	No.	Days	No.	Days	No. Days
Foremen.....	24	16	4	26	14	62	6	20	15	105	70
Assistant Foremen.....	1	2	2	16½	1	6	1	3	1	2	27½
Laborers.....	29	254½	4	22½	44	295½	22	89½	29	262	189
Laborer (Crematorium).....	1	1	1	1	1	1	1	1	1	1	1
Carts.....	13	324	2	11	1	1	1	1	2	12	10
Carts (garbage, etc.).....	1	1	1	1	1	1	1	1	1	1	8
Sprinkling carts.....	2	14	1	1	1	1	1	1	1	1	2
Trucks.....	8	230	1	1	1	1	1	1	1	1	30½
Drivers.....	1	7	5	31	46	308½	1	12	12	84	494½
Swimmers.....	1	1	1	1	17	118½	1	1	1	1	77
Boatmen.....	1	1	1	1	14	98	1	1	1	1	14
Steam Boiler Engineer.....	1	1	1	1	1	1	1	1	1	1	1
Auto Engineer.....	1	14	1	1	1	1	1	1	1	1	21
Water Engineer.....	1	1	29	170½	1	1	1	1	1	1	29
Janitors.....	1	1	1	1	1	1	1	1	1	1	3
Janitor (Crematorium).....	1	1	1	1	1	1	1	1	1	1	1
Female Cleaners.....	1	1	1	1	1	1	1	1	1	1	6
Stationary Engineer.....	1	1	1	1	1	1	1	1	1	1	3
Builder.....	1	1	1	1	1	1	1	1	1	1	5
Electrician.....	1	1	1	1	1	1	1	1	1	1	3
Versifier.....	1	1	1	1	1	1	1	1	1	1	3
Total.....	131	416	47	286	206	1,374½	47	212½	60	431	413

Appointments, Removals, etc.

I. Primm, Dungan Hills, Laborer (Highways); \$2 per day, transferred to Sewers, November 9.
 Thos. H. Hamilton, No. 332 Convent avenue, New York, Rodman, \$1,050, appointed November 9; effective November 12.

GEORGE CROMWELL, President.

Louis L. Trilov, Acting Commissioner of Public Works.

DEPARTMENT OF CORRECTION.

REPORT OF TRANSACTIONS, JANUARY 1 TO 10, 1909.

John J. Barry, appointed by the Hon. George B. McClellan, Mayor of New York City, as Commissioner of the Department of Correction, in date from January 1, 1909.

Communications Received.

From the Comptroller—Returning the following proposals, with approval of the auditors thereon: William Horne Company, for new steel grilles at City Prison, Brooklyn; Foster Scott Ice Company, H. H. Pottebaum, P. D. Connell, J. F. Donovan, P. J. Constant, I. E. Ogden, Kellogg & Shedden and Manhattan Supply Company, for supplies. Awards to be made and contracts drawn.

From the Comptroller—Returning the following proposals for substitution of supplies: Mercer Brothers Company, Conroy Brothers Company, for supplies. Substitutions approved.

From the Comptroller—Transmitting claim of Alexander Mackintosh (No. 54148), together with reports thereon, from Bureau of Law and Adjustment, for such action as may be deemed desirable. The Department has no objection to the settlement of this claim, as recommended in the report submitted.

From Civil Service Commission—Secretary states that at a meeting of the Commission held January 6, 1909, the request of this Department that position of Telephone Switchboard Operator in the Central Office be exempted from examination, was considered and denied, as per section 12 of Civil Service Law. There is an eligible list in existence from which certification will be made upon request. On file.

From Department of Education—Superintendent of School Supplies sends bid book containing lists of supplies needed in public schools, and asks that items which can be furnished by the Department of Correction be specified. Also asking that certificate be sent so that other supplies may be purchased in open market. Copy of letter sent to Warden of Penitentiary (Manufacturing Bureau), he to comply with request.

From Department of Education—Asking for a dozen copies of catalogue of manufacturing Bureau of Department of Correction. Catalogues sent as requested.

From Supervisor of the City Record—Calling attention to section 1528 of the Charter, and asking that lists be sent in of all employees of the Department of Correction, with name, residence, salary, position, etc., for publication in the City Record. List to include employees in Department during period from July 1, 1908, to December 31, 1908, inclusive. Blanks transmitted in heads of institutions, to be filled out and returned to Central Office.

From City Court—Clerk of City Court states that Edward P. Sherry, Keeper in Department of Correction, has been transferred to that Court as Attendant, in date from January 4, 1909. Receipt of letter acknowledged.

From United States Marshal, Southern District of New York—Returning bills for board, etc., United States prisoners at Penitentiary, Blackwells Island, for correction. Bills sent to Warden for correction.

From Heads of Institutions—Reporting that meats, fish, milk, bread, etc., for week ending January 2, 1909, agreed with specifications of the contracts. On file.

From Heads of Institutions—Reports, census, labor, hospital cases, punishments, etc., for week ending January 2, 1909. On file.

From City Prison, Manhattan—No fines received January 1 and 2, 1909. Other fines, December 27 to 31, 1908, inclusive, accounted for in report for period ending December 31, 1908. On file.

From District Prisons—Report of fines received January 1 and 2, 1909: From City Magistrates' Courts, \$159. Other fines collected during week accounted for in report for period ending December 31, 1908. On file.

From District Prisons—Census report and disposition of prisoners for month of December, 1908. On file.

From District Prisons—Warden reports that Samuel Taylor (colored), visitor, with pass to see a prisoner, when searched by Keeper Hall, was found to have a loaded revolver on his person. Keeper Hall placed Taylor under arrest and when arraigned before Magistrate Cornell was held under \$500 bail on charge of carrying concealed weapons. Receipt of report acknowledged. Keeper commended.

From District Prisons—Warden states that John F. Connor, Keeper, Ninth District Prison, has been transferred to position of Attendant, Third District Municipal Court, Manhattan, in date from January 1, 1909. Notify Civil Service Commission.

From Penitentiary, Blackwells Island—List of prisoners received during the week ending January 2, 1909: Men, 52.

From Penitentiary, Blackwells Island—Transmitting bill, in duplicate, for board and maintenance of United States prisoners at Penitentiary, Blackwells Island, for the three months ending December 31, 1908, amounting to \$1,062. Bill forwarded to United States Marshal Henkel for payment.

From Penitentiary, Blackwells Island—Death, on January 8, 1909, of Charles Young, aged 35 years. Friends and Coroner notified. On file.

From Penitentiary, Blackwells Island (Manufacturing Bureau)—Reporting rejection of twenty-five hales curled hair, delivered by J. A. McDonald, same being unequal in sample exhibited to bidders. Notify contractor that unless goods are delivered as per sample, same will be purchased in open market, and excess in price, if any, will be charged to his sureties.

From Workhouse, Blackwells Island—Reporting that fines paid at the Workhouse, Blackwells Island, during week ending January 2, 1909, amounted to \$34. On file.

From Workhouse, Blackwells Island—Deaths at the Workhouse—

On January 5, 1909, James Dow, aged 72 years. Friends unknown.

On January 3, 1909, Mary Kelly, aged 49 years. Friends unknown.

On January 8, 1909, Mary Smith, aged 37 years. Friends notified.

On file.

From Workhouse, Blackwells Island—Report of Workhouse Hospitals for month of December, 1908. On file.

From City Cemetery, Harts Island—List of interments made in City Cemetery during week ending January 2, 1909. On file.

From City Prison, Brooklyn—Report of fines received during week ending January 2, 1909:

From Court of Special Sessions..... \$100 00

From City Magistrates' Courts..... 33 00

Total..... \$133 00

On file.

From City Prison, Brooklyn—Warden states that bills for board of Sheriff's prisoners and employees have not been paid. Warden to send bill to the Sheriff for whole of the year 1908.

From City Prison, Brooklyn—William C. Ormond, contractor, asks that the third-story bath room, now in possession of the Sheriff, be vacated, so that his (contractor's) work may not be longer delayed. Send copy of contractor's letter to Secretary of Sinking Fund Commission asking that arrangements be made so that the Sheriff may vacate premises at once.

Communications Transmitted.

To the Mayor—Report of the Department of Correction for the three months ending December 31, 1908.

To the Board of Estimate and Apportionment—Asking that, pursuant to section 47 of the Greater New York Charter, as amended, the Board will authorize the issue of Corporate Stock to the amount of \$150,000 for dormitories at the Reformatory, Harts Island. Institution is overcrowded and conditions are a menace to the health and morals of inmates.

To Heads of Institutions, Department of Correction—Notification sent out by Secretary of Department of the resignation of the Hon. John V. Conroy as Commissioner, to take effect December 31, 1908. Also, notification to Heads of Institutions of the appointment of the Hon. John J. Barry as Commissioner by the Mayor, in date from January 1, 1909.

To Civil Service Commission—Making requisition for the following eligible lists: One from which to appoint one Clerk, at \$800 per annum. One from which to appoint one Stationary Engineer, at \$4.50 per diem, at Harts Island. One from which to appoint five Keepers, at \$800 per annum each.

To Civil Service Commission—Asking that approval of Commission be given for the reinstatement of Thomas H. Hargrave as Coal Passer on Steamboats, at \$3 per diem. Dropped from the roll December 31, 1908, on account of insufficient appropriation.

To Corporation Counsel—Transmitting affidavits and order to show cause in matter of the People of the State of New York ex rel. Annie Lukagus against the Commissioner of Correction. Also in the matter of the People of the State of New York ex rel. Louise Marri against the Commissioner, etc., and asking that the interests of the City be taken charge of in above cases.

To Supervisor of the City Record—Transmitting list of officers and employees of the Department of Correction from July 1 to December 31, 1908, with residence, salary, date of appointment, etc.

To Department of Street Cleaning—Asking that snow be sent to Penitentiary Dock, east side Blackwells Island, for a load of ashes.

To Warden of Workhouse, Blackwells Island—Order to discharge from custody, in accordance with the decision of Justice Erlanger, and upon the advice of Mr. Nicholson, of the Corporation Counsel's office, the following persons: Rosie Webber, committed October 15, 1908; Annie Lukagus, committed November 17, 1908; Louise Marri, committed December 8, 1908; Richard Ellis, committed November 15, 1908.

Contracts Awarded.

BOROUGH OF BROOKLYN.

Ordered, That the proposal of December 15, 1908, of William Horne Company, No. 71 West One Hundred and Thirty-second street, for furnishing new steel grilles, etc., at the City Prison, Raymond street, Brooklyn, for \$13,200 (bond, \$6,000; surety, National Surety Company), be accepted, the same being the lowest bid, the sureties having been approved by the Comptroller, the contract for the performance of above work is hereby awarded to the aforesaid party.

BOROUGH OF MANHATTAN.

Ordered, That the proposal of December 29, 1908, of: Foster Scott Ice Company, No. 332 West Eleventh street, for 400 tons ice, at \$3.35 per ton, \$1,340; bond, \$670; surety, Empire State Surety Company.

Proposal of December 17, 1908, of Henry H. Pottebaum, No. 127 First avenue, for 6,000 pounds tea (Formosa Oolong), at 20 cents per pound, \$1,200; bond, \$600; surety, United States Guarantee Company.

Proposals of December 24, 1908, of:

J. Edward Ogden, No. 147 Cedar Street.

3,600 pounds white cotton waste, at \$0.064 per pound.....	\$230 40
400 bags charcoal, at \$0.44 per bag.....	176 00
3,000 pounds solder, at \$0.1725 per pound.....	517 50
2,000 pounds iron wire, at \$0.025 per pound.....	50 00

2,000 pounds single iron, at \$0.0175 per pound.	35 00
300 cotton mops, at \$1.02 each.	306 00
Total.	\$1,314 90
Bond, \$600; surety, Empire State Surety Company.	
P. D. Council, No. 678 Tenth Avenue.	
200 gross boxes, at \$0.60 per gross.	\$120 00
33,000 feet upper leather, at \$0.131 per foot.	4,323 00
11,000 pounds offal leather, at \$0.1267 per pound.	1,393 70

Total.	\$5,836 70
Bond, \$1,000; surety, American Surety Company.	
Manhattan Supply Company, No. 127 Franklin Street.	
5,000 yards municipal cloth, at \$0.93 per yard.	\$4,650 00
5,000 yards prison cloth, at \$0.91 per yard.	4,550 00
3,200 yards cottonade, at \$0.1164 per yard.	372 48
45,000 yards 4/4 brown muslin, at \$0.0270 per yard.	1,215 00
3,000 yards 4/4 bleached muslin, at \$0.0890 per yard.	267 00
14 pounds linen thread, at \$1.14 per pound.	15 96
8 pounds shoe thread, at \$1.13 per pound.	9 04
12 dozen leather dusters, at \$7.20 per dozen.	86 40
20 dozen shoe blacking, at \$0.35 per dozen.	7 00
50 gross matches, at \$0.44 per gross.	22 00
2 dozen butcher's steels, at \$8.40 per dozen.	16 80

Total.	\$13,187 18
Bond, \$7,000; surety, National Surety Company.	

Kelllogg & Shelden, No. 91 Galt Street.	
40,000 pounds sole leather, at \$0.1803 per pound.	\$7,212 00
Bond, \$3,000; surety, United States Fidelity and Guaranty Company.	

Perry J. Conant, No. 425 1/2 Gates Avenue, Brooklyn.	
100 yards canvas.	\$15 72
200 yards canvas.	39 38
1,800 yards canvas.	412 50
3,000 yards Canvas Domet, at \$0.0098 per yard.	29 40
8,000 yards Oil Furniture cloth, at \$0.0040 per yard.	32 00
2,000 yards acromedex, at \$0.0040 per yard.	8 00
10,000 yards cotton jean, at \$0.1050 per yard.	1,050 00
7,500 yards 4/4 bandage muslin, at \$0.0413 per yard.	309 75
7,000 yards 8/4 bleached muslin, at \$0.2167 per yard.	1,517 00
300 rubber coats, at \$0.0130 each.	3 90
150 rubber coats.	19 50
30,000 yards sewing stripes, at \$0.0003 per yard.	9 00
20,000 yards ticking, at \$0.1090 per yard.	2,180 00
15 pounds linen thread.	17 10
2,000 gallons cylinder oil, at \$0.2750 per gallon.	550 00
1,200 gallons lubricating oil, at \$0.3750 per gallon.	450 00
1,800 gallons engine oil, at \$0.1750 per gallon.	315 00
500 gallons lubricating oil, at \$0.1950 per gallon.	97 50
12,000 gallons kerosene oil, at \$0.1345 per gallon.	1,614 00
300 pounds harness leather, at \$0.32 per pound.	96 00
9 pounds shoe thread, at \$1.13 per pound.	10 17
10 boxes shoe cycles.	14 60
75 pounds shoe wax.	7 50
30 bottles burnishing ink, at \$1.55 per bottle.	46 50
1,700 pounds shoe nails, at \$0.2400 per pound.	408 00
400 pounds shoe tacks, at \$0.0625 per pound.	25 00
300 pounds shoe tacks, at \$0.0660 per pound.	19 80
50 boxes X-Oil, at \$0.50 per box.	25 00
500 pounds cotton cord, at \$0.16 per pound.	80 00
1,500 gallons turpentine, at \$0.4700 per gallon.	705 00

Total.	\$13,461 22
Bond, \$6,735; surety, Empire State Surety Company.	

John Fale, Desnyen, No. 42 West Seventy-third Street.	
600 yards table linen, at \$0.74 per yard.	\$444 00
200 pounds machine thread, at \$2.20 per pound.	440 00

Total.	\$1,884 00
Bond, \$245; surety, National Surety Company.	

—he accepted, the same being the lowest bids, the surties having been approved by the Comptroller, etc.

Proposals Accepted.

Of the Great International Window Cleaning Company, No. 196 Second avenue, under date of January 3, 1909, to clean entrance doors and office windows at City Prison, Manhattan, once each week, and all other windows of said building once each month, for the sum of \$25 per month.

Also proposal of same date, to clean from windows of City Prison, Raymond street, Brooklyn, twice each month, and all other windows of that prison once each month, for \$15.50 per month.

Price in each case, the same as paid in 1908.

Of the P. M. Frank Disinfecting Company, No. 534 West Fifty-eighth street, under date of January 4, 1909, to fumigate roaches and water bugs from the institutions, steamboats and buildings during the year 1909, for the sum of \$264, payable semi-annually.

Of Carl Smith's Son, Inc., of Rivington street, to remove manure from stables at Department, No. 516 East Twentieth street, for one year, from January 1 to December 31, 1909, inclusive, for \$100, payable quarterly.

Appointed.

Keepers appointed at \$800 per annum, each, to date from January 6, 1909: Frank Donnelly, at Branch Workhouse, Harts Island; Richard L. O'Keefe, at Branch Workhouse, Rikers Island; Francis Kelly, City Prison, Manhattan. Certified by Civil Service December 31, 1908.

George S. Crum, Stationary Engineer at Branch Workhouse, Harts Island, at wages of \$4.50 per diem, to date from January 6, 1909. Certified by Civil Service Commission on December 31, 1908.

Reappointed.

James Farrelly, John Corcoran, as coal passers, at \$3 per diem, each, on steamboats, to date from January 7, 1909. Dropped from the roll (stokers), December 31, 1908, for lack of appropriation.

Transferred.

Edward P. Sherry, Keeper, at \$1,200, to City Court, as Attendant, to take effect January 4, 1909.

John F. Connor, Keeper, at \$800, to Third District Municipal Court, January 1, 1909.

Transfers approved by Civil Service in accordance with rules.

Resigned.

Francis J. Hart, Clerk, at \$800 per annum, at Central Office, to take effect January 3, 1909.

Died.

Frank Pierce, Orderly at Branch Workhouse, Harts Island, at \$240, on December 31, 1908.

Dismissed.

Matthew W. Boyle, coal passer on steamboats, at \$912 per annum, to date from January 2, 1909.

Patrick H. Judge, coal passer on steamboats, at \$912 per annum, to date from January 2, 1909.

Both for insubordination.

Peter F. Golden, coal passer, \$912, for absence from duty without leave, to date from January 8, 1909.

JOHN J. DARREY, Commissioner.

POLICE DEPARTMENT.

January 20, 1909.

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

Ordered, That the plans and specifications for the new station house, prison and stable for the Thirtieth Police Precinct, to be erected on the ground and premises in The City of New York on the easterly side of Clinton street, 119 feet 5 inches north of the northeast corner of Broome and Clinton streets, Borough of Manhattan, be and are hereby approved and respectfully referred to the Commissioners of the Sinking Fund for approval.

The following probationary Patrolmen having qualified are hereby appointed Patrolmen in the Police Department of The City of New York, to take effect January 20, 1909:

Vincent P. Clehassy, Peter J. Coyle, Andrew J. Cronin, Frederick A. Funk, Frederick W. Gunnarson, Joseph P. McEntee, William H. McGowan, Benedict Maguire, Louis Moses.

Ordered, That in accordance with the provisions of Rule XI. of the Municipal Civil Service Commission, Probationary Patrolmen Patrick J. McNulty and Samuel Silverstein be notified in writing that their conduct and capacity while on probation have been unsatisfactory to the Police Commissioner, and for that reason that they be and are hereby dismissed from such employment.

Ordered, That in accordance with the provisions of Rule XI. of the Municipal Civil Service Commission, Probationary Patrolman John L. Walsh be notified in writing that his conduct and capacity while on probation are unsatisfactory to the Police Commissioner, and for that reason that he be and is hereby dismissed from such employment.

Ordered, That the Municipal Civil Service Commission be and is hereby respectfully requested to withdraw eligible list from which to appoint ten Lieutenants, dated January 13, 1909, and that requisition be and is hereby made upon the Municipal Civil Service Commission for an eligible list from which to enable the Police Commissioner to appoint twenty-three (23) Lieutenants of Police.

Ordered, That requisition be and is hereby made upon the Municipal Civil Service Commission for an eligible list to enable the Police Commissioner to appoint twenty-nine (29) Sergeants of Police.

Having investigated the financial condition of Hanora Dunn and as a result of such investigation and from the evidence now before me being of the opinion that the said Hanora Dunn does not need for her support the pension heretofore granted her:

Now, therefore, under authority vested in me by section 356 of the Greater New York Charter, it is

Ordered, That the pension heretofore granted to Hanora Dunn on or about the 14th day of June, 1900, be and the same is hereby reduced to \$120 per annum, as of the 31st day of December, 1908.

Having investigated the financial condition of John and Mary Luddy, children of John Luddy, Patrolman deceased, of which children Eliza Ward is guardian, and as a result of such investigation and from the evidence now before me, being of the opinion that the said John and Mary Luddy do not need for their support the pension heretofore granted them:

Now, therefore, under authority vested in me by section 356 of the Greater New York Charter, it is

Ordered, That the pension heretofore granted to John and Mary Luddy on or about the 18th day of April, 1908, and increased on or about the 13th day of June, 1905, be and the same is hereby revoked as of the 29th day of November, 1908.

Having investigated the financial condition of Gertrude Stattery and as a result of such investigation and from the evidence now before me being of the opinion that the said Gertrude Stattery does not need for her support the pension heretofore granted her:

Now, therefore, under authority vested in me by section 356 of the Greater New York Charter, it is

Ordered, That the pension heretofore granted to Gertrude Stattery on or about the 17th day of October, 1898, be and the same is hereby revoked as of the 1st day of May, 1908.

Concert Licenses Granted.

Mfred Weiss, Yorkville, Hippodrome, No. 1499 First Avenue, Manhattan, from January 16, 1909, to April 15, 1909; fee, \$150; no liquors.

Jefferson Amusement Company, the Jefferson, No. 81 Myrtle Avenue, Brooklyn, from January 20, 1909, to April 19, 1909; fee, \$150; no liquors.

Musquerade Hall Permits Granted.

J. E. Smith, Plaza Hall, Manhattan, January 19; fee, \$25.
A. Hollander, Arlington Hall, Manhattan, January 22; fee, \$25.
P. W. Coyle, Luminary Hall, Manhattan, January 23; fee, \$25.
P. Anderson, Panama Assembly Rooms, Manhattan, January 23; fee, \$25.
L. Flecker, Palm Garden, Manhattan, January 23; fee, \$25.
W. King, Hadam Casino, Manhattan, February 25; fee, \$25.
A. Lumborg, Labor Temple, Manhattan, January 30; fee, \$25.
L. Taback, New Star Casino, Manhattan, January 30; fee, \$25.
F. Kuschbaum, Amsterdam Opera House, Manhattan, February 4; fee, \$25.
J. A. Schummick, Grand Central Palace, Manhattan, February 6; fee, \$25.
Mrs. H. Long, Lone's Dancing Academy, The Bronx, January 20; fee, \$10.
W. Platz, Amersham Club Rooms, The Bronx, January 23; fee, \$5.
W. Platz, Ebling's Casino, The Bronx, January 23; fee, \$25.
W. Platz, Ebling's Casino, The Bronx, January 25; fee, \$25.
J. Van Buskin, Prospect Hall, Brooklyn, January 21; fee, \$10.
A. Watson, Prospect Hall, Brooklyn, January 22; fee, \$10.
B. Knoblach, Stauch's Hall, Brooklyn, January 22; fee, \$10.
T. McGrunden, New Assembly Hall, Brooklyn, January 23; fee, \$10.
J. Kalach, Brooklyn Labor Lyceum, Brooklyn, January 23; fee, \$10.
J. A. Oprey, Schwaben Hall, Brooklyn, January 23; fee, \$10.
J. A. Oprey, Schwaben Hall, Brooklyn, January 30; fee, \$10.
J. A. Oprey, Schwaben Hall, Brooklyn, February 2; fee, \$10.
J. A. Oprey, Schwaben Hall, Brooklyn, February 6; fee, \$10.
J. A. Oprey, Schwaben Hall, Brooklyn, February 11; fee, \$10.
C. Grasmeyer, Hillside Hall, Brooklyn, February 6; fee, \$5.
E. Weiden, Columbia Hall, Queens, January 23; fee, \$10.
J. Dotz, Central Hall, Queens, January 30; fee, \$5.

On File, Send Copy.

Report of Lieutenant in command of Boiler Squad, dated January 19, 1909, relative to engineers' licenses granted. For publication in the City Record.

Special Order No. 17, issued this day, is hereby made part of the proceedings of the Police Commissioner.

Special Order No. 17.

The following Probationary Patrolmen having qualified as Patrolmen, are this day appointed and assigned to precincts indicated, from 8 p. m., January 20, 1909, and temporarily assigned to School of instruction until uniforms are procured:

Coyle, Peter J., Twenty-sixth Precinct; Clehassy, Vincent P., Second Precinct; Gunnarson, Frederick W., One Hundred and Forty-eighth Precinct; McGowan, William H., Twenty-sixth Precinct; Moses, Louis, First Precinct; Cronin, Ambrose J., Eighteenth Precinct; Funk, Frederick A., Thirty-sixth Precinct; McEntee, Joseph P., Forty-third Precinct; Maguire, Benedict, One Hundred and Fifty-sixth Precinct.

The following transfers and assignments are hereby ordered:

To take effect 8 a. m., January 20, 1909:

Inspector Miles O'Reilly, Eleventh Inspection District, transferred to Brooklyn Borough Headquarters Squad and assigned as Borough Inspector, Brooklyn.
Captain Thomas J. Kelly, One Hundred and Sixty-ninth Precinct, is detailed to act as Inspector, with the title while so acting as Inspector of Police, and is transferred and assigned to command Eleventh Inspection District.

Lieutenants—Frank J. Morris, Third Inspection District, designated as Acting Captain and transferred to Thirty-ninth Precinct; Thomas Palmer, Twenty-sixth Precinct, designated as Acting Captain and transferred to One Hundred and Sixty-ninth Precinct.

To take effect 8 p. m., January 21, 1909:

Lieutenant William H. Dunn, from Twenty-ninth Precinct to Detective Bureau, Manhattan.

To take effect 8 a. m., January 20, 1909:

Lieutenant Charles H. McKinney, from One Hundred and Forty-ninth Precinct to Detective Bureau, Manhattan.

To take effect 8 p. m., January 19, 1909:

Sergeant John Kessel, One Hundred and Sixty-sixth Precinct, transferred to Brooklyn Borough Headquarters Squad and assigned to duty in Borough President's office, Brooklyn.

Patrolmen—Thomas G. Buckley, from Second District Court Squad, Brooklyn, to One Hundred and Fiftieth Precinct; Joseph H. Hempsted, from Third District Court Squad, Brooklyn, to One Hundred and Fifty-fourth Precinct; William J. Harley, from Sixth District Court Squad, Brooklyn, to One Hundred and Seventy-first Precinct; John J. McGovern, from Eighth District Court Squad, Brooklyn, to One Hundred and Seventy-second Precinct; Edward C. Xenodochius, from First District Court Squad, Manhattan, to First Precinct; Edgar P. Ellis, Brooklyn Borough Headquarters Squad, removed from duty in Kings County Court and transferred to One Hundred and Sixty-fourth Precinct; James F. Mangin, from Health Squad to One Hundred and Forty-fourth Precinct; James Faulkner, from First District Court Squad, Manhattan, to Fortieth Precinct.

To take effect 8 p. m., January 21, 1909:

Sergeant James Dulan, from Eighty-first Precinct to Thirty-sixth Precinct.
Patrolmen—Andrew Smith, from Second Precinct to Thirty-third Precinct; Henry W. Havendum, Eighty-first Precinct, transferred to Two Hundred and Seventy-eighth Precinct and assigned to mounted duty.

Doormen—George P. Gilbert, from One Hundred and Seventy-first Precinct to Detective Bureau, Brooklyn; Joseph F. Nally, from One Hundred and Eighty-fourth Precinct to One Hundred and Fiftieth Precinct; Leonard J. O'Neill, from One Hundred and Fiftieth Precinct to One Hundred and Eighty-fourth Precinct.

To take effect 8 a. m., January 22, 1909:

Patrolmen—Robert W. Smith, Traffic Precinct B, removed from house duty and assigned to traffic duty; George A. Mott, Twenty-second Precinct, transferred to Traffic Precinct B and assigned to house duty; Joseph Lambrecht, Traffic Precinct C, removed from house duty and assigned to traffic duty; John J. Baker, Sixth Precinct, transferred to Traffic Precinct C and assigned to house duty.

The following temporary assignments are hereby ordered:

Inspectors—Max F. Schmittberger, Fourteenth Inspection District, assigned as Acting Chief Inspector, during absence of Chief Inspector Moses W. Corright on vacation, from 8 a. m., January 30, 1909; Thomas J. Kelly, Eleventh Inspection District, assigned to command Fifteenth Inspection District, in addition to his own district, during absence of Inspector John J. O'Brien, for eighteen hours, from 7 p. m., January 22, 1909.

Patrolmen—Thomas J. Convery, Seventh Precinct, assigned to Bureau of Electrical Service, Manhattan, as Librarian, for thirty days, from 8 p. m., January 21, 1909; James C. White, Twelfth Precinct, assigned to Central Office Squad, for five days, from 8 p. m., January 19, 1909; George W. Mohrman and John J. Ryan, Ninth Inspection District, and Michael J. Connolly, Eleventh Inspection District, assigned to Detective Bureau, Brooklyn, for thirty days, from 8 a. m., January 20, 1909; John O'Leary, Twelfth Precinct, assigned to Central Office Squad, for five days, from 11 a. m., January 20, 1909.

The following extensions of temporary assignments are hereby ordered:

Sergeants—Patrick V. Shea, Fortieth Precinct, to Bureau of Electrical Service, duty in Manhattan, for thirty days, from 8 p. m., January 21, 1909; Matthew Kennedy, One Hundred and Forty-third Precinct, to Bureau of Electrical Service, duty in Brooklyn, for thirty days, from 8 p. m., January 21, 1909.

Patrolman William F. Muller, Thirty-ninth Precinct, to Bureau of Electrical Service, duty in Manhattan, for thirty days, from 8 p. m., January 21, 1909.

The following temporary assignments are hereby discontinued:

Inspector Max F. Schmittberger, Fourteenth Inspection District, as Borough Inspector, Brooklyn, from 8 a. m., January 20, 1909.

Patrolmen—Michael J. McGrath, Thirty-sixth Precinct, to District Attorney's office, New York County, from 8 p. m., January 19, 1909; John Donovan, Twenty-fifth Precinct, to Twelfth Inspection District, duty at Board of Elections, Queens, from 8 p. m., January 19, 1909.

The following members of the Force are excused for eighteen hours, as indicated: Inspector John J. O'Brien, Fifteenth Inspection District, from 7 p. m., January 22, 1909, with permission to leave City.

Captains—William Hogan, First Precinct, from 8 a. m., January 23, 1909; Patrick J. Cray, Twenty-fifth Precinct, from 8 p. m., January 21, 1909, with permission to leave City; Frederick G. Carson, Thirty-sixth Precinct, from 12 noon, January 22, 1909; Louis Kreuscher, Fortieth Precinct, from 12 noon, January 23, 1909; Denis J. Brennan, Sixty-sixth Precinct, from 9 a. m., January 22, 1909; Albert Ruthenberg, Two Hundred and Eighty-second Precinct, from 12 noon, January 26, 1909.

The following leaves of absence are hereby granted with full pay:

Sergeant Edward J. Hayes, One Hundred and Seventy-third Precinct, for three days, from 12:01 a. m., January 19, 1909.

Patrolman William C. Vail, Two Hundred and Seventy-eighth Precinct, for three days, from 12:01 a. m., January 19, 1909, with permission to leave City.

The following leave of absence is hereby granted with half pay:

Patrolman Edward J. O'Connor, One Hundred and Seventieth Precinct, for one-half day, from 12 noon, January 21, 1909.

The following leaves of absence are hereby granted without pay:

Patrolmen—George T. Cramer, One Hundred and Fifty-fifth Precinct, for one day, from 12 noon, January 22, 1909; Leo A. Boyle, Seventeenth Precinct, for one day, from 12 noon, January 20, 1909.

Matron Rose E. Daly, Twenty-third Precinct, for three days, from 12 noon, January 19, 1909.

Permission granted to leave City:

Patrolman Robert Sammersgill, One Hundred and Fifty-second Precinct, for thirty days, while on sick leave.

The following applications for full pay are hereby granted:

Mounted Patrolman Charles V. Stevens, One Hundred and Seventy-second Precinct, for four and one-half days, from 11:20 a. m., January 6, 1909.

Patrolmen—Charles McNerney, Eighteenth Precinct, for six days, from 12:30 p. m., January 10, 1909; John Biedinger, Sixty-ninth Precinct, for twenty-one and one-half days, from 11:15 p. m., November 7, 1908; Arthur A. Robinson, Jr., Two Hundred and Seventy-fourth Precinct, for eighteen and one-half days, from 2:15 p. m., November 14, 1908; Dennis J. Murphy, Sixty-third Precinct, for eight and one-half days, from 12:05 p. m., January 3, 1909.

Suspended from duty without pay:

Sergeant James B. Allen, One Hundred and Fifty-third Precinct, from 12:50 p. m., January 19, 1909.

Patrolman David B. Lahey, Two Hundred and Eighty-fifth Precinct, from 9:15 a. m., January 19, 1909.

The following Probationary Patrolmen are hereby dismissed from employment in the Police Department of The City of New York, to take effect January 20, 1909:

McNulty, Patrick J., Forty-third Precinct; Silverstein, Samuel, One Hundred and Sixtieth Precinct; Walsh, John L., Thirty-second Precinct.

The following amendments are hereby ordered:

Paragraph 2, Special Order No. 15, current series, to read Patrolmen Thomas J. Henry, Second Precinct, and Charles W. Thon, Twenty-second Precinct, to First Inspection District, instead of Second Inspection District.

So much of paragraph 4, Special Order No. 15, current series, to read Patrolmen Joseph F. Brawley, Thirty-sixth Precinct, and John P. Shea, Fifth Precinct, assignment discontinued to First Inspection District, instead of Second Inspection District.

The following Special Patrolmen are hereby appointed:

To Take Effect January 19, 1909—Thomas McElerney, for Interborough Rapid Transit Company, Manhattan; Edward A. Orange, George W. Layton, Charles Bloom and Charles Kalhorn, for T. Cunningham Company, No. 608 East Fifteenth street, Manhattan.

To Take Effect January 20, 1909—Edward Roth, for William Fox Amusement Company, Star Theatre, One Hundred and Seventh street and Lexington avenue, Manhattan; Arcangelo Pagani, for Labor Information Office for Italians, No. 59 Lafayette street, Manhattan.

The resignations of the following Special Patrolmen are hereby accepted, and they are reappointed to take effect as of date indicated:

January 19, 1909—James J. Casey, for Stern Brothers, No. 38 West Twenty-third street, Manhattan; John Delaney, for Chalmers Dale, and others, No. 992 Park place, Brooklyn; James Devlin, for Metropolitan Life Insurance Company, No. 1 Madison avenue, Manhattan; Henry Niehoff, for Flower & Co., No. 49 Broadway, Manhattan; Taylor Conklin, for Equitable Life Assurance Company of the United States, No. 120 Broadway, Manhattan; Charles A. Hanly, for Irving National Exchange Bank, West Broadway and Chambers street, Manhattan; Henry Seedorff, for Standard Oil Company, No. 26 Broadway, Manhattan.

The appointments of the following Special Patrolmen are hereby revoked:

James Mulhall, employed by Holmes Electric Protective Company, No. 34 East Fourteenth street, Manhattan; John Finn, employed by Fred Pfizner, Ibert Union Park, No. 1439 Metropolitan avenue, East Williamsburg, Brooklyn.

THEO. A. BINGHAM, Police Commissioner.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad),
January 22, 1909.

To the Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882 as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same during the twenty-four hours ending 12 midnight, January 21, 1909:

First Class.

Frank P. Bame, No. 82 Beaver street; Harry C. Aomack, No. 544 Fulton street, Brooklyn; Charles Otis, No. 606 Broadway; Otto Hoening, No. 999 Avenue A.

Second Class.

David Haslett, No. 180 Montague street, Brooklyn; George Hale, No. 54 Maiden lane; Joseph Maixner, Seventh avenue and Forty-second street; Andrew Bennett, Hamover place and Livingston street, Brooklyn.

Third Class.

Frank Nadari, Whitestone avenue, Flushing, Long Island; Edward A. Schmeer, No. 935 First avenue; Thomas B. Jackson, Eleventh avenue, Fifty-eighth and Fifty-ninth streets; John Matthews, Third avenue and Harlem River; John Tooker, Fourth and Front streets, Long Island City; William A. Widmer, No. 253 West Forty-second street; Mads C. Anderson, No. 743 East Eleventh street; August Pfeifer, No. 2151 Third avenue; Frank H. Comerford, No. 316 West Sixty-fifth street; John Code, Ninety-eighth street, First and Second avenues; James Shaugnessy, No. 99 Bedford avenue, Brooklyn; James Doherty, No. 50 West Forty-fifth street; James Cahill, No. 32 West Twenty-third street; John G. Whitaker, No. 134 Grand street; Denis P. Cahill, No. 36 Bond street; Christian Bunker, No. 7 West Fifteenth street; Thomas Vandere, No. 61 Hudson street; James Carter, No. 28 West One Hundred and Twenty-eighth street; George A. Larsen, Myrtle avenue and Fresh Pond road, Evergreen, Brooklyn; Theodore Baumann, No. 501 First avenue; William D. Hinchey, No. 63 Wall street; John L. Scott, No. 1 West Seventy-third street; Patrick Fitzpatrick, No. 435 West street.

Special.

William Cunningham, West Eighth street, Coney Island.

Respectfully,

HENRY BREEN, Lieutenant in Command.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad),
January 23, 1909.

To the Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882 as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same during the twenty-four hours ending 12 midnight, January 22, 1909:

First Class.

Henry M. Nash, No. 25 William street; William H. Mellor, No. 767 Fifth avenue.

Second Class.

James W. Crawford, No. 78 Tenth avenue; Rudolph Dahlinger, No. 260 Maujer street, Brooklyn; Jacob Natter, No. 718 Atlantic avenue, Brooklyn; William Gilliland, Nos. 2 to 22 East Ninety-first street; Herman Jordan, No. 129 Mercer street; Fritz Schneider, No. 518 West Thirty-third street; James Kavanagh, No. 164 Montague street, Brooklyn; Hippolyte Lamothe, No. 432 Lexington avenue; Stanislaus Fietzek, No. 1919 Seventh avenue; Patrick Dunn, No. 66 Broadway; John H. Sleight, Kingsland and Norman avenues, Brooklyn.

Third Class.

Samuel R. Wolfe, Mills and Franklin street, Long Island City; Louis Ernst, foot East Forty-fourth street; Daniel Harvett, No. 58 West Fifty-seventh street; John K. Anderson, One Hundred and Eighteenth street and Broadway; John S. Gardiner, foot East Twenty-third street; Patrick Stanley, No. 299 Broadway; Michael J. Carey, No. 346 Carroll street, Brooklyn; Percy Chadwick, foot East Sixty-sixth street; John Smith, No. 154 Nassau street; Joseph S. Crawford, No. 306 North Seventh street, Brooklyn; Edward Elgenes, No. 2 West Fifty-fifth street; George T. French, No. 78 Richardson street, Brooklyn; John J. Dwyer, No. 26 East Houston street; William J. McGreery, Webster avenue and Southern boulevard; William Wynne, Eleventh avenue and Fifty-eighth street; Michael Carlon, No. 24 Broad street; James Martin, No. 43 Gold street.

Special.

Frank P. Haley, No. 157 East Sixty-seventh street, Port Richmond, Staten Island; Hugh J. Gallagher, No. 735 Dean street, Brooklyn; Peter J. Hill, No. 530 West Forty-third street; Heinrich Kalang, No. 243 Lafayette street.

Respectfully,

HENRY BREEN, Lieutenant in Command.

BOROUGH OF QUEENS.

COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546 of chapter 466 of the Laws of 1901, I transmit herewith the following report of the transactions of the office of the Commissioner of Public Works, Borough of Queens, for the week ending December 26, 1908.

Public Moneys Received During the Week.

For restoring pavement over street openings.....	\$167 50
For sewer connections.....	300 00
Total.....	\$367 50

Requisitions Drawn on Comptroller.

Bureau of Highways.....	\$14,581 80
Bureau of Sewers.....	7,067 07
Bureau of Public Buildings and Offices.....	804 94
Bureau of Topographical Surveys.....	17,809 33
Total.....	\$40,263 14

Contracts Awarded.

Thos. F. Tuohy & Co., Flushing, L. I.
P. F. Brennan, No. 244 Mount Hope avenue, The Bronx.
Peace Bros., Flushing, L. I.
Jos. A. Boyce, No. 843 Boulevard, Long Island City.
Peace Bros., Flushing, L. I.
Continental Asphalt Paving Company, No. 79 Wall street, New York.

Permits Issued.

To open streets to tap water pipes.....	28	To cross sidewalks.....	9
To open streets to repair water connections.....	7	For sewers, steam mains and various connections.....	7
To open streets to make sewer connections.....	13	For railway construction and repairs.....	1
To open streets to repair sewer connections.....	1	To repair sidewalk.....	1
To place building material on streets.....	11	For sewer connections.....	20
Special permits.....	21	Total.....	122

Bureau of Highways.

Paved Streets.		Gutters.	
Square yards of granite pavement repaired.....	435	Linear feet of gutters cleaned of snow.....	9,410
Square yards of cobble pavement repaired.....	83	Linear feet of gutters prepared for paving.....	150
Square yards of brick pavement repaired.....	74	Linear feet of gutters cleaned.....	25,301
Loads of sand used in repairs.....	83	Linear feet of gutters formed.....	2,290
Loads of stone hauled.....	1	Loads of dirt hauled away.....	301
		Square yards of gutters paved with brick.....	72

Macadamized Streets.		Colverts.	
Square yards of macadam pavement repaired.....	319	Linear feet of pipe used on culverts.....	28
Square yards of macadam pavement cleaned.....	5,340	Linear feet of culverts cleaned and repaired.....	120
Square yards of macadam pavement resanded.....	13,620		
Square yards of macadam road picked up.....	1,519	Trees and Weeds.	
Square yards of broken stone spread on picked up bottom.....	1,280	Square yards of weeds cut down and removed.....	1,740
Square yards of macadam pavement sanded and screened.....	1,435		
Square yards of macadam pavement finished.....	435	Miscellaneous.	
Square yards of macadam pavement finished with tar.....	1,775	Square yards of snow removed from fire hydrants.....	430
Square yards of dirt wings repaired.....	500	Loads of snow removed from fire hydrants.....	2,515
Square yards of dirt wings cleaned.....	1,240	Loads of snow removed from crosswalks.....	2,134
Loads of screenings used.....	102	Square yards of snow removed from crosswalks.....	18,736
Loads of screenings hauled.....	48	Square yards of street cleaned of snow.....	22,155
Loads of broken stone used.....	365	Square yards of sidewalk cleaned of snow.....	12,000
Loads of broken stone hauled.....	36	Square yards of snow removed from public schools.....	200
Loads of sand used.....	374	Loads of stone used.....	8
Loads of worn out material hauled away.....	120	Loads of loam used.....	3
		Loads of dirt used.....	5

Unpaved Streets.		Flagging, Curbing, etc.	
Square yards of roadway graded.....	1,030	Square feet of flag stones relaid.....	4
Square yards of roadway repaired.....	300	Linear feet of curb reset.....	38
Square yards of roadway crowned and repaired.....	5,310	Linear feet of crosswalks relaid.....	270
Square yards of crosswalks graded.....	50		
Square yards of sidewalks graded.....	275		
Loads of dirt hauled away.....	320		
Loads of dirt put on.....	810		
Loads of sand and gravel put on.....	220		

Bureau of Sewers.

Linear feet of sewer cleaned.....	3,690	Number of manholes cleaned.....	23
Number of basins cleaned.....	24	Open drains cleaned, feet.....	1,850
Linear feet of sewer examined.....	5,150	Box and pipe drains cleaned and repaired, feet.....	100
Linear feet of sewer flushed.....	4,750	Material used—	
Number of basins examined.....	112	Brick.....	40
Number of basins relieved.....	286	Cement, bag.....	1
Number of basins flushed.....	15	Loads removed from basins and drains.....	32
Number of basin covers put on.....	1		
Number of manholes repaired.....	1		
Number of manholes flushed.....	13		

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

Ashes, loads.....	1,798	Miles of street swept.....	75
Sweepings, loads.....	179 1/2	Loads of snow removed by Department carts.....	1,073
Rubbish, loads.....	215 1/2		
Garbage, loads.....	268		

Bureau of Topographical Surveys.

Damage Maps—West avenue, Van Dam street, Collins avenue, Greenpoint avenue, Queens boulevard, Vandewater avenue, Broad street, Ely avenue, Putnam avenue, Fresh Pond road, Clinton avenue.
Final Damage Map—Juniper avenue.
Final Benefit Maps—Van Dam street, Queens boulevard, Juniper avenue.
Draft Benefit Map—Van Dam street.
Profiles—Lawrence street, Broad street and West avenue.
Calculating and plotting of field work.
Copying old maps and records at County Clerk's office, Comptroller's office and Hall of Records.
Rule Maps—Broad street, Sunswick street, Ely avenue, Cypress avenue.
Alteration Map—Closing map of Woolsey street.

Plane Table Survey—Whitestone and College Point.
Monumenting—Long Island City, Hopedale, Corona and Flushing.
Traverse and Location Work—Flushing, Hollis and Long Island City.
Damage Surveys—Long Island City, Newtown and Evergreen.
Triangulation.

Statement of Laboring Force Employed Week Ending December 26, 1908.

Bureau of Highways.		Teams and Sweepers.....	4
Foremen, Assistant Foremen, Mechanics and Laborers.....	599	Bureau of Public Buildings and Offices.	
Teams.....	18	Clerks, Foremen, Engineer, Firemen, Stokers, Carpenters, Plumbers, Pipe Fitters, Tinsmiths, Helpers, Painters, Laborers, Cleaners, Janitors, Mason, Helpers and Attendants.....	68
Horses and carts.....	110	Bureau of Topographical Surveys.	
Steam rollers.....	3	Engineer in Charge, Assistant Engineer, Laborers, Sounders, Rodmen, Drivers, Foremen, Assistant Foremen, Draughtsmen, Transmitters, Computers, Riggers, Axemen and Flaggers.....	231
		Horses and wagons.....	4
Bureau of Sewers.			
Foremen, Assistant Foremen, Drivers, Sounders, Mechanics and Laborers.....	165		
Horses and carts.....	21		
Bureau of Street Cleaning.			
District Superintendent, Foremen, Assistant Foremen, Mechanics, Helpers, Drivers, Laborers and Clerks.....	117		
Teams and trucks.....	28		
Horses and carts.....	63		

ALFRED DENTON, Commissioner of Public Works.

Approved: Lawrence Cresser, President of the Borough of Queens.



CHANGES IN DEPARTMENTS, ETC.

DEPARTMENT OF DOCKS AND FERRIES.

January 29.—The Commissioner has transferred Thomas J. Kelly, of No. 107 Leroy street, Manhattan, from the position of Dock Builder to that of Dock Laborer with pay at the rate of 31 1/2 cents per hour while employed, the change to take effect immediately.

DEPARTMENT OF PARKS.

Boroughs of Manhattan and Richmond.

January 29.—Appointed, January 26, 1909—Frank Jaeger Gymnasium Attendant, No. 31 Broome street, \$25 per month.
Discharged for neglect of duty and absence without leave—Thomas F. Hart, Climber and Pruner, No. 930 Eighth avenue.

Borough of The Bronx.

John Kennedy, Seventh street and Avenue E, Unionport, Driver with wagon and team, discharged, to take effect this date.
William Brown, No. 2021 Chatterton avenue, Unionport, appointed Driver with wagon and team, at a compensation at the rate of \$4.50 per diem, to take effect January 30, 1909.

PRESIDENT OF THE BOROUGH OF BROOKLYN.

January 29.—William H. Miller, Inspector of Carpenters and Masonry, has been transferred to a similar position in the Bureau of Buildings, Borough of Queens, effective Monday, February 1, 1909.

PUBLIC HEARINGS.

Public notice is hereby given that the Committee on Laws and Legislation of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on Monday, February 1, 1909, at 2 o'clock p. m., on the following matter:

An ordinance to establish public market in Park avenue, between One Hundred and Eleventh and One Hundred and Twenty-fourth streets, Borough of Manhattan.

All persons interested in the above matter are respectfully invited to attend.
P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

Public notice is hereby given that the Committee on Police of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on Wednesday, February 3, 1909, at 2 o'clock p. m., on the following matter:

Resolution concurring with the findings of the Kines County Grand Jury in opposition to centralization of the Police system.

All persons interested in the above matter are respectfully invited to attend.
P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business and at which the Courts regularly open and adjourn as well as the places where such offices are kept and such Courts are held, together with the heads of Departments and Courts.

CITY OFFICES.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 5200 Cortlandt.
GEORGE D. MCCLELLAN, Mayor.
Frank M. O'Brien, Secretary.
William A. Willis, Executive Secretary.
James A. Hendon, Chief Clerk and Bond and Warrant Clerk.

BUREAU OF WEIGHTS AND MEASURES.

Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 5200 Cortlandt.
Patrick Derry, Chief of Bureau.

BUREAU OF LICENSERS.

9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 5200 Cortlandt.
Francis V. S. Oliver, Jr., Chief of Bureau.
Principal Office, Room 1, City Hall.
Branch Office, Room 12, Borough Hall, Brooklyn.
Branch Office, Richmond Borough Hall, Room 21, New Brighton, S. I.
Branch Office, Hackett Building, Long Island City, Borough of Queens.

AQUEDUCT COMMISSIONERS.

Room 257, No. 280 Broadway, 9th floor, 9 a. m. to 4 p. m.
Telephone, 3042 Worth.
The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Wincup; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

ARMORY BOARD.

Mayor George H. McClellan, the Comptroller, Herman A. Metz, the President of the Board of Aldermen, Patrick F. McGowan, Brigadier-General George Moore Smith, Brigadier-General John G. Eddy, Captain J. W. Miller, the President of the Department of Taxes and Assessments, Lawson Purdy.
Harrie Davis, Secretary, Room 5, Basement, Hall of Records, Chambers and Centre streets.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3000 Worth.

ART COMMISSION.

City Hall, Room 21.
Telephone call, 117 Cortlandt.
Robert W. de Forest, Trustee Metropolitan Museum of Art, President; Frank D. Miller, Painter, Vice-President; Howard Mansfield, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of the City of New York; John Bigelow, President of New York Public Library; Arnold W. Brunner, Architect; John H. Pine, Charles Howland Russell, Fred B. Pratt, Herbert Adams.
John Quincy Adams, Assistant Secretary.

BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital, Twenty-sixth street and First avenue.
Telephone, 400 Madison Square.
Board of Trustees—Dr. John W. Brannan, President; James K. Paulling, Secretary; Arden M. Robbins, Samuel Sachs, Leopold Stern, John J. Barry, John G. O'Keefe, Robert W. Heider, ex-officio.

BOARD OF ALDERMEN.

No. 11 City Hall, 12 a. m. to 4 p. m.; Saturdays, 12 a. m. to 12 m.
Telephone, 250 Cortlandt.
Patrick F. McGowan, President.
P. J. Scully, City Clerk.

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.
Antonio Zucca.
Paul Weinmann.
James H. Kennedy.
William H. Jasper, Secretary.
Telephone, 26 35 and 31 Worth.

BOARD OF ELECTIONS.

Headquarters General Office, No. 47 West Forty-first Street.
Commissioners—John T. Dooling (President), Charles B. Page (Secretary), Rudolph C. Fuller, James Kane.
Michael T. Daley, Chief Clerk.
Telephone, 2126 Bryant.

BOROUGH OFFICES.

Manhattan.
No. 112 West Forty-second street.
William C. Baxter, Chief Clerk.

The Bronx.
One Hundred and Thirty-eighth street and Mott avenue (Solingen Building).
Cornelius A. Bunner, Chief Clerk.

Brooklyn.
No. 42 Court street (Temple Bar Building).
George Russell, Chief Clerk.

Queens.
No. 46 Jackson avenue, Long Island City.
Carl Voegel, Chief Clerk.

Richmond.
Borough Hall, New Brighton, S. I.
Charles M. Schwalbe, Chief Clerk.
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

BOARD OF ESTIMATE AND APPOINTMENT.

The Mayor, Chairman; the Comptroller, President of the Board of Aldermen, President of the Borough of Manhattan, President of the Borough of Brooklyn, President of the Borough of The Bronx, President of the Borough of Queens, President of the Borough of Richmond.

OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 1406. Telephone, 2886 Worth.
Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary; Charles V. Ades, Clerk to Board.

OFFICE OF THE CHIEF ENGINEER.

Nelson F. Lewis, Chief Engineer, No. 277 Broadway, Room 1408. Telephone, 2886 Worth.
Arthur S. Tuttle, Engineer in charge Division of Public Improvements, No. 277 Broadway, Room 1408. Telephone, 2886 Worth.
Harry F. Nichols, Engineer in charge Division of Franchises, No. 277 Broadway, Room 501. Telephone, 2886 Worth.

BOARD OF EXAMINERS.

Rooms 607 and 608 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 466 Gramercy.
Warren A. Coover, Charles Bick, Lewis Harding, Charles G. Smith, Edward F. Croker, William A. Boring and George A. Just, Chairmen.
Edward V. Barton, Clerk.
Board meeting every Tuesday at 2 p. m.

BOARD OF PAROLE OF THE NEW YORK CITY REFORMATORY OF MISDEMEANANTS.

Office, No. 148 East Twentieth street.
John J. Barry, Commissioner of Correction, President.
Wm. E. Wyatt, Judge, Special Sessions, First Division.
Robert J. Wilkin, Judge, Special Sessions, Second Division.
James J. Walsh, City Magistrate, First Division.
Edward J. Deady, City Magistrate, Second Division.
Samuel B. Hamburger, John C. Helms, Dominick Di Mario, James F. Boyle.
Thomas R. Minnick, Secretary.

BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.
Francis K. Pendleton, Corporation Counsel.
Lawson Purdy, President of the Department of Taxes and Assessments.
Henry J. Storms, Chief Clerk, Finance Department, No. 286 Broadway.
Telephone, 1200 Worth.

BOARD OF WATER SUPPLY.

Office, No. 205 Broadway.
John A. Bessel, Charles N. Chadwick, Charles A. Shaw, Commissioners.
Thomas Hawsell, Secretary.
J. Waldo Smith, Chief Engineer.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, No. 26 Broadway, 9 a. m. to 4 p. m.
Telephone, 4316 Worth.
John Purroy Mitchell, Ernest V. Gallahan, Commissioners.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.
Office of the Commission, Room 138, No. 286 Broadway (Stewart Building), Borough of Manhattan, New York City.
Commissioners—William E. Stillings, George C. Norton, Lewis A. Abrams.
Lamont McLoughlin, Clerk.
Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 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, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 807, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1103 and 1106 Cortlandt. Supply Room, No. 2, City Hall.
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.
John N. Bogart, Commissioner.
James P. Archibald, Deputy Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 2828 Worth.

COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; James J. Martin, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen; and Timothy P. Sullivan, Chairman Finance Committee, Board of Aldermen, Members.
N. Taylor Phillips, Deputy Comptroller, Secretary; Office of Secretary, Room 12, Stewart Building.
Telephone, 1200 Worth.

DEPARTMENT OF BRIDGES.

No. 1321 Park Row.
James W. Stevenson, Commissioner.
John H. Little, Deputy Commissioner.
Edgar E. Schiff, Secretary.
Office hours, 9 a. m. to 4 p. m.
Saturdays, 9 a. m. to 12 m.
Telephone, 6886 Cortlandt.

DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.

No. 148 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3047 Gramercy.
John J. Barry, Commissioner.
George W. Meyer, Deputy Commissioner.
John B. Fitzgerald, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.
Telephone, 300 Red Hook.
Alfred K. Spencer, Commissioner.
Dennis A. Jones, Deputy Commissioner.
Joseph W. Savage, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 10 m.

DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.

Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (on the month of August, 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.
Telephone, 3186 Plaza.
Richard W. Aldrich, Jr., Walter Alexander, Nicholas J. Barrett, Charles E. Bruce, M. D., Joseph E. Goggin, Frederic R. Coudert, Francis W. Crowninshield, Francis P. Cannon, Thomas M. De Laney, Horace E. Dwyer, Alexander Ferris, Joseph Nicola Francolini, George Freifeld, George J. Gillespie, John Greene, Lewis Haase, Robert L. Harrison, Louis Haupt, M. D., Thomas J. Higgins, James P. Holland, Arthur Hollick, Hugo Kanizer, Max Katsenborg, Edward Lazansky, Alrick H. Man, Conrad March, Muelich May, Robert E. McCarty, Dennis J. McDonald, M. D., Ralph McKee, Frank W. Meyer, Thomas J. O'Donohue, Harry H. Sharpe, Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, James E. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, Frank D. Wiley, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.
Egerton L. Winthrop, Jr., President.
John Greene, Vice-President.
A. Emerson Palmer, Secretary.
C. B. J. Snyder, Superintendent of School Buildings.
Patrick Jones, Superintendent of School Supplies.
Henry R. M. Cook, Auditor.
Thomas A. Dillon, Chief Clerk.
Henry M. Leipziger, Supervisor of Lectures.
Claude G. Leland, Superintendent of Libraries.
A. J. Maguire, Supervisor of Janitors.

BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and Andrew W. Edson, John H. Baaren, Clarence E. Meleney, Thomas S. O'Brien, Edward B. Snallow, Edward L. Stevens, Gustave Straubenmiller, John H. Walsh, Associate City Superintendents.

DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John J. Chalkley, John W. Davis, John Dwyer, James M. Edson, Matthew J. Elias, Edward D. Farrell, Cornelius H. Franklin, John Griffin, M. D., John L. R. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, John Richmond, Alfred T. Schindler, Albert Shultz, Edgar J. Sumner, Seth T. Stewart, Edward W. Still, Grace C. Strahan, Joseph S. Taylor, Joseph H. Wade, Evangeline E. Whitney.

BOARD OF EXAMINERS.

William H. Maxwell, City Superintendent of Schools, and James C. Byrnes, Walter L. Hervey, Jerome A. O'Connell, George J. Smith, Examiners.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1200 Worth.
Herman A. Metz, Comptroller.
John H. McCuey and N. Taylor Phillips, Deputy Comptrollers.
Robert L. Smith, Assistant Deputy Comptroller.
Paul Lomer, Secretary to Comptroller.

MAIN DIVISION.

H. J. Storms, Chief Clerk, Room 11.

BOOKKEEPING AND AWARDS DIVISION.

Frank W. Smith, Chief Accountant and Bookkeeper, Room 8.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 5.

BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 17.

LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts, Room 125.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Hervey, Supervising Statistician and Examiner, Room 120.

CHARITABLE INSTITUTIONS DIVISION.

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 38.

OFFICE OF THE CITY PAYMASTER.

No. 83 Chambers street and No. 65 Reade street.
John H. Timmerman, City Paymaster.

ENGINEERING DIVISION.

Stewart Building, Chambers street and Broadway.
Chandler Wittington, Chief Engineer, Room 55.

DIVISION OF REAL ESTATE.

Murtime J. Brown, Appraiser of Real Estate, Rooms 101, 102 and 103.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room 1.

David E. Austen, Receiver of Taxes.
John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

Borough of the Bronx—Municipal Building, Third and Tremont avenues.

John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.

Borough of Brooklyn—Municipal Building, Rooms 2-8.

Thomas J. Drennan and William Gallagher, Deputy Receivers of Taxes.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

George H. Creed and Mason O. Smedley, Deputy Receivers of Taxes.

Borough of Richmond—Borough Hall, St. George, New Brighton.

John De Morgan and F. Wilsey Owen, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 1.

Daniel Moynahan, Collector of Assessments and Arrears.

Richard E. Weldon, Deputy Collector of Assessments and Arrears.

Borough of The Bronx—Municipal Building, Rooms 1-3.

James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.

John M. Gray, Deputy Collector of Assessments and Arrears.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

Thomas A. Healy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—St. George, New Brighton.

George Brand, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room 141.

Peter Aitken, Collector of City Revenue and Superintendent of Markets.

John F. Hobbs, Deputy Superintendent of Markets.

David O'Brien, Deputy Collector of City Revenue.

BUREAU FOR THE EXAMINATION OF CLAIMS.

Frank J. Prial, Chief Examiner, Room 181.

BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 62 to 67.

James J. Martin, City Chamberlain.

Henry J. Walsh, Deputy Chamberlain.

Telephone, 4270 Worth.

DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 a. m. to 4 p. m.
Burial Permit and Contagious Disease Offices always open.

Telephone, 4906 Columbus.

Thomas Darlington, M. D., Commissioner of Health and President.

Alvah H. Duty, M. D., Theodore A. Bingham, Commissioners.

Eugene W. Scheffer, Secretary.

Herman M. Riggs, M. D., General Medical Officer.

James McC. Miller, Chief Clerk.

Walter Benzel, M. D., Sanitary Superintendent.

William H. Guilfoyle, M. D., Registrar of Records.

Borough of Manhattan.

Alonso Blauvelt, M. D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk.

Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 321 Third avenue.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 12 Battery place. George A. Soper, Ph. D., President; James H. Fuertes, Secretary; H. de B. Parsons, Charles Sooy-Smith, Linsly R. Williams, M. D.

Telephone, 1044 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.
Frank L. Polk, R. Ross Appleton, Arthur J. O'Keefe.
Frank A. Spencer, Secretary.
John F. Skelly, Assistant Secretary.

Labor Bureau.

Nos. 54-56 Lafayette street.
Telephone, 2140 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.
Patrick A. Whitney, Deputy Fire Commissioner and Chairman; William Montgomery, John Sherry, C. Andrade, Jr., Abram A. Breneman.
Telephone, 640 Plaza.
Franz S. Wolf, Secretary, Nos. 365-367 Jay street, Brooklyn.
Stated meeting, Friday of each week, at 5 p. m.
Telephone, 3520 Main.

POLICE DEPARTMENT.

CENTRAL OFFICE.

No. 300 Mulberry street, 9 a. m. to 4 p. m.
Telephone, 3100 Spring.
Theodore A. Hingham, Commissioner.
William F. Baker, First Deputy Commissioner.
Frederick H. Bugher, Second Deputy Commissioner.
Berl Hanson, Third Deputy Commissioner.
Arthur Woods, Fourth Deputy Commissioner.
Daniel G. Slattery, Secretary to Commissioner.
William H. Kipp, Chief Clerk.

PUBLIC SERVICE COMMISSION.

The Public Service Commission for the First District, Tribune Building, No. 154 Nassau street, Manhattan.

Office hours, 9 a. m. to 4 p. m., every day in the year, including holidays and Sundays.
Stated public meetings of the Commission, Tuesdays and Fridays at 10 a. m. in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.
Commissioners—William R. Wilcox, Chairman; William McGarrell, Edward M. Bassett, Min R. Maltbie, John E. Rustis. Counsel, George S. Coleman. Secretary, Travis H. Whitney.
Telephone, 4150 Beckman.

TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street.
Telephone, 5331 Gramercy.
Edmond J. Butler, Commissioner.
Wm. H. Abbott, Jr., First Deputy Commissioner.
Brooklyn Office (Boroughs of Brooklyn, Queens and Richmond), Temple Bar Building, No. 41 Court street.
Telephone, 385 Main.
John McKown, Second Deputy Commissioner.
Bronx Office, Nos. 2804, 2806 and 2808 Third Avenue.
Telephone, 562 Melrose.
William B. Calvert, Superintendent.

BOROUGH OFFICES.**BOROUGH OF THE BRONX.**

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Louis F. Hallen, President.
Henry A. Gundelstein, Secretary.
John F. Murray, Commissioner of Public Works.
John A. Hawkins, Assistant Commissioner of Public Works.
Joseph A. Briggs, Chief Engineer.
Frederick Greifenberg, Principal Assistant Topographical Engineer.
Charles H. Graham, Engineer of Sewers.
Thomas H. O'Neil, Superintendent of Sewers.
Samuel C. Thompson, Engineer of Highways.
Patrick J. Reville, Superintendent of Buildings.
John A. Mason, Assistant Superintendent of Buildings.
Peter J. Stumpf, Superintendent of Highways.
Albert B. Lieberman, Superintendent of Public Buildings and Offices.
Telephone, 66 Tremont.

BOROUGH OF BROOKLYN.

President's Office, Nos. 15 and 16 Borough Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Bird S. Coler, President.
Charles Frederick Adams, Secretary.
John A. Heffernan, Private Secretary.
Thomas R. Farrell, Commissioner of Public Works.
James M. Puwer, Secretary to Commissioner.
David F. Moore, Superintendent of Buildings.
James Dunne, Superintendent of the Bureau of Sewers.
Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.
Patrick F. Lynch, Superintendent of Highways.

BOROUGH OF MANHATTAN.

Office of the President, Nos. 14, 15 and 16 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
John F. Ahern, President.
Bernard Downing, Secretary.
John Cloughlin, Commissioner of Public Works.
James J. Hagan, Assistant Commissioner of Public Works.
Edward S. Murphy, Superintendent of Buildings.
Frank J. Goodwin, Superintendent of Sewers.
John R. Vonths, Superintendent of Buildings and Offices. Telephone, 6725 Cortlandt.

BOROUGH OF QUEENS.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Lawrence Green, President.
John M. Cragen, Secretary.
Alfred Denton, Commissioner of Public Works.
Harry Sutphin, Assistant Commissioner of Public Works.
Patrick E. Leahy, Superintendent of Highways.
Carl Berger, Superintendent of Buildings.
Cornelius Hurks, Superintendent of Sewers.
James E. Cronin, Superintendent of Street Cleaning.
Edward F. Kelly, Superintendent of Public Buildings and Offices.
Telephone, 1900 Greenpoint.

BOROUGH OF RICHMOND.

President's Office, New Brighton, Staten Island.
George Cromwell, President.
Maybury Fleming, Secretary.
Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.
John Seaton, Superintendent of Buildings.
H. E. Buell, Superintendent of Highways.
John T. Fetherston, Superintendent of Street Cleaning.
Ernest H. Seelensen, Superintendent of Sewers.
John Thulin, Jr., Superintendent of Public Buildings and Offices.
Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1000 Tompkinsville.

CORONERS.

Borough of The Bronx—Corner of Third avenue and Tremont avenue. Telephone, 1250 Tremont and 1402 Tremont.
Robert F. McDonald, A. F. Schwannkerke.
William T. Austin, Chief Clerk.
Borough of Brooklyn—Office, Rooms 1 and 3 Municipal Building. Telephone, 4004 Main and 4005 Main.
Henry J. Brewer, M. D., John F. Kennedy.
Joseph McGuinness, Chief Clerk.
Open all hours of the day and night.
Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.
Coroners: Julius Harburger, Peter P. Acitelli, George F. Shady, Jr., Peter Dooley.
Julius Harburger, President Board of Coroners.
Jacob E. Bausch, Chief Clerk.
Telephone, 1094, 1057, 1058 Franklin.
Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.
Samuel D. Nutt, Alfred S. Ambler.
Martin Mayer, Jr., Chief Clerk.
Office hours, from 9 a. m. to 5 p. m.
Borough of Richmond—No. 44 Second street, New Brighton. Open for the transaction of business all hours of the day and night.
Matthew J. Cahill.
Telephone, 7 Tompkinsville.

COUNTY OFFICES.**NEW YORK COUNTY.****COMMISSIONER OF JURORS.**

Room 307, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.
Thomas Allison, Commissioner.
Matthew T. Neville, Assistant Commissioner.
Frederick P. Simpson, Assistant Commissioner.
Frederick O'Byrne, Secretary.
Telephone, 241 Worth.

COMMISSIONER OF RECORDS.

Office, Hall of Records.
William S. Andrews, Commissioner.
James J. Varrell, Superintendent.
James J. Fleming, Jr., Secretary.
Telephone, 3702 Worth.

COUNTY CLERK.

Nos. 5, 9, 10 and 11 New County Courthouse.
Office hours from 9 a. m. to 4 p. m.
Peter J. Dowling, County Clerk.
John F. Curry, Deputy.
Joseph J. Glennon, Secretary.
Telephone, 870 Cortlandt.

DISTRICT ATTORNEY.

Building for Criminal Courts, Franklin and Centre streets.
Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Wm. Travers Jerome, District Attorney.
John A. Hennegerry, Chief Clerk.
Telephone, 2394 Franklin.

PUBLIC ADMINISTRATOR.

No. 116 Nassau street, 9 a. m. to 4 p. m.
William M. Hines, Public Administrator.
Telephone, 1576 Cortlandt.

REGISTER.

Hall of Records. Office hours from 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.
Frank Gass, Register.
William H. Shinnott, Deputy Register.
Telephone, 3902 Worth.

SHERIFF.

No. 70 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Thomas F. Foley, Sheriff.
John F. Gilchrist, Under Sheriff.
Telephone, 4984 Worth.

SURROGATES.

Hall of Records. Court open from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.
Almer C. Thomas and John P. Cobalan, Surrogates.
William V. Leary, Chief Clerk.

KINGS COUNTY.**COMMISSIONER OF JURORS.**

County Court-house.
Jacob Brenner, Commissioner.
Jacob A. Livingston, Deputy Commissioner.
Albert B. Waldron, Secretary.
Office hours from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.
Office hours during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1454 Main.

COMMISSIONER OF RECORDS.

Hall of Records.
Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m., Saturdays 9 a. m. to 12 m.
Lewis M. Swane, Commissioner.
D. H. Rabson, Deputy Commissioner.
Telephone, 1114 Main.
Thomas D. Moscrop, Superintendent.
William J. Beattie, Assistant Superintendent.
Telephone, 1023 Main.

COUNTY CLERK.

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Frank Ehlers, County Clerk.
Robert A. Sharkey, Deputy County Clerk.
John Cooper, Assistant Deputy County Clerk.
Telephone call, 4930 Main.

COUNTY COURT.

County Court-house, Brooklyn, Rooms 10, 17, 18, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I, Room No. 23; Part II, Room No. 10, Court-house. Clerk's Office, Rooms 17, 18 and 22, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m.
Norman S. Dike and Lewis L. Fawcett, County Judges.
Charles S. Devoy, Chief Clerk.
Telephone, 4154 and 4155 Main.

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn.
Hours, 9 a. m. to 5 p. m.
John P. Clarke, District Attorney.
Telephone number, 2955-67—Main.

PUBLIC ADMINISTRATOR.

No. 44 Court street (Temple Bar), Brooklyn, 9 a. m. to 5 p. m.
Charles E. Teale, Public Administrator.
Telephone, 2840 Main.

REGISTER.

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August; then from 9 a. m. to 2 p. m., provided for by statute.
William A. Prendergast, Register.
Frederick H. E. Ristein, Deputy Register.
Telephone, 2830 Main.

SHERIFF.

County Court-house, Brooklyn, N. Y.
9 a. m. to 4 p. m.; Saturdays, 12 m.
Alfred T. Hobbey, Sheriff.
James P. Connell, Under Sheriff.
Telephone, 6845, 6846, 6847, Main.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
Herbert T. Ketchum, Surrogate.
Edward J. Bergen, Chief Clerk and Clerk of the Surrogate's Court.
Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3954 Main.

QUEENS COUNTY.**COMMISSIONER OF JURORS.**

Office hours, 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m. Queens County Court-house, Long Island City.
John P. Balbert, Commissioner of Jurors.
Rodman Richardson, Assistant Commissioner.
Telephone, 455 Greenpoint.

COUNTY CLERK.

No. 304 Fulton street, Jamaica, Fourth Ward, Borough of Queens, City of New York.
Office open, 9 a. m. to 4 p. m.; Saturday, 9 a. m. to 12 m.
John Schneiderman, County Clerk.
Henry Walter, Jr., Deputy County Clerk.
Telephone, 171 Jamaica.

COUNTY COURT.

Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September. County Judge's office always open at No. 339 Fulton street, Jamaica, N. Y.
Burt J. Humphrey, County Judge.
Telephone, 286 Jamaica.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.
Frederick G. De Wit, District Attorney.
Telephone, 39 Greenpoint.

PUBLIC ADMINISTRATOR.

No. 47 Cook avenue, Elmhurst.
John T. Robinson, Public Administrator, County of Queens.
Telephone, 335 Newtown.

SHERIFF.

County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Herbert S. Harvey, Sheriff.
John M. Phillips, Under Sheriff.
Telephone, 41 Greenpoint (office).
Henry O. Scilleth, Warden, Queens County Jail.
Telephone, 572 Greenpoint.

SURROGATE.

Daniel Noble, Surrogate.
Wm. F. Hendrickson, Clerk.
Office, No. 304 Fulton street, Jamaica.
Except on Sundays, holidays and half holidays, the office is open from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.
The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.
Telephone, 397 Jamaica.

RICHMOND COUNTY.**COMMISSIONER OF JURORS.**

Village Hall, Stapleton.
Charles J. Kellman, Commissioner.
John J. McCaughy, Assistant Commissioner.
Office open from 9 a. m. until 4 p. m.; Saturdays, from 9 a. m. to 12 m.
Telephone, 81 Tompkinsville.

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.
C. L. Boatwick, County Clerk.
County Court-house, Richmond, S. I., 9 a. m. to 4 p. m.
Telephone, 28 New Dorp.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1909.
County Courts—Stephen D. Stephens, County Judge.
First Monday of June, Grand and Trial Jury.
Second Monday of November, Grand and Trial Jury.
Fourth Wednesday of January, without a Jury.
Fourth Wednesday of February, without a Jury.
Fourth Wednesday of March, without a Jury.
Fourth Wednesday of April, without a Jury.
Fourth Wednesday of July, without a Jury.
Fourth Wednesday of September, without a Jury.
Fourth Wednesday of October, without a Jury.
Fourth Wednesday of December, without a Jury.
Surrogate's Court—Stephen D. Stephens, Surrogate.

Mondays, at the Borough Hall, St. George, at 10.30 o'clock a. m.
Tuesdays, at the Borough Hall, St. George, at 10.30 o'clock a. m.
Wednesdays, at the Surrogate's Office, Richmond at 10.30 o'clock a. m.

DISTRICT ATTORNEY.

Borough Hall, St. George, S. I.
Samuel H. Evans.
Telephone, 50 Tompkinsville.

SHERIFF.

County Court-house, Richmond, S. I.
Office hours, 9 a. m. to 4 p. m.
Joseph J. Barth.

THE COURTS.**APPELLATE DIVISION OF THE SUPREME COURT.****FIRST JUDICIAL DEPARTMENT.**

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 10 a. m.
Edward Patterson, Presiding Justice; George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott, Justices; Alfred Wagstaff, Clerk.
William Lamb, Deputy Clerk.
Clerk's Office open at 9 a. m.
Telephone, 3840 Madison Square.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court open from 10.30 a. m. to 4 p. m.
Special Term, Part I (motions), Room No. 10.
Special Term, Part II (ex parte business), Room No. 21.
Special Term, Part III, Room No. 19.
Special Term, Part IV, Room No. 20.
Special Term, Part V, Room No. 22.
Special Term, Part VI (Elevated Railroad cases), Room No. 30.
Trial Term, Part II, Room No. 34.
Trial Term, Part III, Room No. 23.
Trial Term, Part IV, Room No. 21.
Trial Term, Part V, Room No. 22.
Trial Term, Part VI, Room No. 18.
Trial Term, Part VII, Room No. 19.
Trial Term, Part VIII, Room No. 23.
Trial Term, Part IX, Room No. 35.
Trial Term, Part X, Room No. 27.
Trial Term, Part XI, Room No. 27.
Trial Term, Part XII, Room No. 27.
Trial Term, Part XIII, and Special Term, Part VI, Room No. 30.
Trial Term, Part XIV, Room No. 28.
Trial Term, Part XV, Room No. 37.
Trial Term, Part XVI, Room No. 29.
Trial Term, Part XVII, Room No. 29.
Appellate Term, Room No. 29.
Naturalization Bureau, Room No. 39, third floor.
Assignment Bureau, room on mezzanine floor, northeast.
Clerk's Office, Special Term, Part I (motions), Room No. 10.
Clerk's Office, Special Term, Part II (ex parte business), ground floor, southeast corner.
Clerk's Office, Special Term, Calendar, ground floor, south.
Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.
Clerk's Office, Appellate Term, room southwest corner, third floor.
Trial Term, Part I (criminal business).
Criminal Court-house, Centre street.
Justices—Charles H. Travis, Charles F. MacLean, Henry Discholl, Leonard A. Gieseler, P. Henry Dugro, Henry A. Goldensleeve, James Fitzmaurice, James A. O'Grady, James A. Blanchard, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph E. Neuharber, John W. Goff, Samuel Seabury, M. Warley Platteau, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Eringer, Charles L. Gray, James W. Gerard, Irving Lehman.
Peter J. Dowling, Clerk, Supreme Court.
Telephone, 450 Cortlandt.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.
Court open daily from 10 o'clock a. m. to 4 o'clock p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions.
James P. McJannet, General Clerk.
Telephone, 5465 Main.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 a. m.
Peter J. Dowling, Clerk; Edward R. Carroll, Special Deputy to the Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 604 Franklin.

COURT OF GENERAL SESSIONS.

Held in the Building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 a. m.
Thomas C. T. Crain, Otto A. Rosalsky, Warren W. Foster, Thomas C. O'Sullivan, Edward Swann, Joseph F. McGuinness, James F. Malone, Judges of the Court of General Sessions. Edward R. Carroll, Clerk. Telephone, 1007 Franklin.
Clerk's Office open from 9 a. m. to 4 p. m.
During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK.

No. 35 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.
Part I.
Part II.
Part III.
Part IV.
Part V.
Part VI.
Part VII.
Part VIII.
Special Term Chambers will be held from 10 a. m. to 4 p. m.
Clerk's Office open from 9 a. m. to 4 p. m.
Edward F. O'Dwyer, Chief Justice; Lewis J. Conlan, Francis R. Delahanty, Joseph L. Green, Alexander Flueline, Thomas F. Donnelly, John V. McAvoy, Peter Schuck, Richard T. Lynch, Edward B. La Feta, Justices. Thomas F. Smith, Clerk.
Telephone, 6122 Cortlandt.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.

Court opens at 10 a. m.
Justices—First Division—William E. Wyatt, William H. Olinstad, Joseph M. Deuel, Lorenz Zeller, John B. May, Franklin Chase Hoyt, Charles W. Cullen, Clerk; William M. Fuller, Deputy Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 302 Franklin, Clerk's office.
Telephone, 601 Franklin, Justices' chambers.
Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Thursdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Wednesdays at 10 o'clock.
Justices—Howard J. Forker, John Fleming, Morgan M. L. Ryan, Robert J. Wilkin, George J. O'Keefe, James J. McInerney, Joseph L. Kerrigan, Clerk; John J. Durman, Deputy Clerk.
Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

CHILDREN'S COURT.

First Division—No. 60 Third avenue, Manhattan, next E. Coultter, Clerk.
Telephone, 5133 Stuyvesant.
Second Division—No. 122 Court street, Brooklyn, William F. Delaney, Clerk.
Telephone, 637 Main.

CITY MAGISTRATES' COURT.

First Division.

Court opens from 9 a. m. to 4 p. m.
City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Joseph E. Moss, James J. Walsh, Henry Steinert, Daniel E. Finn, Frederick B. House, Charles N. Harris, Frederic Kerschman, Arthur C. Butts, Joseph E. Corrigan, Moses Herrmann, Paul Krotel.
Philip Bluch, Secretary, One Hundred and Twenty-first street and Sylvan place.
First District—Criminal Court Building.
Second District—Jefferson Market.
Third District—No. 10 Essex street.
Fourth District—No. 151 East Fifty-seventh street.
Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.
Sixth District—One Hundred and Sixty-first street and Brook avenue.
Seventh District—No. 374 West Fifty-fourth street.
Eighth District—Main street, Westchester.

Second Division.

Borough of Brooklyn.

City Magistrates—Edward I. Doulay, James G. Tighe, John Nimmer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Barlow, Alfred E. Steers, A. V. H. Voorn, Jr., Alexander H. Gussman, John F. Hyman.
President of the Board, Edward J. Doulay, No. 348 Adams street.
Secretary to the Board, Charles J. Flanagan, Myrtle and Vanderbilt avenues, and No. 546 Halsey street.

Courts.

First District—No. 348 Adams street.
Second District—Court and Butler streets.
Third District—Myrtle and Vanderbilt avenues.
Fourth District—No. 106 Bedford avenue.
Fifth District—No. 249 Manhattan avenue.
Sixth District—No. 401 Gates avenue.
Seventh District—No. 374 West Fifty-fourth street.
Eighth District—West Fifty-fourth street (Coney Island).
Ninth District—Fifth avenue and Twenty-third street.
Tenth District—No. 151 New Jersey avenue.

Borough of Queens.

City Magistrates—Matthew J. Smith, Joseph Pich, Maurice E. Cusack, Eugene C. Gilroy.

Courts.

First District—St. Mary's Lyceum, Long Island City.
Second District—Town Hall, Flushing, L. I.
Third District—Central avenue, Far Rockaway, L. I.

Borough of Richmond.

City Magistrates—Joseph B. Handy, Nathaniel Marsh.

Courts.

First District—Lafayette place, New Brighton, Staten Island.
Second District—Village Hall, Stapleton, Staten Island.

MUNICIPAL COURTS.

Borough of Manhattan.

First District—The First District embraces the territory bounded on the south and west by the southern and western boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre line of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catherine street.
Wardens—Lyons, William F. Moore, John Roper, Justices.
Thomas O'Connell, Clerk; Francis Mangin, Deputy Clerk.
Location of Court—Merchants' Association Building, Nos. 54-56 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Additional Parts are held at southwest corner of Sixth avenue and Tenth street and at No. 128 Prince street.
Telephone, 8010 Franklin.

Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue and on the north and east by the southern and eastern boundaries of the said borough, on the north by the centre line of East Fourteenth street, on the west by the centre line of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catherine street.
George F. Roach, Benjamin Hoffman, Leon Sanders, Thomas P. Dinneen, Justices.
James J. Devlin, Clerk; Michael H. Looney, Deputy Clerk.
Location of Court—Nos. 364 and 366 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 2590 Orchard.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.
Thomas E. Murray, James W. McLaughlin, Justices.
Michael Kelly, Clerk; Henry Mersbach, Deputy Clerk.

Location of Court—No. 314 West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone number, 5450 Columbus.

Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough, excluding, however, any portion of Blackwell's Island.
Michael F. Blake, William J. Boyhan, Justices.
Abram Bernard, Clerk; James Foley, Deputy Clerk.

Location of Court—Part I, and Part II, No. 151 East Fifty-seventh street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Fifth District—The Fifth District embraces the territory bounded on the south by the centre line of Sixty-fifth street, on the east by the centre line of Central Park West, on the north by the centre line of One Hundred and Tenth street, on the west by the westerly boundary of said borough.
Alfred P. W. Seaman, William Young, Frederick Spiegelberg, Justices.
James V. Gillman, Clerk; John H. Servis, Deputy Clerk.

Location of Court—Broadway and Ninety-sixth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 4006 Riverside.

Sixth District—The Sixth District embraces the territory bounded on the south by the centre line of Fifty-ninth street and by the centre line of Ninety-sixth street from Lexington avenue to Fifth avenue, on the west by the centre line of Lexington avenue from Fifty-ninth street to Ninety-sixth street and the centre line of Fifth avenue from Ninety-sixth street to One Hundred and Tenth street, on the north by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, including, however, all of Blackwell's Island and excluding any portion of Ward's Island.
German Joseph, Jacob Marks, Justices.
Edward A. McQuade, Clerk; Thomas M. Campbell, Deputy Clerk; John J. Dietz, Frederick J. Stroh, Assistant Clerks.

Location of Court—Northwest corner of Third avenue and Eighty-third street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 4343 79-St.

Seventh District—The Seventh District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the east by the centre line of Fifth avenue, on the north by the northern terminus thereof, and north of the northern terminus of Fifth avenue, following in a northerly direction the course of the Harlem river, on a line continuous with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.
Phillip J. Sinnott, David L. Well, John R. Davies, Justices.
Herman B. Wilson, Clerk; Robert Andrews, Deputy Clerk.

Location of Court—No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Eighth District—The Eighth District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the west by the centre line of Fifth avenue, on the north and east by the northerly and easterly boundaries of said borough, including Randall's Island and the whole of Ward's Island.
Joseph P. Fallon, Leopold Prince, Justices.
William J. Kennedy, Clerk; Patrick J. Ryan, Deputy Clerk.

Location of Court—Sylvan place and One Hundred and Twenty-first street, near Third avenue. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 990 Harlem.

Ninth District—The Ninth District embraces the territory bounded on the south by the centre line of Fourteenth street and by the centre line of Fifty-ninth street from the centre line of Seventh avenue to the centre line of Central Park West, on the east by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, and by the centre line of Fifth avenue from the centre line of Ninety-sixth street to the centre line of One Hundred and Tenth street, on the north by the centre line of Ninety-sixth street from the centre line of Lexington avenue to the centre line of Central Park West, on the west by the centre line of Seventh avenue and Central Park West.
Edgar J. Lauer, Frederick De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.
William J. Chamberlain, Clerk; Charles Healy, Deputy Clerk.

Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 3873 Plaza.

Borough of The Bronx.

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by chapter 93 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-house, Town Hall, No. 120 Williamsbridge road, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.
Peter A. Shell, Justice.
Stephen Collins, Clerk.
Office hours from 9 a. m. to 4 p. m.; Saturdays closing at 12 m.
Telephone, 457 Westchester.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 93 of the Laws of 1895. Court-room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours, from 9 a. m. to 4 p. m. Court opens at 9 a. m.
John M. Tierney, Justice. Thomas A. Maher, Clerk.
Telephone, 3043 Melrose.

Borough of Brooklyn.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards, and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn. Court-house, northwest corner State and Court streets. Parts I and II.
John J. Walsh, Justice. Edward Moran, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.
Court-room, No. 405 Gates avenue.
Gerard B. Van Wart and Charles J. Dodd, Justices. Franklin B. Van Wart, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-second Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn.
Philip D. Meagher and William J. Bugenshutz, Justices. John W. Carpenter, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Court opens at 9 a. m.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.
Court-room, No. 14 Howard avenue.
Thomas H. Williams, Justice. G. J. Wiederhold, Clerk. Milton L. Williams, Assistant Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue. Court-house, northwest corner of Fifty-third street and Third avenue.
Cornelius Furguson, Justice. Jeremiah J. O'Leary, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 27 Bay Ridge.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue, also that portion of the Eleventh and Twentieth Wards beginning at the intersection of the centre lines of Bridge and Fulton streets, thence along the centre line of Fulton street to Flatbush avenue, thence along the centre line of Flatbush avenue to Atlantic avenue, thence along the centre line of Atlantic avenue to Washington avenue, thence along the centre line of Washington avenue to Park avenue, thence along the centre line of Park avenue to Waverly avenue, thence along the centre line of Waverly avenue to Myrtle avenue, thence along the centre line of Myrtle avenue to Hudson avenue, thence along the centre line of Hudson avenue to Johnson street, thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.
Lucien S. Bayles and George Fielder, Justices. Charles P. Bible, Clerk.
Court-house, No. 614 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.
Alexander S. Rosenthal and Edward A. Richards, Justices. Samuel V. Brothman, Clerk.
Court-house, corner Pennsylvania avenue and Fulton street (No. 39 Pennsylvania avenue).
Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial days, Tuesdays, Wednesdays, Thursdays and Fridays.
Jury days, Tuesdays and Fridays.
Clerk's Telephone, 604 East New York.
Court Telephone, 92 East New York.

Borough of Queens.

First District—First Ward (all of Long Island City formerly comprising five wards). Court-room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.
Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days, Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.
Thomas C. Kadlen, Justice. Thomas F. Kennedy, Clerk.
Telephones, 276 Greenpoint.

Second District—Second and Third Wards, which include the territory of the late Towns of Newtown and Flushing. Court-room in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, Queens County, New York.
William Rasmussen, Jr., Justice. Luke J. Connor, Clerk. William Kepper, Assistant Clerk.
James H. Snediker, stenographer.
Trial days, Tuesdays and Thursdays.
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 87 Newtown.

Third District—Fourth and Fifth Wards, comprising the territory of the former Towns and Villages of Jamaica, Far Rockaway and Rockaway Beach.
James F. McLaughlin, Justice. George W. Damon, Clerk.
Court-house, Town Hall, Jamaica.
Telephone, 189 Jamaica.
Clerk's Office open from 9 a. m. to 4 p. m.
Court held on Mondays, Wednesdays and Fridays at 9 a. m.

Borough of Richmond.

First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.
Thomas C. Brown, Justice. Anning S. Prall, Clerk.
Clerk's Office open from 8.45 a. m. to 4 p. m.
Telephones, 503 Tompkinsville.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.
George W. Stake, Justice. Peter Tiernan, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Court opens at 9 a. m. Calendar called at 10 a. m. Court continued until close of business. Trial days, Mondays, Wednesdays and Fridays.
Telephone, 113 Tompkinsville.

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 Broadway, New York, February 1, 1909.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from **MONDAY, FEBRUARY 1, UNTIL 4 P. M. MONDAY, FEBRUARY 15, 1909,**

for the position of
ACCOUNTANT, FOURTH GRADE.
(\$1,800 to, but not including, \$2,400 per annum.)
(No application received by the Commission, by mail or otherwise, after 4 p. m. on February 13 will be accepted.)
The examination will be held on Thursday, March 11, 1909, at 10 a. m.
The subjects and weights of the examination are as follows:

Technical	7
Arithmetic	3

The percentage required is 75 on the technical paper and 70 on all.
Most vacant positions exist in the office of the Comptroller of Accounts.
Salary, \$2,100 per annum.
Minimum age, 21 years.
Application blanks can be obtained at No. 299 Broadway, Room 1119.
F. A. SPENCER, Secretary.
1119

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 Broadway, New York, January 28, 1909.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from **THURSDAY, JANUARY 28, UNTIL 4 P. M. THURSDAY, FEBRUARY 11, 1909,**

for the position of
BOOKKEEPER, THIRD GRADE (MALE).
(No application received by the Commission, by mail or otherwise, after 4 p. m. on February 11 will be accepted.)
The examination will be held on Tuesday, March 2, 1909, at 10 a. m.
The subjects and weights of the examination are as follows:

Technical	3
Arithmetic	3
Handwriting and penmanship	2

The percentage required is 75 on the technical paper and 70 on all.
Most vacant positions exist.
Salary, \$1,800 to, but not including, \$1,800 per annum.
Minimum age, 21 years.
F. A. SPENCER, Secretary.
1119

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 Broadway, New York, January 20, 1909.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from **WEDNESDAY, JANUARY 20, UNTIL 4 P. M. WEDNESDAY, FEBRUARY 3, 1909,**

for the position of
CLERK, THIRD GRADE (MALE).
(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON FEBRUARY 3 WILL BE ACCEPTED.)
DUE NOTICE WILL BE GIVEN OF THE DATE OF THE EXAMINATION.
The subjects and weights of the examination are as follows:

Copying from plain copy	1
Handwriting	3
Arithmetic	3
Letter	2
Spelling	1

The percentage required is 70.
There are no vacancies at present.
Salary, \$1,800 to, but not including, \$1,800 per annum.
Minimum age, 21 years.
F. A. SPENCER, Secretary.
1119

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 Broadway, City of New York.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled. No application will be accepted at the office of the Commission, by mail or otherwise, after the closing hour for the receipt of same set forth in the advertisement.

When an examination is advertised, a person desiring to compete in the same may obtain an application blank upon request made in writing or by personal application at the office of the Commission, Room 1119.

The Commission cannot guarantee that applications mailed in response to written requests will be received in time to permit of their being prepared and filed prior to closing hour.

All notices of examinations will be posted in the office of the Commission, and advertised in the City Record for two weeks in advance of the date upon which the receipt of applications will close for any stated position.

Public notice will also be given by advertisement in most of the City papers.

Wherever an examination is of a technical character, due notice is given by advertisement in the technical journals pertaining to the particular profession for which the examination is called.

Such notices will be sent to the daily papers as matters of news. The scope of the examination will be stated, but for more general information application should be made at the office of the Commission.

Specimen questions of previous examinations may be obtained at Room 1119.
Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

FRANK L. POLK, President;

R. ROSS APPLETON, ARTHUR J. O'KEEFE, Commissioners.

FRANK A. SPENCER, Secretary.

BOROUGH OF THE BRONX.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND THIRD AVENUE.

I HEREBY GIVE NOTICE THAT A PETITION has been presented to me and is on file in my office for inspection, for No. 192. For paving with macadam pavement Vols. avenue, from Southern boulevard to Van Cortlandt avenue, and setting curb where necessary.

The petition for the above will be submitted by me to the Local Board having jurisdiction thereof, on February 11, 1909, at 3 p. m., at the office of the President of the Borough of The Bronx, Municipal Building, Crotona Park, One Hundred and Seventy-seventh street and Third Avenue.

Dated January 29, 1909.

LOUIS F. HAPFEN, President.
[30,11,8,11]

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND THIRD AVENUE.

I HEREBY GIVE NOTICE THAT A PETITION has been presented to me and is on file in my office for inspection, for

No. 193. Acquiring title to the lands necessary for opening East Two Hundred and Twenty-ninth street, from the Bronx boulevard to Crotona avenue.

The petition for the above will be submitted by me to the Local Board having jurisdiction thereof, on February 11, 1909, at 3 p. m., at the office of the President of the Borough of The Bronx, Municipal Building, Crotona Park, One Hundred and Seventy-seventh street and Third Avenue.

Dated January 29, 1909.

LOUIS F. HAPFEN, President.
[30,11,8,11]

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND THIRD AVENUE.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of The Bronx at the above office until 3 o'clock a. m. on

THURSDAY, FEBRUARY 11, 1909.

No. 1. FOR FURNISHING AND DELIVERING FORGE TO THE BUREAU OF SEWERS.

50,000 pounds No. 1 white clipped nails.
50,000 pounds best timbers saw.
5,000 pounds iron straps.
1,000 pounds iron.
200 pounds lump rock salt.
100 pounds table salt.
100 pounds oil barrel.
100 pounds corn meal.
100 pounds corn on cobs.
40 pounds condition powder.

To be furnished and delivered (two) two to time as directed during the year 1909 at the yard of the Bureau of Sewers at Webster avenue and One Hundred and eighty-ninth street.

The amount of security required will be forty thousand Dollars (\$40,000).

No. 2. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN WEST TWO HUNDRED AND FIFTY-SIXTH STREET BETWEEN BROADWAY AND RIVINGTON AVENUE.

The Engineer's estimate of the work is as follows:

434 linear feet of concrete sewer, 3 feet 6 inches diameter.
1,026 linear feet of concrete sewer, 3 feet diameter.

841 linear feet of tile sewer, 30 inch.
3 linear feet of tile sewer, 18 inch.
5 linear feet of tile sewer, 15 inch.
442 linear feet of pipe sewer, 18 inch.

211 spurs for house connections, over and above the cost per linear foot of sewer.

10 manholes, complete.
19 receiving basins, complete.
2,100 cubic yards of rock to be excavated and removed.

3 cubic yards of Class "A" concrete in place.
320 cubic yards of broken stone for foundations in place.

10,000 feet (B. M.) of timber for foundations furnished and laid and shoring furnished and left in place.

50 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 70 working days.

The amount of security required will be Twenty Thousand Five Hundred Dollars (\$24,500).

No. 3. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN MALDOND LAM BRAD, BETWEEN JEROME AVENUE AND WEST ONE HUNDRED AND SEVENTH STREET.

The Engineer's estimate of the work is as follows:

164 linear feet of pipe sewer, 18-inch.
326 linear feet of tile sewer, 12-inch.
47 spurs for house connections, over and above the cost per linear foot of sewer.

6 manholes, complete.
295 cubic yards of rock, to be excavated and removed.

5 cubic yards of Class B concrete, in place, additional to that shown on the plan.

5,000 feet (B. M.) of timber for foundations, furnished and laid, and shoring, furnished and left in place.

25 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 75 working days.

The amount of security required will be Nine Hundred Dollars (\$900).

No. 4. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN EAST ONE HUNDRED AND FORTY-SEVENTH STREET, BETWEEN ROBBINS AVENUE AND ST. MARY'S PARK.

The Engineer's estimate of the work is as follows:

178 linear feet of pipe sewer, 18-inch.
19 spurs for house connections, over and above the cost per linear foot of sewer.

2 manholes, complete.
360 cubic yards of rock, to be excavated and removed.

3 cubic yards of Class B concrete, in place, additional to that shown on the plan.

1,000 feet (B. M.) of timber for foundations, furnished and laid, and shoring, furnished and left in place.

1,000 feet (B. M.) of timber for foundations, furnished and laid, and shoring, furnished and left in place.

10 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 90 working days.

The amount of security required will be Nine Hundred Dollars (\$900).

No. 5. FOR CONSTRUCTING RECEIVING BASINS AT THE NORTHWEST AND SOUTHWEST CORNERS OF EAST TWO HUNDRED AND THIRD STREET AND VALENTINE AVENUE.

The Engineer's estimate of the work is as follows:

41 linear feet of pipe sewer, 12-inch.
2 receiving basins, complete.
3 cubic yards of rock, to be excavated and removed.

The time allowed for the completion of the work will be 8 working days.

The amount of security required will be Two Hundred Dollars (\$200).

Blank forms can be obtained upon application therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS F. HAPFEN, President.
[30,11,8,11]

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, FEBRUARY 11, 1909.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING TOOLS AND HARDWARE FOR PARKS TO THE BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for the delivery will be as required before October 1, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated January 28, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, FEBRUARY 4, 1909.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING WOODWORKING SUPPLIES FOR PARKS IN MANHATTAN.

The time allowed for the delivery will be as required before May 1, 1909.

The amount of security required is Five Hundred Dollars (\$500).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated January 21, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, FEBRUARY 4, 1909.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES FOR PARKS, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for the delivery will be as required before November 1, 1909.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated January 22, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

Blank forms may be obtained at the office of the Department of Parks, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated January 22, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

THURSDAY, FEBRUARY 4, 1909.

FOR FURNISHING AND DELIVERING 500 GROSS TONS WHITE ASH ANTHRACITE BROKEN COAL TO BROOKLYN BRIDGE.

The time for the delivery of the materials and the performance of the contract is sixty (60) days.

The amount of security to guarantee the faithful performance of the contract will be One Thousand Dollars (\$1,000).

The right is reserved by the Commissioner to reject all the bids should he deem it to be in the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON, Commissioner.
Dated January 21, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

THURSDAY, FEBRUARY 4, 1909.

FOR FURNISHING AND DELIVERING LUMBER TO THE WILLIAMSBURG (NEW EAST RIVER) BRIDGE.

The time for the delivery of the materials and the performance of the contract is six (6) months.

The amount of security to guarantee the faithful performance of the contract will be Three Thousand Dollars (\$3,000).

The right is reserved by the Commissioner to reject all the bids should he deem it to be in the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON, Commissioner.
Dated January 21, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

THURSDAY, FEBRUARY 4, 1909.

FOR FURNISHING AND DELIVERING TWENTY THOUSAND GALLONS OF AUTOMOBILE NAPHTHA TO THE BROOKLYN BRIDGE.

The time for the delivery of the materials and the performance of the contract is ten (10) months.

The amount of security to guarantee the faithful performance of the work will be Eight Hundred Dollars (\$800).

The right is reserved by the Commissioner to reject all the bids should he deem it to be in the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON, Commissioner.
Dated January 21, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

TUESDAY, FEBRUARY 2, 1909.

FOR FURNISHING THE DEPARTMENT OF BRIDGES WITH ANTHRACITE AND BLACKSMITH'S COAL FOR THE USE OF THE BRIDGES OVER THE HARLEM RIVER AND IN THE BOROUGH OF MANHATTAN DURING THE YEAR 1909.

The time for the delivery of the materials and the performance of the contract will be as required before December 31, 1909.

The amount of security to guarantee the faithful performance of the contract will be Two Thousand Five Hundred Dollars (\$2,500).

The right is reserved by the Commissioner to reject all the bids should he deem it to be in the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON, Commissioner.
Dated January 20, 1909.

See General Instructions to Bidders on the last page, last column, of the "City Record."

No. 3. FOR FURNISHING AND DELIVERING 3,200 TONS (OF 2,240 POUNDS EACH) OF ANTHRACITE COAL FOR USE IN THE BOROUGH OF BROOKLYN AND QUEENS.

No. 4. FOR FURNISHING AND DELIVERING 2,000 TONS (OF 2,240 POUNDS EACH) OF ANTHRACITE COAL FOR USE IN THE BOROUGH OF BROOKLYN.

No. 5. FOR FURNISHING AND DELIVERING 2,000 TONS (OF 2,240 POUNDS EACH) OF ANTHRACITE COAL FOR USE OF THE STEAMBOAT "PATROL" AND FOR USE OF STEAM LAUNCHES OF THE POLICE DEPARTMENT OF THE CITY OF NEW YORK.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 1909.

The amount of security required will be fifty per cent. (50%) of the amount of bid or estimate.

Bidders will state the kind of anthracite coal their company is furnished by giving the name of the mine or mines whence supplied.

Bidders for furnishing coal for use on the steamboat "Patrol" and launch of steam launches will state in the bid the place where the coal will be delivered.

Coal for the use of the steamboat "Patrol" and for the use of steam launches may be delivered at the place where the coal is to be delivered or at the place where the coal is to be delivered or at the place where the coal is to be delivered.

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between Centre street and West Ninth street; southeast side of Halsey street, from Knickerbocker avenue to Irving avenue; northwest side of Weirfield street, between Knickerbocker and Irving avenues; southeast side of Gates avenue, between Knickerbocker and Irving avenues, Lot No. 27, Block 3344; south side of Atlantic avenue, from Logan street to Fountain avenue.

No. 5. North side of Ninth street, between Sixth and Seventh avenues, Lots Nos. 35, 36 and 37, of Block 1004; south side of Fifty-fifth street, between Fifth and Sixth avenues, Lots Nos. 23 and 27, of Block 832; north side of Union place and south side of St. John's place, between Bedford and Rogers avenues, Lots Nos. 2 and 7, Block 1251; south side of Park place, between Rogers and Northaven avenues, Lot No. 27, Block 1240; north side of Lexington avenue, between Naitland and Marcy avenues, Lots Nos. 68 and 69, of Block 1298; south side of St. Marks avenue, between Rochester and Ulster avenues, Lot No. 27, Block 1361; south side of Atlantic avenue, between Kingston and Albany avenues, Lots Nos. 8, 9, 10 and 12, of Block 1204; north side of McDonald street and south side of Semper street, between Hamilton avenue and Rock away avenue, Lots Nos. 35, 36, 37 and 40, of Block 1527; north side of Herkimer street, between Schenectady and Ulster avenues, Lots Nos. 51, 52 and 53, of Block 1701.

No. 6. Southeast corner of Hamburg avenue and Schaeffer street; east side of Junius street, from East New York avenue to Liberty avenue; northeast corner of Barlow street and Liberty avenue; triangle bounded by Flushing avenue, Central avenue and Forest street; east side of Real avenue, from Marion street to Chauncey street; east side of Tenney avenue, between Bergen street and Deane street, Lot No. 1 of Block 1347; north side of Bergen street, between Saratoga avenue and Howard avenue, Lots Nos. 43, 56, 57, 59 and 61 of Block 1440.

No. 7. Both sides of East Nineteenth street, from Foster avenue to Newkirk avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 8. Both sides of Kew-Forest place, from Avenue P to Avenue G, and to the extent of half the block at the intersecting avenues.

No. 9. Both sides of Bay Twenty-sixth street, from Grassy avenue to Eighty-sixth street, and to the extent of half the block at the intersecting avenues.

No. 10. Both sides of Sixty-third street, from Pennine avenue to Fifth avenue, and to the extent of half the block at the intersecting avenues. All persons whose interests are affected by the above-named proposed assessments, and who are desirous to present their objections, in writing, to the Secretary of the Board of Assessors, No. 420 Broadway, New York, on or before February 11, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
PAUL WEINMAN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER, Secretary, No. 320 Broadway,
City of New York, Borough of Manhattan,
January 22, 1909.

DEPARTMENT OF FINANCE.

NOTICE OF SALE OF LANDS AND TENEMENTS WITHIN THAT PART OF THE CITY OF NEW YORK KNOWN AS THE FIRST WARD OF THE BOROUGH OF QUEENS, FORMERLY KNOWN AS LONG ISLAND CITY, FOR UPSTAIR ASSESSMENTS AND ACCRUED INTEREST THEREON.

City of New York, Department of Finance, Office of the Bureau for the Collection of Taxes, Assessments and Water Rents, Standard Building, No. 280 Broadway, Borough of Manhattan, December 1, 1908.

UNDER THE DIRECTION OF HERMAN A. METZ, Comptroller of the City of New York, the undersigned hereby gives public notice, pursuant to the provisions of law respectively, as stated under the titles of assessments for local improvements, as hereinafter particularly set forth:

That the respective owners of the lands and tenements within that part of The City of New York now known as the First Ward of the Borough of Queens, formerly known as Long Island City, on which assessments for local improvements have been laid and confirmed according to law and now remain unpaid, are required to pay the amount of the assessment or assessments on day and remaining unpaid to the Collector of Assessments and Arrears, at his office in the Department of Finance, Hackett Building, Jackson avenue and Fifth street, Long Island City, Borough of Queens, together with interest thereon, as provided by law, to the time of payment. The titles of the said assessments and the provisions of law under which this notice is given, and the said sale will be held are as follows:

Improvement of Jackson avenue, in the Second, Third and Fourth Wards of Long Island City, confirmed February 24, 1893. Pursuant to chapter 431, Laws of 1899; chapter 229, Laws of 1891; chapter 526, Laws of 1893; chapter 636, Laws of 1896, and section 937 of the Greater New York Charter.

Opening, widening and improvement of Vernon avenue, in the Third Ward, and the Boulevard, in the Fourth Ward of Long Island City, confirmed February 24, 1893. Pursuant to chapter 431, Laws of 1899; chapter 229, Laws of 1891; chapter 526, Laws of 1893; chapter 636, Laws of 1896, and section 937 of the Greater New York Charter.

Opening and grading Hamilton street, between Vernon avenue and Webster avenue, Third Ward, Long Island City, confirmed November 23, 1878. Pursuant to chapter 461, Laws of 1871; chapter 636, Laws of 1896, and section 937 of the Greater New York Charter.

Opening, widening and improvement of Stein way avenue, from Jackson avenue to Wadsworth avenue, confirmed February 19, 1881. Pursuant to chapter 314, Laws of 1880, and of the acts amendatory thereof and supplemental thereto, chapter 636, Laws of 1896, and section 937 of the Greater New York Charter.

Opening, widening, straightening and improvement of Grand avenue and Main street, in Long Island City, confirmed April 1, 1893. Pursuant to chapter 518, Laws of 1890, and chapter 460, Laws of 1901; chapter 636, Laws of 1896, and section 937 of the Greater New York Charter.

Widening and improvement of Flushing avenue, from Van Alst avenue to the easterly boundary line of Long Island City. First assessment confirmed January 19, 1885. Pursuant to chapter 410, Laws of 1878, and of the several acts amendatory thereof and supplemental thereto, chapter 636, Laws of 1896, and section 937 of the Greater New York Charter.

Sewering, paving and improvement of Fulton avenue and Main street, from Astoria Ferry to and across Van Alst avenue to Flushing avenue,

in Long Island City, confirmed April 11, 1881. Pursuant to chapter 369, Laws of 1880, and of the several acts amendatory thereof and supplemental thereto; chapter 636, Laws of 1896, and section 937 of the Greater New York Charter.

And if default shall be made in such payment of the said lands and tenements will be sold at public auction at the Borough Hall, Hackett Building, Jackson avenue and Fifth street, in the First Ward (formerly Long Island City), of the Borough of Queens, at The City of New York, on

MONDAY, MARCH 8, 1909.

at 1:30 p. m., for the longest term of years for which any person or persons shall offer to take the same in consideration of advancing the amount of the said assessment or assessments, together with the interest on due and unpaid, or if no person shall so offer to purchase, then in fee simple to the highest bidder; and such sale shall be continued from time to time until all the lands and tenements, as advertised for sale, shall be sold.

And notice is hereby further given that there has been published to manifest form a list of the several parcels of real estate to be sold, in the same manner substantially as the same are described in the assessment rolls in which said assessments are imposed thereon, together with the name of the person to whom such real estate is assessed, and the amount of the assessment assessed thereon, and the separate building which will be owned in public inspection in the office of the Collector of Assessments and Arrears, in the Department of Finance, that are situated respectively in the Boroughs of Manhattan and Queens, at the respective addresses hereinafter stated, for a period of six weeks before said sale, and will be delivered free of all costs or charges to any person applying for same.

ISAHEL MOYSEWITZ, Collector of Assessments and Arrears of The City of New York.

[411182571, 41524, m. 8]

NOTICE TO PROPERTY OWNERS

IN PURSUANCE OF SECTION 1018 OF THE GREATER NEW YORK CHARTER, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

THIRTY-FIRST WARD, SECTION 21.

WAREHOUSE AVENUE—SEWER. between East and Marine avenues, and NEPTUNE AVENUE—OUTLET SEWER, between Warehouse Avenue and Twenty-first street. Area of assessment: Both sides of Warehouse Avenue, from East Avenue to Canal Avenue, south side of Canal Avenue, from Twenty-third street to a point about 119 feet east of Warehouse Avenue; both sides of Neptune Avenue, from Twenty-fourth street to a point about 119 feet east of Twenty-first street; both sides of Twenty-first street, from Neptune Avenue, extending about 275 feet southwards from said avenue; both sides of Twenty-third street, from Mermaid Avenue to Canal Avenue, north side of Mermaid Avenue, from Twenty-third street to a point about 119 feet east of Warehouse Avenue, south side of Mermaid Avenue, extending easterly and westerly from Warehouse Avenue about 119 feet.

That the same were confirmed by the Board of Revision of Assessments on January 28, 1908, and entered January 28, 1909, in the Record of Taxes and Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any portion of property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Taxes and Assessments, it shall be the duty of the officers authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date when such assessment became due, as provided by section 1019 of this act."

Section 1019 of this act provides: "If any such assessment shall become due sixty days after its entry in the said record."

The above assessments are available to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Manhattan Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 29, 1909, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became due to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 28, 1909.

[30113]

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE GREATER NEW YORK CHARTER, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 10.

TIFFANY STREET—PAVING AND CURBING. from Westchester Avenue north to Intervale Avenue. Area of assessment: Both sides of Tiffany street, from Westchester Avenue to Intervale Avenue, and to the extent of half the block at the intersecting streets.

TWENTY-FOURTH WARD, ANNEXED TERRITORY.

TEMPORARY SEWER AND APPURTENANCES IN BRONX TERRACE. between Fifth and Fourteenth streets; **FIRST STREET** (avenue), between Fourteenth street and Becker Avenue; in MARION STREET, between Twentieth street and Demilt Avenue; in CATHARINE STREET, and in MATILDA STREET, between the summit of Kossuth Avenue and Demilt Avenue; in PULSON STREET, between the summit north of Westchester Avenue and Demilt Avenue; in PELL PLACE, and in ROBERTSON PLACE, between Demilt Avenue and Huguenot Street; in HUGENOT STREET, between White Plains Road and Robertson Place; in DEMILT AVENUE, between White Plains Road and Marion Street; in BECKER AVENUE, between White Plains Road and First street (avenue); in WESTCHESTER AVENUE, between Pulson street and First street (avenue);

in KOSSUTH AVENUE, and in ELIZABETH STREET, between Catharine and Marion streets; in TWENTIETH STREET, between Catharine street and First street (avenue); and in NINETEENTH STREET, between Second street and First street (avenue). Area of assessment: Both sides of First street (avenue), from Fourteenth street to Becker Avenue; both sides of Marion street, from Twentieth street to Demilt Avenue; both sides of Catharine street, from a point about 375 feet south of Westchester Avenue to Demilt Avenue; both sides of Matilda street, from a point about 615 feet south of Westchester Avenue to Demilt Avenue; both sides of Fulton street, from a point about 370 feet south of Becker Avenue to Demilt Avenue; both sides of Fifteenth street, extending about 200 feet east of First street (avenue); both sides of Nineteenth street, extending about 270 feet east of First street (avenue); both sides of Twentieth street, from First street (avenue) to a point about 100 feet west of Second Avenue; both sides of Elizabeth street, from First street (avenue) to Catharine street; both sides of Two Hundred and Thirty-eighth street, from First street (avenue) to a point about 175 feet east of Marion street; both sides of Kossuth Avenue, from First street (avenue) to Catharine street; both sides of Westchester Avenue, from First street (avenue) to Fulton street; both sides of Becker Avenue, from First street (avenue) to White Plains Road; both sides of Demilt Avenue, from Marion street to White Plains Road; both sides of Huguenot street, from Robertson Place to White Plains Road; both sides of Pell Place, from Demilt Avenue to Huguenot street; both sides of Robertson Place, from Demilt Avenue to Huguenot street.

That the same were confirmed by the Board of Revision of Assessments on January 28, 1908, and entered on January 28, 1909, in the Record of Taxes and Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any portion of property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Taxes and Assessments, it shall be the duty of the officers authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date when such assessment became due, as provided by section 1019 of this act."

Section 1019 of this act provides: "If any such assessment shall become due sixty days after its entry in the said record."

The above assessments are available to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Manhattan Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 29, 1909, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became due to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 28, 1909.

[10111]

NOTICE TO PROPERTY OWNERS

IN PURSUANCE OF SECTION 1018 OF THE GREATER NEW YORK CHARTER, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

EIGHTH WARD, SECTION 3.

SIXTH AVENUE, East Side—LAYING CEMENT SIDEWALKS. between Forty-fifth and Forty-seventh streets, and between Fifty-fifth and Fifty-seventh streets. Area of assessment: East side of Sixth Avenue, between Forty-fifth and Forty-seventh streets, and between Fifty-fifth and Fifty-seventh streets.

SIXTH AVENUE, East Side—LAYING CEMENT SIDEWALKS. between Forty-fifth and Fifty-fifth streets, east on west side between Forty-fifth and Fifty-fifth streets, and between Fifty-fifth and Fifty-seventh streets. Area of assessment: East side of Sixth Avenue, between Forty-fifth and Fifty-fifth streets, and west side of Sixth Avenue, between Forty-fifth and Fifty-fifth streets, and between Fifty-fifth and Fifty-seventh streets.

NINTH WARD, SECTION 4.

DEGRAV STREET—GRADING, PAVING AND CURBING. between Chassey and Washington avenues. Area of assessment: Both sides of Degrav street, between Chassey and Washington avenues, and to the extent of half the block at the intersecting avenues.

TENTH WARD, SECTION 2, AND THIRTIETH WARD, SECTION 19.

LAYING CEMENT SIDEWALKS ON BAY TWENTY-NINTH STREET, northeast side, between Ball and Benson avenues, on EIGHTY-SIXTH STREET, north side, between Twenty-second and Twenty-third avenues; on THIRD AVENUE, east side, between Canal and First streets; on THIRD AVENUE, west side, between Carroll street and Lateral Canal; on BUTLER STREET, north side, between Third and Fourth avenues, and on SACKETT STREET, north side, between Third and Fourth avenues. Area of assessment: Lot No. 1, 2 and 3, of Block 6413, on the northwest side of Bay Twenty-ninth street, between Ball and Benson avenues; northeast corner of EIGHTY-SIXTH STREET and Twenty-second Avenue; both sides of Third Avenue, between Carroll street and Lateral Canal (First street); north side of Butler street and north side of Sackett street, between Third and Fourth avenues.

TWENTY-SIXTH WARD, SECTION 11.

MILFORD STREET—PAVING. between Pitkin Avenue and New Lots Road. Area of assessment: Both sides of Milford street, between Pitkin Avenue and New Lots Road, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-NINTH WARD, SECTION 15.

EAST TWENTY-EIGHTH STREET—REGULATING, GRADING, CURBING AND LAYING SIDEWALKS. between Newkirk and Foster avenues. Area of assessment: Both sides of East Twenty-eighth street, from Newkirk to Foster Avenue, and to the extent of half the block at the intersecting avenues.

NEWKIRK AVENUE—REGULATING, GRADING, CURBING AND LAYING SIDEWALKS. between Flushing Avenue and East

Twenty-eighth street. Area of assessment: Both sides of Newkirk Avenue, from Flushing Avenue to East Twenty-eighth street, and to the extent of half the block at the intersecting streets and avenues.

THIRTIETH WARD, SECTIONS 18 AND 19, AND THIRTY-FIRST WARD, SECTION 21.

LAYING CEMENT SIDEWALKS ON SEVENTY-NINTH STREET. south side, between East Hamilton and Seventy-ninth avenues, and on TWENTY-THIRD AVENUE, both sides, between Eighty-sixth street and Benson Avenue, and between Twenty-third Avenue and Benson Avenue, and between Twenty-third Avenue and Benson Avenue, and between Twenty-third Avenue and Benson Avenue. Area of assessment: South side of Seventy-ninth street, between East Hamilton and Seventy-ninth avenues; both sides of Twenty-third Avenue, between Eighty-sixth street and Benson Avenue, and between Twenty-third Avenue and Benson Avenue.

That the same were confirmed by the Board of Assessors on January 28, 1908, and entered on January 28, 1909, in the Record of Taxes and Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any portion of property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Taxes and Assessments, it shall be the duty of the officers authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date when such assessment became due, as provided by section 1019 of this act."

Section 1019 of this act provides: "If any such assessment shall become due sixty days after its entry in the said record."

The above assessments are available to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Manhattan Building, corner of One Hundred and Seventy-seventh street and Third Avenue, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 29, 1909, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became due to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 28, 1909.

[18111]

NOTICE TO PROPERTY OWNERS

IN PURSUANCE OF SECTION 1018 OF THE GREATER NEW YORK CHARTER, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

REMBERT STREET—SEWER. between Jackson and Washington avenues. Area of assessment: Both sides of Rembert street, from Jackson Avenue to Washington Avenue, north side of Washington Avenue, from Rembert street to Flushing Avenue, and south side of Washington Avenue, from Flushing street to Rembert street.

LOTHROP AVENUE—SEWER. from a point about 150 feet south of Grand Avenue to Tunnel Avenue. Area of assessment: Both sides of Lothrop Avenue, from Grand Avenue to Tunnel Avenue.

LOCKWOOD STREET—SEWER. from Bond street to Grand Avenue. Area of assessment: Both sides of Lockwood street, from Bond street to Grand Avenue.

HEBERT AVENUE—SEWER. from Academy street to William street. Area of assessment: Both sides of Hebert Avenue, from Academy street to William street; between Hebert Avenue and William street, between Hebert Avenue and William street, between Hebert Avenue and William street, between Hebert Avenue and William street.

SECOND WARD.

LAMONT AVENUE—SEWER. between FOGG and Flushing streets. Area of assessment: Both sides of Lamont Avenue, between Fogg and Flushing streets.

That the same were confirmed by the Board of Assessors on January 28, 1908, and entered on January 28, 1909, in the Record of Taxes and Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any portion of property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Taxes and Assessments, it shall be the duty of the officers authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date when such assessment became due, as provided by section 1019 of this act."

Section 1019 of this act provides: "If any such assessment shall become due sixty days after its entry in the said record."

The above assessments are available to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Hackett Building, No. 31 Jackson Avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 29, 1909, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became due to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 28, 1909.

[18115]

NOTICE TO PROPERTY OWNERS

IN PURSUANCE OF SECTION 1018 OF THE GREATER NEW YORK CHARTER, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

SEWERS IN WEST ONE HUNDRED AND NINETY-SECOND STREET. between Exterior street and Bailey Avenue; in BAILEY AVE-

NUE, between Kingsbridge road and Sedgwick avenue; in SEDGWICK AVENUE, between Bailey avenue and Kingsbridge road; in HEATH AVENUE, between Bailey avenue and Kingsbridge road; in EMERICH PLACE, between Heath avenue and Kingsbridge road, and in HARLEM RIVER TERRACE, between Fordham road and Bailey avenue. Area of assessment: East side of Harlem River terrace, from Fordham road to One Hundred and Ninety-third street; both sides of One Hundred and Ninety-third street, from Exterior street to Bailey avenue; both sides of Bailey avenue, from Kingsbridge road south to its intersection with Sedgwick avenue; both sides of Sedgwick avenue, from its intersection with Bailey avenue north to Kingsbridge road; both sides of Heath avenue, from Bailey avenue north to Kingsbridge road; both sides of Kingsbridge road, from Heath avenue to Kingsbridge terrace; south-west side of Kingsbridge road, from Taw Avenue to Bailey avenue.

That the same was confirmed by the Board of Assessors on January 26, 1909, and entered January 26, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 22, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became a lien to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 21, 1909.

123.11

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE PRESIDENT of the Borough of Brooklyn, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York, acquired by it for street opening purposes, in the

Borough of Brooklyn.

Being all those buildings, parts of buildings, etc., lying within the lines of Trunk Avenue, between Fifty-fourth and Sixtieth streets, in the Borough of Brooklyn, and which are more particularly described in a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held by them on January 13, 1909, the sale of the above-described buildings and appurtenances thereon will be held, by direction of the Comptroller, on

TUESDAY, FEBRUARY 9, 1909

at 11 o'clock a. m., on the premises, upon the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must also, at the time of sale, give a certified check or cash in full of the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of \$50, the sum of \$50 shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but withdrawn at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, exceeding the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

The sale will be as of the condition of the property on date of delivery thereof to the purchaser. The City of New York will not be responsible for any change or loss which may occur in the condition of the buildings, or their appurtenances, between the time of the sale thereof and the time of delivering possession to the purchaser, after being properly vacated of all tenants. The sale and delivery to purchaser will be made as nearly together as the circumstances of vacating the structures of their tenants will permit.

All the material of the buildings, sheds, walls, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Brooklyn, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will also provide and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All facings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam braced, etc., bricked up, and the wall made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 20, 1909.

126.49

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE PRESIDENT of the Borough of Richmond, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York, acquired by it for street opening purposes, in the

Borough of Richmond.

and buildings being situated upon land more particularly described as follows:

Being all those buildings, parts of buildings, etc., lying within the lines of Boulevard Place, between the southerly line of the United States Light-house property and Wiener place, and an unnamed street (extension of Stuyvesant place), between Wiener place and Arverett street, in the Borough of Richmond, and which are more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held by them January 13, 1909, the sale of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

MONDAY, FEBRUARY 8, 1909,

at 11 o'clock a. m., on the premises, upon the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale give a certified check or cash in full of the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of \$50, the sum of \$50 shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but withdrawn at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, exceeding the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

The sale will be as of the condition of the property on date of delivery thereof to the purchaser. The City of New York will not be responsible for any change or loss which may occur in the condition of the buildings, or their appurtenances, between the time of the sale thereof and the time of delivering possession to the purchaser, after being properly vacated of all tenants. The sale and delivery to purchaser will be made as nearly together as the

circumstance of vacating the structures of their tenants will permit.

All the material of the buildings, sheds, walls, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Richmond, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will also provide and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All facings, plaster, chimneys, projecting brick, etc., on the faces of such party walls, are to be taken down and removed. The walls shall be made permanently self-supporting, beam braced, etc., bricked up, and the wall made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 20, 1909.

125.38

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 9.

ST. ANNS AVENUE—PAVING AND CURBING, between East One Hundred and Thirty-second street and Southern boulevard. Area of assessment: both sides of St. Anns avenue, from East One Hundred and Thirty-second street to Southern boulevard and to the extent of half the block at the intersecting streets.

TWENTY-THIRD AND TWENTY-FOURTH WARDS, SECTIONS 10 AND 11.

BRYANT AVENUE—REGULATING GRADING, SETTING CURBSTONES, FLAGGING SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES, from Westchester avenue to Boston road. Area of assessment: both sides of Bryant avenue, from Westchester avenue to Boston road, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-FOURTH WARD, SECTION 11.

BRYANT AVENUE—REGULATING GRADING, CURBING, FLAGGING, LAYING CROSSWALKS, BUILDING APPROACHES AND ERECTING FENCES, from Boston road to East One Hundred and Eighty-second street. Area of assessment: both sides of Bryant avenue, from Boston road to East One Hundred and Eighty-second street, and to the extent of half the block at the intersecting streets and avenues.

EAST ONE HUNDRED AND EIGHTY-FIRST STREET—SEWER, between Valentine and Ryeck avenues. Area of assessment: both sides of East One Hundred and Eighty-first street, between Valentine and Ryeck avenues.

TWENTY-FOURTH WARD, ANNEXED TERRITORY.

DEVON AVENUE—PAVING AND CURBING, from West Farms road to East One Hundred and Eighty-first street. Area of assessment: both sides of Devon avenue, from West Farms road to East One Hundred and Eighty-first street. That the same was confirmed by the Board of Revision of Assessments on January 21, 1909, and entered on January 21, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 22, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 21, 1909.

123.15

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

FREEMAN AVENUE—SEWER, from Jackson avenue to Academy street. Area of assessment: both sides of Freeman avenue, from Jackson avenue to Academy street; south side of Raperie avenue; both sides of Briet street, and north side of Burtow street, between Freeman and Webster avenues, and west side of Webster avenue, between Burtow street and Raperie avenue.

HAILEY STREET—SEWER, from Fulton avenue to Franklin street. Area of assessment: both sides of Hailey street, from Fulton avenue to Franklin street.

THE CRESCENT—SEWER, between Grand and Jamaica avenues. Area of assessment: Both sides of The Crescent, from Grand to Jamaica avenue, and north side of Elm street, between The Crescent and Academy street.

WILLOW STREET—SEWER, between North William street and Trowbridge street, northwards 200 feet. Area of assessment: Both sides of Willow street, from Trowbridge street to Franklin street.

That the same were confirmed by the Board of Revision of Assessments January 21, 1909, and entered on January 21, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, in the Municipal Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 22, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 21, 1909.

123.45

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

THIRD WARD, SECTION 1.

CORTLANDT STREET—RESTORING ASPHALT PAVEMENT, between Church street and Broadway, and known as No. 19 Cortlandt street. Area of assessment: South side of Cortlandt street, between Church street and Broadway, and known as Lot No. 8 in Block 62.

The above assessment was verified in the Collector of Assessments and Arrears, under the provisions of section 391 of the Greater New York Charter.

That the same was entered on January 22, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 11, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 23, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 22, 1909.

[23,15]

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS IN THE BOROUGH OF

FIRST WARD.

SEVENTH AVENUE (LOCKWOOD STREET).—SEWER, from Webster avenue to Payatar street. Area of assessment: Both sides of First from Webster avenue to Payatar street, north side of Payatar street; both sides of Beebe and Freeman avenues, from First avenue to Academy street.

THIRD AVENUE (LATHROP STREET).—SEWER, from Jamaica avenue to a point about 280 feet north of Broadway. Area of assessment: Both sides of Third avenue, from Jamaica avenue to a point about 280 feet north of Broadway.

EIGHTH AVENUE—SEWER. from Flushing avenue to Vandewater avenue. Area of assessment: Both sides of Eighth avenue, from Vandewater avenue to Vandewater avenue.

SECOND WARD.

FOURTH STREET—SEWER. between Orchard and Ludlow avenues. Area of assessment: Both sides of Fourth street, from Orchard avenue to Ludlow avenue.

FIFTH STREET—SEWER. between Orchard and Ludlow avenues. Area of assessment: Both sides of Fifth street, from Orchard avenue to Ludlow avenue.

SIXTH STREET—SEWER. from Broadway to Third street. Area of assessment: Both sides of Sixth street, from Broadway to Third street.

THIRD WARD.

WHITESTONE AVENUE, WEST SIDE.—REGULATING, GRADING AND LAYING OF SIDEWALKS, from Broadway to State street. Area of assessment: West side of Stone avenue, from Broadway to State street.

FIFTEENTH STREET—CONSTRUCTING A TEMPORARY SEWER. from Seventh avenue to a point 225 feet north of Seventh avenue. Area of assessment: Both sides of Fifteenth street, from Seventh avenue to a point 225 feet north of Seventh avenue.

—that the same were confirmed by the Board of Assessors January 19, 1909, and entered on January 19, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 23, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 19, 1909.

[21,13]

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS IN THE BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 10.
TINTON AVENUE—REPAIRING THE SIDEWALK AND ERECTING GUARD RAIL. on the westerly side, beginning 267 feet north of East One Hundred and Sixty-first street and running northerly about 83 feet. Area of assessment: West side of Tinton avenue, between One Hundred and Sixty-first and One Hundred and Sixty-second streets, and known as Lot 47, in Block 2658.

TWENTY-FOURTH WARD, SECTION 11.
SOUTHERN BOULEVARD (West Side)—REPAIRING SIDEWALK AND PLACING GUARD RAIL. beginning at a point 222 feet northerly of the northwesterly corner of Jennings street and Southern boulevard and running northerly for a distance of 102 feet. Area of assessment: West side of Southern boulevard, beginning about 200 feet north of the northwesterly corner of Jennings street and Southern boulevard and running about 125 feet northerly, —that the same were confirmed by the Board of Assessors on January 19, 1909, and entered January 19, 1909, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the

period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of the Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 23, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, January 19, 1909.

[21,13]

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THEREON ON CITY REAL ESTATE.

AT THE REQUEST OF THE COMMISSIONER OF THE Department of Water Supply, Gas and Electricity, public notice is hereby given that the Commissioners of the Sinking Fund of the City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the buildings standing upon property owned by The City of New York, acquired by it for pipe line purposes, in the

BOROUGH OF QUEENS AND COUNTY OF NASSAU.

Being all those buildings, parts of buildings, etc., situated on land acquired by The City of New York for the purpose of a 72 inch pipe line from Clear Stream to Amityville, Long Island, and which are more particularly described on certain maps on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund at a meeting held December 30, 1908, the sale of the above-described buildings and appurtenances thereto will be held under the direction of the Comptroller in lots and parcels as follows, upon the days and at the places named below:

MONDAY, FEBRUARY 1, 1909,

—at 12 noon, at

Belmont.

Parcel 1. West side of Belmont avenue, 160 feet south of the Long Island Railroad, two and one-half story frame house, one-story frame extension, one frame outhouse, one frame shed, one frame barn.

—at 1 p. m., at

Merrick.

Parcel 2. Southwest corner of Merrick avenue and Long Island Railroad; two-story frame building, brick foundation, with two-story frame extension, one-story frame shed, one-story frame out-house, coal bins, one-story frame out-house.

Parcel 3. Parcel 343. Former owner, Joseph Carmichael. 30 feet south of Long Island Railroad, 290 feet west of Merrick avenue; one-story frame barn, two chicken houses.

TUESDAY, FEBRUARY 2, 1909,

at 10 a. m., at

Freeport.

Parcel 4. Parcel 325. Former owner, Moses Jarvis. 79 feet south of the Long Island Railroad, 95 feet west of Agawam Pumping Station road; two-story frame house, three frame sheds, one and one-half story frame barn and one frame out-house.

Parcel 5. Parcel 330. Former owner, Peter Hanson. North side of Newton boulevard, 112 feet west of Liberty avenue, No. 147 Newton boulevard; north part of two and one-half story frame house, 18 feet front, 20 feet on east side, 20 feet on west side.

Parcel 6. Parcel 329. Former owner, George Webber. North side of Newton boulevard, 140 feet east of Helen avenue; part of two and one-half story frame house, 18.2 feet facing boulevard, 18 feet on east side, 18 feet on west side; part of two and one-half story frame house, 18.4 feet by 18 feet, facing Newton boulevard, 175 feet east of Helen avenue.

Parcel 7. Parcel 325. Former owner, George Cooper. Northeast corner of Newton boulevard and Columbus avenue, south end of two and one-half story frame house, 20.2 feet on south side, 20 feet on east side, 20 feet on west side.

Parcel 8. Parcel 320. Former owner, J. T. Powers. 43 feet north of Newton boulevard, 65 feet west of Benson place, southerly corner of two-story frame house, 10 feet southeast side, 15 feet southwest side.

Parcel 9. Parcel 317. Former owner, G. B. Smith. Northeast corner of Henry street and Newton boulevard, two-story frame house and extension, one-story frame shed, one frame out-house; north side of Newton boulevard, 140 feet east of Henry street, one and one-half story frame house and extension, one frame out-house, one and one-half story frame house, one-story frame shed, one-story frame out-house.

Parcel 10. Parcel 316a. Former owner, J. Post. East side of Henry street, 210 feet north of Newton boulevard, southwest corner of two and one-half story frame house, 24.2 feet facing Henry street, 54 feet on south side; part of southwest corner of porch, 6.6 feet long and 5 feet wide.

Parcel 11. Parcel 315. West side of Henry street, 200 feet north of Newton boulevard, two and one-half story frame house and extension, part of northeast corner of two and one-half story frame house, 17 feet north side, 10 feet on east side, facing Henry street.

Parcel 12. Parcel 314. Former owner, J. Post. East side of Main street, 65 feet south of Pine street, northeast corner of building in course of construction, 143 feet north side, 65 feet on east side, 14 feet south side, one-story frame barn, one-story frame laundry, one-story out-house, two-story frame workshop, two-story frame house, with two-story frame extension.

Parcel 13. Parcel 312. Former owner, J. C. Willes. East side of Main street, 10 feet south of Pine street, part of two-story frame building with one-story frame extension, 100.2 feet on north side, 32 feet facing Main street, 83 feet south side, 45.1 feet east side, one-story frame out-house.

Parcel 14. Parcel 311. Former owners, Mrs. Annie Gray and Henrietta Henderson. No. 31 Main street, three-story frame building; No. 33

Main street, three-story frame building; No. 35 Main street, three-story frame building and one-story frame extension.

Parcel 15. Parcel 310. Former owner, H. Gobetz. No. 29 Main street, east side, part of two and one-half story frame building, 20.1 feet on Main street, 26.5 feet north side, 48 feet south side.

Parcel 16. Parcel 309. Former owner, Mrs. P. Kilpatrick. No. 27 Main street, east side, part of two-story frame building, 17 feet on Main street, 21 feet on south side.

Parcel 17. Parcel 308. Northwest corner of Pine and Main streets, one-story frame laundry.

Parcel 18. Parcel 305. Former owner, H. P. Libby. East side of Church street, running through to Main street, part of two-story frame building, office of Board of Health, 33.8 feet on Church street, 32.45 feet north side, 84.3 feet south side, 3 feet on side facing Main street; two-story frame house; No. 25a Main street, one-story frame house; No. 20 Main street, two and one-half story frame house, one-story frame extension; part of one and one-half story frame extension, 33 feet south side, 9 feet on side facing Church street.

Parcel 19. Parcel 304. Former owner, C. P. Smith. East side of Church street, 140 feet north of Pine street, one-story frame out-house.

Parcel 20. Parcel 301. Former owner, J. M. Hewlett. West side of Church street, 152 feet south of Railroad avenue, part of two and one-half story frame house 27.8 feet south side, 11 feet west side, 5 feet east side and about 275 feet of board fence.

Parcel 21. Parcel 300. Former owner, W. G. Smith. 100 feet south of Railroad avenue, 270 feet west of Church street, opposite Sunset drive; one-story frame barn and extension, one frame shed, one frame out-house.

Parcel 22. Parcel 299. Former owner, Mrs. G. Holloway. South side of Sunset drive, 200 feet east of Grove street; ten and one-half story factory and dwelling, part of extension of dwelling, 4 feet west side, 14 feet east side.

Parcel 23. Parcel 298. Former owner, Mrs. G. Holloway. South side of Sunset drive, 201 feet east of Grove street; part of two and one-half story frame house, 20.2 feet north side, 18 feet east side, 9 feet west side.

Parcel 24. Parcel 297. Former owner, Mrs. G. Holloway. South side of Sunset drive, 180 feet east of Grove street; part of northeast corner of two and one-half story frame house, 4 feet north side, 2 feet east side.

Parcel 25. Parcel 293. Former owner, C. J. Wallace. North side of Sunset drive, 222 feet east of Grove street; one-story frame shed.

Parcel 26. Parcel 292. North side of Sunset drive, 225 feet east of Grove street, one-story frame shed.

Parcel 27. Parcel 291. Former owner, Cyril A. Smith. North side of Sunset drive, 212 feet east of Grove street; one-story frame shed, part of two-story frame extension to two-story brick office building, 20 feet south side, 7 feet west side, 2 feet east side.

Parcel 28. Parcel 290. Former owner, H. P. Libby. North side of Sunset drive, 192 feet east of Grove street; one-story frame shed.

Parcel 29. Parcel 275a. Former owner, H. A. Russell. South side, No. 179 Centre street, 140 feet west of Long Beach avenue; two and one-half story cement block frame house and extension.

Parcel 30. Parcel 274. Former owner, Peter Hanson. South side, No. 183 Centre street, 201 feet west of Long Beach avenue; two and one-half story frame house and extension, cement block foundation.

Parcel 31. Parcel 268. Former owner, J. B. Beall. South side of Centre avenue, 140 feet east of Bay View avenue; one-story frame barn, with one-story frame extension, part of two and one-half story frame house, 17 feet north side, 15 feet east side and 19 feet west side.

WEDNESDAY, FEBRUARY 3, 1909,

at 10 a. m., at

Baldwin.

Parcel 32. Parcel 265. Former owner, C. J. Beall. Northeast corner of Bay View avenue and Centre avenue; part of two-story frame house, 43.4 feet south side, 14 feet west side, 8 feet east side, part of one-story frame barn, 12 feet south side, 4 feet west side.

Parcel 33. Parcel 243. Former owner, J. W. Miller. East side, 33 feet east of Milliken avenue, the foot south of Long Island Railroad; two-story frame house and one-story extension, one and one-half story frame barn, one pig pen and miniature, one-story frame shed, one-story frame out-house.

Parcel 34. Parcel 249. Former owner, G. W. Wadman. West side of Central avenue, 20 feet from Railroad avenue; two and one-half story frame houses, brick foundations; one-story frame shed and water tank.

Parcel 35. Parcel 246. Former owner, F. D. Smith. South side of Railroad avenue, 180 feet east of Grand avenue; one-story frame shed.

Parcel 36. Parcel 245. Former owner, R. Simkins. South side of Railroad avenue, 145 feet east of Grand avenue; two-story frame house, two-story frame barn, one-story frame shed.

Parcel 37. Parcel 244. Former owner, J. W. Pearson. Southeast corner of Grand and East avenues; one-story frame real estate office.

Parcel 38. Parcel 243a. Former owner, J. F. Somerville. Northwest corner of Grand and Grove Lake avenues; two-story frame house and extension, two-story frame barn, one-story frame out-house, one-story extension and shed.

Parcel 39. Parcel 243. Former owner, J. M. Seaman. West side of Grand avenue, 120 feet south of Long Island Railroad; building unfinished, 48 by 102, foundation walls; one and one-half story frame stable, one-story frame ice house, water wheel and appurtenances.

Parcel 40. Parcel 239. Former owner, J. R. Seaman. 620 feet west of Grand avenue, 30 feet south of Long Island Railroad; one-story frame cement block plant, one-story frame chicken house.

Parcel 41. Parcel 236. Former owner, Nels, Roland & Lamb. 20 feet west of Rockwood avenue, 120 feet south of Long Island Railroad; two and one-half story frame house and extension, one-story out-house.

—at 1 p. m., at

Rockville Center.

Parcel 42. Parcel 4. Former owner, J. Egan Hutchison. Northeast corner Lakeside drive and Lakeside avenue; two and one-half story frame house with one and one-half story frame extension, one and one-half story frame house with one-story frame extension, frame barn, one-story frame out-house.

Parcel 43. Parcel 225. Former owner, Mrs. L. Loomis. 20 feet east of Christian Hook road, 75 feet south of Long Island Railroad; two-story frame house, one-story frame out-house; part of north and one and one-half story frame barn 18 by 9 feet, one-story frame out-house, open shed.

Parcel 44. Parcel 217. Former owner, H. McNulty. Southeast corner Long Island Railroad and Forest avenue; one-story frame office building and scale house, scale platform, coal bins, two-story frame stable, about 335 feet picket fence, one-story frame out-house.

Parcel 45. Parcel 214. Former owner, J. Clark. East side Morris avenue, opposite Observer street; three two-story frame houses, three frame out-houses, one-story frame shed, one-story frame chicken house.

Parcel 46. Parcel 212. Former owner, W. W. Weeks. Southwest corner Observer street and Morris avenue (No. 174 Observer street); two and one-half story frame house.

Parcel 47. Parcel 211. Former owner, I. Kuchelmann. South side of Observer street, 175 feet west of Morris avenue (No. 170 Observer street); part of north and two and one-half story frame house, 24.1 feet front, 31 feet deep.

Parcel 48. Parcel 206. Former owner, A. Mintz. South side of Observer street, 235 feet west of Morris avenue (No. 164 Observer street); part of north and two and one-half story frame house, 21.2 feet front, 31 feet deep.

Parcel 49. Parcel 209. Former owner, E. F. Lacey. South side of Observer street, 285 feet west of Morris avenue (No. 169 Observer street); part of north and two and one-half story frame house, 32.2 feet front, 31 feet deep.

Parcel 50. Parcel 208. Former owner, A. Van Schaik. South side of Observer street, 340 feet west of Morris avenue (No. 168 Observer street); part of north and two and one-half story frame house, 32.2 feet front, 31 feet deep.

Parcel 51. Parcel 207. Former owner, John Kahan. South side of Observer street, 360 feet west of Morris avenue (No. 166 Observer street); two and one-half story frame house, 22.5 feet front, 31 feet deep.

Parcel 52. Parcel 206. Former owner, J. Miller. South side of Observer street, 410 feet west of Morris avenue (No. 164 Observer street); two and one-half story frame house, 22.5 feet front, 31 feet deep.

Parcel 53. Parcel 205. Former owner, J. Kahan. South side of Observer street, 501 feet west of Morris avenue (No. 164 Observer street); part of north and two and one-half story frame house, 22.5 feet front, 31 feet deep.

Parcel 54. Parcel 191. Former owner, J. P. Davidson. South side of Observer street, 160 feet east of Park avenue; one-story frame house.

Parcel 55. Parcel 188. Former owner, A. Marston. Southwest corner of Observer street and Park avenue; one-story frame house.

Parcel 56. Parcel 184. Former owner, Telephone Company. South side of Observer street, 100 feet west of Park avenue; two-story frame building.

Parcel 57. Parcel 182. Former owner, M. Hanson. South side of Observer street, 225 feet west of Park avenue; part of north and two-story frame house, 20.2 feet front, 31 feet deep.

Parcel 58. Parcel 181. Former owner, G. Kuchelmann. South side of Observer street, 272 feet west of Park avenue (No. 52 Observer street); part of north and two-story frame house, 20.2 feet front, 31 feet deep.

Parcel 59. Parcel 181. Former owner, E. L. Ward Wright. South side of Observer street, 210 feet east of Village avenue (No. 50 Observer street); part of north and two and one-half story frame house, 24.1 feet front, 31 feet deep.

Parcel 60. Parcel 179. Former owner, T. Kahan. South side of Observer street, 315 feet west of Village avenue; two and one-half story frame house, one-story extension east and west.

Parcel 61. Parcel 176. Former owner, J. L. Seaman. South side of Observer street, 180 feet east of Village avenue; two-story frame house, part of north and one-story frame barn, 22 by 4 feet.

Parcel 62. Parcel 176. Former owner, G. L. Seaman. Southwest corner of Village avenue and Observer street; two-story frame house and dwelling, with extension; one-story frame shed, one and one-half story frame barn, one-story frame out-house.

Parcel 63. Parcel 174. Former owner, N. Johnson. West side of Village avenue, 10 feet south of Observer street; one-story frame house and dwelling, one-story frame out-house, one-story frame extension, one-story frame shed.

Parcel 64. Parcel 173. Former owner, G. L. Seaman. West side of Village avenue, 10 feet south of Observer street; one-story frame house and dwelling, one-story frame out-house, one-story frame extension, one-story frame shed.

Parcel 65. Parcel 170. Former owner, H. W. Wadman. 20 feet east of Centre avenue, 400 feet south of Long Island Railroad; one-story frame house and extension.

Parcel 66. Parcel 170. Former owner, W. L. Johnson. East side of Centre avenue, 250 feet south of Long Island Railroad; one-story frame house and extension, one-story frame shed, one and one-half story frame house, one-story frame extension, one-story frame shed.

Parcel 67. Parcel 166. Former owner, W. L. Johnson. 17 feet west of Centre avenue, 182 feet south of Long Island Railroad; one-story frame house, one-story frame extension, one-story frame shed, one and one-half story frame house, one-story frame extension, one-story frame shed.

Parcel 68. Parcel 165. Former owner, E. L. Seaman. West side of Centre avenue, 50 feet south of Long Island Railroad; two and one-half story frame house.

Parcel 69. Parcel 164. Former owner, H. Beall. 40 feet north of Merrick road, 100 feet east of Main avenue; two-story frame house and extension, one-story frame extension.

Parcel 70. Parcel 162. Former owner, W. L. Johnson. Northeast corner of Merrick road and Bunker Avenue; one-story frame house, with one-story frame extension on west side and one and one-half story frame extension on east side.

Parcel 71. Parcel 161. Former owner, J. Campbell. Northwest corner of Merrick road and Bunker Avenue; part of two-story frame house, 124 feet facing Merrick road, 54 feet on Bunker Avenue side, 20 feet west side, one-story frame extension on southeast corner.

Parcel 72. Parcel 159. Former owner, G. Seaman. 6 feet north of Merrick road, 70 feet west of Bunker Avenue; part of north and two and one-half story frame house, 30.3 feet wide, 18 feet west side, 28 feet east side.

Parcel 73. Parcel 158. Former owner, E. Thompson. 8 feet north of Merrick road, 110 feet west of Bunker Avenue; part of north and one-story frame house, one-story frame extension, one-story frame chicken house, one-story frame out-house.

Parcel 74. Parcel 146. Former owner, Stephen L. Wright. 180 feet west of Rockville Center (Broadway), 120 feet south of Long Island Railroad; shed and chicken house, one-story frame barn, one-story frame out-house.

THURSDAY, FEBRUARY 4, 1909.

at 10 a. m., at

Lynbrook.

Parcel 75. Parcel 150. Former owner, Reif Baldwin. 20 feet west of South road, 220 feet south of Long Island Railroad; one and one-half story frame house and one-story frame extension, one-story frame chicken house, one-story frame out-house.

Parcel 76. Parcel 140. Former owner, Stephen L. Wright. 180 feet west of Rockville Center (Broadway), 120 feet south of Long Island Railroad; shed and chicken house, one-story frame barn, one-story frame out-house.

Terminal Railroad the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, including all the terms and conditions, including the provisions as to rates, fares and charges upon and subject to the terms and conditions in said proposed form of contract contained and said the Mayor of The City of New York be and he is hereby authorized to execute and deliver such contract in the name and on behalf of The City of New York as follows, to wit:

PROPOSED FORM OF CONTRACT.

This contract, made this _____ day of _____ 1909, by and between The City of New York hereinafter called the City, parts of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City hereinafter called the Board, and the East River Terminal Railroad (hereinafter called the Company), parts of the second part, witnesseth:

In consideration of the mutual covenants and agreements hereinafter contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate railroad tracks either at the grade of or above the grade thereof, as shall be determined by the Public Service Commission for the First District of the State of New York, pursuant to law, for the purpose of conveying goods, wares and merchandise only, in the Borough of Brooklyn, City of New York, as follows:

(a) Four tracks beginning at the westerly side of Wythe avenue, thence across Wythe avenue to the easterly side thereof, all of such tracks to be situated in the portion of Wythe avenue between the southerly side line of North Fourth street and the line parallel thereto, crossing Wythe avenue about sixty (60) feet southerly therefrom.

(b) Six tracks beginning at the westerly side line of Kent avenue, thence across Kent avenue to the easterly side thereof, all of such tracks to be situated in the portion of Kent avenue between the southerly side line of North Fourth street and the line parallel thereto, and crossing Kent avenue about one hundred and twenty (120) feet southerly therefrom.

(c) One track beginning at the westerly side line of Kent avenue, thence curving northerly and easterly across Kent avenue and North Fourth street to the southerly side line of North Fourth street at a point about one hundred and ten (110) feet easterly from the easterly side line of Kent avenue. Said tracks hereby authorized are shown upon a map attached.

"Plan showing proposed tracks on North Fourth street, Kent avenue and Wythe avenue, Borough of Brooklyn, N. Y., to Accompany Application, dated January 15, 1908, of the East River Terminal Railroad to the Board of Estimate and Apportionment."

and signed by the East River Terminal Railroad Company, W. R. Brown, Jr., President, and approved by H. D. Havens, Jr., dated June, 1908, a copy of which is attached hereto, it to be deemed a part of this contract, it to be construed with the text thereof, and is to be substantially followed. Provided that deviations therefrom which are consistent with the foregoing description, and the other provisions of this contract, may be permitted by resolution of the Board.

Sec. 2. The grant of this right or privilege is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railroad shall be obtained by the Company within one month after the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall within one month thereafter make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railroad ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railroad shall be held and enjoyed by the Company for the term of fifteen (15) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of ten (10) years upon a fair resolution of such right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time, not earlier than two years, and not later than one year before the expiration of the original term of this contract. The determination of the renewal shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year of this original contract.

If the Company and the Board shall reach such agreement on or before the day six days before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding ten (10) years shall be reasonable, and either the City (by the Board) or the Company shall be bound, upon request at any time, to enter into a written agreement with each other, fixing the rate of such compensation at such annual rate as shall be reasonable, but in no case shall the annual rate be fixed by less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board, one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the valuation aforesaid. Such appraisers shall be chosen at least six months prior to the expiration of this original contract, and their report shall be filed with the Board within three months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of this original contract. If, in any case, the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until

the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Third—Upon the termination of this original contract, or if the same is renewed, then at the expiration of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Company before such termination, the tracks of the Company constructed pursuant to this contract, within the streets, avenues and highways shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this grant as above the City (by the Board) shall so resolve, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of the tracks and other equipment constructed pursuant to this contract, and the said streets, avenues and highways shall be restored to their original condition at the sole cost and expense of the Company.

Fourth—The Company shall pay to the City for this privilege the following sums of money: (a) The sum of three thousand dollars (\$3,000) in cash within thirty (30) days after the date upon which this contract is signed by the Mayor.

(b) During the first ten (10) years of this contract, beginning on the date when this contract is signed by the Mayor, an annual sum of four hundred and fifty dollars (\$450).

During the succeeding five (5) years of this contract an annual sum of nine hundred dollars (\$900).

Such sums as above shall be paid into the treasury of the City on November 1 of each year, and shall be for the amount due to the City for the last year of this contract.

Any and all payments to be made by the terms of this contract to the City by the Company shall not be considered in any manner by the nature of a loan, but such payments shall be in addition to any and all other payments of whatever kind or description now or hereafter required to be paid by any ordinance of the City or by any law of the State of New York.

Fifth—The interest charges or payment shall continue throughout the whole term of this contract, whether original or renewed, notwithstanding any change of title or in the character of any other railroad, or any railroad company, providing for payment of the interest or railroad rights or franchise at a different rate, and no person shall be entitled to the rights or privileges hereby granted, whether original or renewed, or any part thereof, or of the route mentioned hereon, or of any part thereof, shall be valid or effectual for any purpose unless the said agreement, lease or license shall contain a covenant on the part of the licensee or lessee, that the same be subject to all the conditions in this contract, and that the licensee or lessee assumes and will be bound by all of said conditions, and consents and covenants as to payments, anything to any statute or to the contrary notwithstanding, and that the said licensee or lessee waives any more favorable conditions created by such statute or license, and that it will not claim, by reason thereof, or otherwise, exemption from liability in tort and all of the conditions of this contract.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall they, or any part thereof, or right, interest or property therein, pass in or vest in any other person or corporation, whether by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations, or otherwise, without the consent of the City acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary notwithstanding, and the granting, giving or vesting of any one or more of such covenants shall not render unnecessary any subsequent consent or consent.

Seventh—The Company shall commence construction of the railroad hereon authorized, within two (2) months from the date upon which the consents of the property owners are obtained, or from the date upon which the decision of the Appellate Division of the Supreme Court that such railroad ought to be constructed is rendered in favor of such consents, and shall complete the construction and place the same in full operation within six (6) months from the date of obtaining such consents or such decision, otherwise this grant shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City as hereinafter provided, shall then upon be forfeited to the City, provided, that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months, and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided further that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any information or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall in writing consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Eighth—The work of construction of the tracks hereby authorized shall be done in such manner as shall not substantially interfere with the ordinary use of any street, avenue or highway as a public highway.

Ninth—The street surface passenger railway now operated upon Kent avenue shall have the right of way over the cars or trains operated upon the tracks hereby authorized.

Tenth—Cars may be operated upon said tracks by steam locomotives, which shall be housed or boxed in as to conform with the type commonly known as the dummy engine, or by any other motive power which may be approved by the Board, and connected to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York, provided, however, that the Board, upon giving to the grantee one year's notice, may require the company to operate its railroad upon the whole or any portion of the tracks hereby authorized by such system of electric power as may be designated by the Board, and the company shall thereupon discontinue the use of steam locomotives from such tracks.

Eleventh—Neither passengers nor vehicles shall be prevented from crossing the tracks hereby authorized by the operation of such tracks by cars or trains operated thereon, for a greater period than five consecutive minutes at any time, and the aggregate of such periods shall not exceed ten minutes in any hour between 5 o'clock a. m. and 5 o'clock p. m.

Twelfth—Should the Company be allowed to operate at the grade of streets and avenues, it shall erect, maintain, and operate gates across Kent avenue at or near the northerly side line of North Fourth street, and at a point about one hundred and twenty (120) feet southerly from the said southerly side line of North Fourth street, also gates across Wythe avenue at or near the southerly side line of North Fourth street, and at a point about sixty (60) feet southerly from the said southerly side line of North Fourth street. Such gates shall be closed so as to exclude pedestrians and vehicles from the tracks hereby authorized, when cars or trains are operated thereon. In addition to such gates, the Company shall station flagmen at the intersection of Kent avenue and North Fourth street for the protection of persons and vehicles using North Fourth street. Should it become necessary, in the opinion of the Board, that gates other than those herein required should be maintained for the protection of persons or property, the Company shall erect, maintain, and operate such gates upon thirty (30) days' notice by the Board to the Company.

Thirteenth—As long as the said tracks, or any portion thereof, shall remain in the streets, avenues or highways, the Company shall set the curbs and pave the roadway and sidewalk and keep the same in permanent repair upon that portion of the surface of Kent avenue, between the southerly side line of North Fourth street and a point one hundred and twenty (120) feet southerly therefrom, that portion of Wythe avenue between the southerly side line of North Fourth street and a point sixty (60) feet southerly therefrom, and that portion of North Fourth street between the rails of the tracks hereby authorized in that street and for a distance of two feet beyond such rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. The City shall have the right to check the material or character of the pavement of any such streets, avenues or highways, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City officers at its own expense, and the provision as to repairs herein contained shall apply to such replacement or altered pavement.

Fourteenth—The Company shall at all times keep that portion of the surface of Kent avenue, between the southerly side line of North Fourth street and a point one hundred and twenty (120) feet southerly therefrom, that portion of Wythe avenue between the southerly side line of North Fourth street and a point sixty (60) feet southerly therefrom, and that portion of North Fourth street between the rails of the tracks hereby authorized in that street, and for a distance of two (2) feet beyond such rails on either side thereof, free and clear from snow and ice, and, in addition, however, that the Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clear an equivalent amount of street surface from house line to house line.

Fifteenth—Should the grades or line of any street, avenue or highway in which said tracks are hereby authorized be changed at any time during the term of this contract, the Company shall change its tracks to conform with such new grades and lines, and during the construction of such public improvement upon such street, avenue or highway, the Company shall take care of and protect the tracks and appurtenances at its own expense, it to be done subject to the direction of the President of the Borough of Brooklyn.

Sixteenth—It is agreed that the right hereby granted to operate a railroad shall not be preferred or in hindrance to public work of the City, and should the said railroad in any way interfere with the construction of public work in the streets or avenues, whether the same is done by the City directly, or by a contractor for the City, the Company shall at its own expense protect or move the tracks and appurtenances in a manner as directed by the President of the Borough of Brooklyn.

Seventeenth—Any alteration to the sewerage or drainage system, or to any other subsurface or in any surface structure in the streets, or in the construction of the construction or operation of the railroad, shall be made at the sole cost of the Company and in such manner as the proper City officials may prescribe.

Eighteenth—The said railroad shall be constructed and operated in the latest approved manner of street railroad construction and operation, and it is hereby agreed that the Board may require the Company to improve or add to its railroad equipment, including rolling stock and railroad appurtenances, from time to time, as such additions and improvements are necessary, in the opinion of the Board. Upon failure on the part of the Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Nineteenth—Said railroad shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City. Before any construction shall be commenced upon any portion of the route, written permits shall be obtained from the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity, and the Company shall comply with any conditions which these officials may impose as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which these officials have jurisdiction.

Twentieth—The rates for carrying property upon the tracks hereby authorized shall in all cases be reasonable in amount, and shall be fixed by the Board after notice to the Company, and hearing had thereon, and when so fixed such rates shall be binding upon the Company, and no rates in excess of those fixed shall be charged for such service.

Twenty-first—The Company shall at all times keep accurate books of account of the gross earnings from all sources, and shall on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross earnings, total miles in operation and the miles of railroad constructed and operated under this contract and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Twenty-second—In case of any violation or breach or failure to comply with any of the provisions herein contained, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the rail-

road constructed and in use by virtue of this contract shall nevertheless become the property of the City without proceedings at law or in equity.

Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Twenty-third—If the Company shall fail to give efficient public service or fail to maintain its structures in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time, and upon failure of the Company to remedy such default within a reasonable time, the Company shall for each day thereafter during which the default or defect remains pay to the City the sum of two hundred and fifty dollars (\$250) as liquidated damages, or the Board, in case such structures which may affect the surface of the streets, avenues or highways shall not be in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided for.

Twenty-fourth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railroad authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to reimburse the City any damages which the City shall be compelled to pay by reason of any acts or default of the Company.

Twenty-fifth—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of three thousand dollars (\$3,000), which in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege herein granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice, and the quality of the construction of the railroad, and in the case of default in the performance by the Company of such terms and conditions the City shall have the right to cause the work to be done and the moneys to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten (10) days' notice in writing to the Company, or in case of failure to keep the said terms and conditions of this contract relating to obstruction of traffic, the maintenance of gates and flagmen, the repair of pavements and removal of snow and ice, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not practically fixed, such amount as appears to him to be just, and without legal proceedings withdraw the amount of such penalty from the security fund deposited with him. In case of any default made upon the security fund the Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to replace said security fund to the original amount of three thousand dollars (\$3,000), and in default thereof this contract shall be canceled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding at law or in equity, or any other legal rights, remedies or causes of action belonging to the City.

Twenty-sixth—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets, avenues and highways in which the Company is authorized to operate.

Twenty-seventh—The words "notice" or "direction" wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

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

Sec. 3. This grant is also upon the further and express condition that the provisions of the Railroad Law pertinent hereto, and further, all laws or ordinances now in force, or which may be adopted affecting the surface railways operating in the City, not inconsistent with the said Railroad Law and the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. The Company promises, covenants and agrees on its part and behalf, to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed, and the party of the second part, by its officers, thereunto duly authorized, has caused its corporate name to be hereunto signed and its cor-

petate seal to be hereunto affixed, the day and date first above written.

THE CITY OF NEW YORK,
By..... Mayor.

(EXHIBITATIVE SEAL)

Attest:..... City Clerk.

EAST RIVER TERMINAL RAILROAD,
By..... President.

(SEAL)

Attest:..... Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be made therefor and of the terms and conditions including the provisions as to rates, fares and charges, are as heretofore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preliminary and resolutions, including the said resolution for the grant of a franchise or right applied for by the East River Terminal Railroad and the said form of a proposed contract for the grant of such franchise or right, containing said results of such inquiry after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Friday, February 19, 1909, in the City Record and at least twice during the ten (10) days immediately prior to Friday, February 19, 1909, in two daily newspapers to be designated by the Mayor therefor and published in the City of New York, at the expense of the East River Terminal Railroad, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the East River Terminal Railroad and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing any such contract, will at a meeting of said Board to be held in the old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Friday, February 19, 1909, at 10:30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

JOSEPH HAAG, Secretary.

Dated New York, January 8, 1909.

125,119

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held December 14, 1908, the following petition was received:

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

The petition of the Manhattan and Queensboro Railway Company respectfully shows:

First—That your petitioner is a street railway corporation duly organized and existing under the laws of the State of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of its road, and thereafter said corporation, at a meeting of its Directors, duly called, and by a vote of more than two-thirds of said Directors, as required by the Railroad Law, duly altered or changed the route as originally proposed, so that the said route is as hereinafter set forth in paragraph second hereof.

Second—That for the purpose of constructing and operating its road your petitioner desires to obtain from your Honorable Board, and hereby respectfully applies for its consent to and a grant of the right, privilege and franchise for the construction, maintenance and operation of a street surface railway for public use in the conveyance of persons and property for compensation in, upon, along and over certain streets, avenues, highways, bridges, viaducts and public places in the Boroughs of Queens and Manhattan, Counties of Queens and New York, City and State of New York, of which the following is a description:

Beginning in the Borough of Manhattan in The City of New York, at the intersection of Broadway and Fifty-seventh street; thence in and upon West Fifty-seventh street and East Fifty-seventh street to Second avenue; thence in and upon Second avenue to the entrance to Queensboro bridge; thence in and upon across the Queensboro bridge and the approaches thereon to the northwesterly side of Jackson avenue in the Borough of Queens; thence southeasterly across Jackson avenue to a proposed new street, laid out on a map as also adopted by the Board of Estimate and Apportionment May 26, 1905, and approved by the Mayor June 13, 1905; thence in and upon said new street and across the proposed new viaduct to be constructed as a part of such new street to Thomson avenue at its intersection with Van Dam street, a distance of three and one-half miles of double track.

Third—That your petitioner proposes to operate said road by the overhead system of electricity, across the Queensboro Bridge, substantially similar to that now in use on other lines, or by other motive power that may be lawfully employed, and be underground system of electricity in the Borough of Manhattan.

Wherefore, Your petitioner prays that public notice hereof, and of the time and place when and where this application will be first considered, be given as required by law, and that the desired consent be granted in accordance with the provisions of the Greater New York Charter.

Dated December 14, 1908.

MANHATTAN AND QUEENSBORO
RAILWAY COMPANY,
By STUART HIRSCHMAN, President.

Attest: Wm. H. Williams, Jr., Secretary.

State of New York, County of Queens, ss.:
Stuart Hirschman, being duly sworn, deposes and says: That he is the President of the Manhattan and Queensboro Railway Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge except as to matters therein stated to be alleged upon information and belief, and as to those matters he believes it to be true.

Subscribed and sworn to before me this 10th day of December, 1908.

J. C. TERRY, Notary Public.

—and at the meeting held January 8, 1909, the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Manhattan and Queensboro Railway Company, dated December 14, 1908, was presented to the Board of Estimate and Apportionment at a meeting held December 14, 1908.

Resolved, That, in pursuance of law, this Board sets Friday, the 5th day of February, 1909, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the City Record, immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

New York, January 8, 1909.

JOSEPH HAAG, Secretary.

125,115

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment held January 8, 1909, the following petition was received:

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

The petition of the Queensboro Bridge and Jamaica Railway Company respectfully shows:

First—That your petitioner is a street surface railway corporation duly organized and existing under the laws of the State of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of its road, and thereafter said corporation, at a meeting of its Directors, duly called, and by a vote of more than two-thirds of said Directors, as required by the Railroad Law, duly altered or changed the route as originally proposed, so that the said route is as hereinafter set forth in paragraph second hereof.

Second—That for the purpose of constructing and operating its road your petitioner desires to obtain from your Honorable Board, and hereby respectfully applies for its consent to and a grant of the right, privilege and franchise for the construction, maintenance and operation of a street surface railway for public use in the conveyance of persons and property for compensation in, upon, along and over certain streets, avenues, highways, bridges, viaducts and public places in the Boroughs of Queens and Manhattan, Counties of Queens and New York, City and State of New York, of which the following is a description:

Beginning in the Borough of Manhattan, in The City of New York, at the west line of the plaza or terminal leading to the Queensboro Bridge; thence across the Queensboro Bridge to the southeasterly line of Queensboro Bridge Plaza in the Borough of Queens, same being the northwesterly side of Jackson avenue, in the Borough of Queens; thence southeasterly across Jackson avenue to a proposed new street laid out upon a map or plan, which map was adopted by the Board of Estimate and Apportionment of The City of New York on May 26, 1905, and approved by the Mayor of said City June 13, 1905; thence in and upon said new street and across the proposed new viaduct to be constructed as a part of such new street to Thomson avenue; thence in and upon Thomson avenue to Hoffman boulevard; thence in and upon Hoffman boulevard to Brooklyn and Jamaica turnpike or Fulton street, from the intersection of Hoffman boulevard and Pierson street, Jamaica, on Pierson street to Kaplan avenue, on Kaplan avenue and private property to De Grauw avenue, on De Grauw avenue to a point intersecting the prolongation of Carlton avenue northward; thence south on private property and across Hillside avenue and on Carlton avenue to Fulton street, across Fulton street to Guilford street as the same may be extended, and when crossing of tracks and property of Long Island Railroad has been provided at that locality; thence south on Guilford street to Broadway; also from the intersection of Willett street and Carlton avenue on Willett street to Flushing avenue, south on Flushing avenue to Fulton street, easterly on Fulton street to Union Hall street, south on Union Hall street to South street.

Also commencing at the intersection of Thomson avenue and Greenpoint avenue, Borough of Queens, City of New York, running thence in and upon Greenpoint avenue to Skillman avenue; thence in and upon Skillman avenue to Fifth street; thence in and upon Fifth street to Stryker avenue; thence in and upon Stryker avenue to Roosevelt avenue; thence in and upon Roosevelt avenue and across private property through Corona to Hauling street. From the intersection of Roosevelt avenue and Hauling street on Roosevelt avenue and private property and across Flushing Creek when bridge is built at that point on Amity street, in Flushing; thence on Amity street to Murray lane, Flushing.

Also beginning at the intersection of Park avenue and Forty-second street, in the Borough of Manhattan, City of New York; thence through the Subway or Forty-second Street Tunnel to Van Alst avenue, in the Borough of Queens, City of New York; thence in and upon Van Alst avenue to Hunderpoint avenue; thence in and upon Hunderpoint avenue to Greenpoint avenue; thence in and upon Greenpoint avenue to the intersection of Thomson and Greenpoint avenues.

Also a spur beginning at the intersection of Hunderpoint avenue and Van Dam street, in the Borough of Queens, City of New York; thence in and upon Van Dam street to the point of intersection of Thomson avenue and the viaduct to be constructed as a part of the new street above referred to shown on map or plan approved by the Mayor of The City of New York June 13, 1905, a distance of about twenty miles of double track.

Also the right to operate through the Subway or Forty-second Street Tunnel and the approaches thereon, when and so far as the City may acquire the ownership of said tunnel or the right to lease or grant the privilege of operating therein.

Third—That your petitioner proposes to operate said road by the overhead system of electricity, substantially similar to that now in use on other lines, or by other motive power that may be lawfully employed.

Wherefore, your petitioner prays that public notice hereof, and of the time and place when and where this application will be first considered, be given as required by law, and that the desired consent be granted in accordance with the provisions of the Greater New York Charter.

Dated January 4, 1909.

QUEENSBORO BRIDGE AND JAMAICA RAILROAD COMPANY,
By STUART HIRSCHMAN, President.

Attest: ARTHUR B. TOSSER, Secretary.

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

Stuart Hirschman, being duly sworn, deposes and says: That he is the President of the Queensboro Bridge and Jamaica Railway Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge except as to matters therein stated to be alleged upon information and belief, and as to those matters he believes it to be true.

Subscribed and sworn to before me this 5th day of January, 1909.

RICHARD E. WHITTELEY, Notary Public, New York County.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Queensboro Bridge and Jamaica Railway Company, dated January 4, 1909, was presented to the Board of Estimate and Apportionment at a meeting held January 8, 1909.

Resolved, That, in pursuance of law, this Board sets Friday, the 5th day of February, 1909, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the City Record, immediately prior to

such date of public hearing. The expense of such publication to be borne by the petitioner.

New York, January 8, 1909.

JOSEPH HAAG, Secretary.

125,115

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held January 8, 1909, the following petition was received:

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

The petition of the South Shore Traction Company respectfully shows:

First—That your petitioner is a street surface railway corporation, duly organized and existing under the laws of the State of New York, and is now constructing a line of street surface railroad in the Counties of Nassau and Suffolk in the State of New York; and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extension of its road or branch herein described.

Second—That for the purpose of constructing and operating a branch or extension of its present line, your petitioner desires to obtain from your Honorable Board, and hereby respectfully applies for its consent to the grant of the right, privilege and franchise for the construction, maintenance and operation by your petitioner of a single or double track street surface railroad for use in the conveyance of persons and property for compensation in, upon, along and over the surface of streets, avenues, highways, bridges, public places and private property, in the Borough of Queens, City of New York, at which the following is a description:

Beginning at the southeasterly line of the Blackwell Island Bridge plaza, the same being the northwesterly side line of Jackson avenue, thence southeasterly across Jackson avenue to a proposed new street, as named, and laid out upon a map or plan, which map was adopted by the Board of Estimate and Apportionment on May 26, 1905, and approved by the Mayor June 13, 1905; thence in and upon said proposed new street, and across the proposed viaduct to be constructed as a part of such proposed new street to Thomson avenue; thence in and upon Thomson avenue to Hoffman boulevard; thence in and upon Hoffman boulevard to Brooklyn and Jamaica turnpike or Fulton street; thence in an easterly direction upon, through and along said Brooklyn and Jamaica turnpike or Fulton street, in the intersection of Carlton avenue with said turnpike or street; thence in a generally southerly direction upon, through and along said Carlton avenue to Archer place; thence in a generally easterly direction upon, through and along Archer place and by private right of way to Prospect Rockaway turnpike and Division street to Church street; thence upon, through, along and across Church street to Twombly place; thence in a generally easterly direction along, through and upon Twombly place and Fleet street to Prospect street; thence in a generally southerly direction, crossing the tracks of the Long Island Railroad, along, through and upon Prospect street to Convent street; thence in a generally easterly direction along, through and upon Convent street to a point within 500 feet of the Merrick road; thence in a generally southerly direction and approximately parallel with New York avenue along, through and upon private right of way to a point approximately opposite Central avenue, if the same were extended; thence in a generally easterly direction along, through and upon private right of way to and across the Merrick road to Central avenue; thence in a generally easterly direction along, through and upon Central avenue, crossing the tracks of the Montauk Division of the Long Island Railroad, in the city line.

Also beginning at the intersection of Rose avenue and the Brooklyn and Jamaica turnpike or Fulton street; thence extending southerly upon, through and along Rose avenue to Archer place; thence extending easterly along, through and upon Archer place to the intersection of Archer place and Carlton avenue.

Also beginning at the intersection of Rose avenue and Carl street and extending thence in a generally easterly direction upon, through and along Carl street and by private right of way to the intersection of Archer place and Tyndall street.

Also beginning on Division street at a point approximately where Archer place, if extended, would intersect the same, and extending thence in a southerly direction upon, through and along Division street to Twombly place; thence in an easterly direction along Twombly place to and across Church street.

Also beginning at a point on private right of way between the Brooklyn and Jamaica turnpike or Fulton street and the tracks of the Long Island Railroad approximately on the line of Guilford street, if the same were extended; thence extending southerly upon, through and along private right of way to and across the tracks of the Long Island Railroad to Guilford street; thence southerly along, through and upon Guilford street to Liberty avenue; thence westerly along, through and upon Liberty avenue to Henry street; thence in a generally southerly direction along, through and upon Henry street to South street; thence in a generally easterly direction along, through and upon South street to New York avenue; thence southerly along, through and upon New York avenue to a point approximately opposite Central avenue; if the same were extended; thence along, through and upon private right of way in a generally southerly direction to and across the Merrick road to Central avenue.

Also beginning at a point on the Brooklyn and Jamaica turnpike or Fulton street, opposite Alsup street; thence in a westerly direction along, through and upon Brooklyn and Jamaica turnpike or Fulton street to the intersection of Rockaway turnpike and Brooklyn and Jamaica turnpike or Fulton street; thence southerly along, through and upon the Rockaway turnpike, crossing the tracks of the Long Island Railroad to or near Johnson avenue; thence in a generally easterly direction along, through and upon private right of way and across Division street to Beaver street; thence along, through and upon Beaver street and crossing the tracks of the Long Island Railroad Company to Church street; thence southerly and easterly along, through and upon Church street to South street.

Also beginning at the intersection of Guilford street and Johnson avenue; thence in a generally easterly direction along, through and upon Johnson avenue to Rockaway turnpike.

Also beginning at the intersection of Fleet street and Prospect street, and running thence in an easterly direction along, through and upon Fleet street to Washington street; thence in a southerly direction along, through and upon Washington street and crossing the tracks of the Long Island Railroad to South street.

Also beginning at the intersection of Hoffman boulevard and Pierson street, and extending thence easterly along, through and upon Pierson street to Kaplan avenue; thence southerly along, through and upon Kaplan avenue to Amherst street; thence easterly along, through and upon Amherst street to Alsup street; thence along,

through and upon Alsup street to the Brooklyn and Jamaica turnpike or Fulton street; thence easterly along, through and upon the Brooklyn and Jamaica turnpike or Fulton street to Church street; thence southerly along, through and upon Church street, crossing the tracks of the Long Island Railroad, to and across Beaver street.

Also beginning at the intersection of Kaplan avenue and Degraw avenue; thence extending easterly upon, through and along Degraw avenue to Alsup street; thence southerly upon, through and along Alsup street to and across Amherst street.

And also crossing such other streets, avenues and highways as may intersect such designated routes, all of the above described streets, avenues, highways, public places and private property being in the Borough of Queens, City of New York.

Also beginning at the northwesterly side line of Jackson avenue at the bridge plaza, in the Borough of Queens, and thence connecting with the tracks of the company above described; thence in and upon said bridge plaza in the easterly approach to the Blackwells Island Bridge; thence upon and along said bridge approach and across intersecting streets and avenues to the Blackwells Island Bridge; thence upon and along the Blackwells Island Bridge to the westerly bridge approach; thence upon and along said westerly bridge approach to the westerly terminus thereof at Second avenue, in the Borough of Manhattan.

And also for consent for such connections, sidings, switches, turnouts and crossovers as may be necessary or convenient for the operation of said railroad, and for the accommodation of your petitioner's cars; and also for the further permission and consent to the erection by your petitioner, upon such streets, avenues, highways and private property of the necessary poles and the stringing of wires, so that the cars of your petitioner may be moved by the means or power of electricity.

Third—That said corporation proposes to operate said extension or branch by the overhead system of electricity, or other motive power which may be lawfully employed.

Wherefore, your petitioner prays that public notice hereof, and of the time and place when and where this application will be first considered, be given, as required by law, and that the desired consent be granted in accordance with the provisions of the Greater New York Charter.

Dated December 28, 1908.

SOUTH SHORE TRACTION COMPANY,

By

(Signed) James T. Wood, President.

(SEAL)

Attest:

(Signed) ARTHUR CARLIS HUME, Secretary.

State of New York, County of New York.

James T. Wood, being duly sworn, deposes and says that he is the President of the South Shore Traction Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to matters therein stated to be alleged upon information and belief, and as to those matters he believes it to be true.

(Signed) JAMES T. WOOD.

Sworn to before me this 28th day of December, 1908.

(Signed) E. V. EGAN,

Notary Public, Kings County.

Certificate filed in New York County.

125,115

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the South Shore Traction Company, dated December 28, 1908, was presented to the Board of Estimate and Apportionment at a meeting held January 8, 1909.

Resolved, That, in pursuance of law, this Board sets Friday, the 5th day of February, 1909, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the City Record, immediately prior to such date of public hearing, the expense of such publication to be borne by the petitioner.

JOSEPH HAAG, Secretary.

New York, January 8, 1909.

125,115

BOROUGH OF QUEENS.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF QUEENS AT THE ABOVE OFFICE UNTIL 11 O'CLOCK A. M. ON

WEDNESDAY, FEBRUARY 3, 1909,

FOR CONSTRUCTING A TEMPORARY SEWER AND APPURTENANCES TO CONNECT WITH THE ST. NICHOLAS AVENUE SEWER, SECOND WARD, BOROUGH OF QUEENS; THENCE THROUGH GROVE STREET TO THE SEWER IN WYCKOFF AVENUE, BOROUGH OF BROOKLYN, AND A PUMPING CHAMBER TO CONNECT WITH A TEMPORARY RELIEF SEWER IN GROVE STREET, FROM ST. NICHOLAS AVENUE TO WYCKOFF AVENUE, BOROUGH OF BROOKLYN.

The Engineer's estimate of quantities is as follows:

460 linear feet 15-inch vitrified salt-glazed pipe sewer.
4 manholes, complete.
10 cubic yards of rock, excavated and removed.
5,000 feet (11 M.) timber for foundations.
15,000 feet (41 M.) timber for bracing and sheer piling.
1 pumping chamber and appurtenances, complete, including pumps, motors, auto starters, screens, etc., etc., as shown on plan.

The time allowed for doing and completing the above work will be sixty (60) working days. The amount of security required will be Three Thousand Dollars (\$3,000).

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or hereto annexed, per square yard, linear foot or other unit of measure, by which the bids will be tested. The extensions must be made and noted up, as the bids will be read from a total.

Bids will be compared and contracts awarded at a lump or aggregate sum.

Blank forms and further information may be obtained at the office of the President of the Borough of Queens.
 Dated Long Island City, January 21, 1909.
 LAWRENCE GRESSER, President.
 121,73

* See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."
 Evening—"The Globe," "The Evening Mail."
 Weekly—"Democracy," "Tammany Times."
 German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906, Amended March 1, 1906, November 20, 1906; February 20, 1907, and March 3, 1908.

BOROUGH OF BROOKLYN.

GENERAL MODIFICATION No. 35.

SECTION VII, RULE 76, OF THE PLUMBING Rules of the Bureau of Buildings, Borough of Brooklyn, City of New York, is hereby modified to read as follows:

"Rule 76. The house sewer and house drain must be at least 4 inches in diameter when receiving the discharge of water closet. Where receiving rain water, the house sewer and house drain up to the leaders must be in accordance with the table given below, provided that no house sewer or house drain shall be of less diameter than that of the largest soil or waste pipe which it serves.

"The areas given in this table are the areas of the lot appurtenant to the building thereon and are in all cases the maximum. In cases of detached houses, excepting tenement houses, where part of the lot is laid out in lawns or grass plots, or sand, only that portion covered by the building, courts, areas, porches or piazzas or any other covered part drained to the sewer need to be computed. All drainage plans shall show the superficial area in square feet drained by each leader, yard, area and court drain."

Diameter of Pipe.	Full 1/2 Inch per Foot.	Full 1/4 Inch per Foot.
4 inches.....	1,200 square feet	1,500 square feet
5 inches.....	2,400 square feet	3,200 square feet
6 inches.....	4,800 square feet	6,400 square feet
8 inches.....	9,600 square feet	12,800 square feet
10 inches.....	14,400 square feet	19,200 square feet
12 inches.....	28,800 square feet	38,400 square feet
14 inches.....	43,200 square feet	57,600 square feet
16 inches.....	57,600 square feet	76,800 square feet

DAVID P. MOORE, Superintendent.
 121,28,34,11,25,1,8

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, Room 2, Borough Hall, Borough of Brooklyn, The City of New York.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF BROOKLYN at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 10, 1909.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR REPAIRS AND ALTERATIONS TO LIGHTING AND POWER EQUIPMENT OF DISCIPLINARY TRAINING SCHOOL, BOROUGH OF BROOKLYN.

The time allowed for the completion of the work and full performance of the contract will be thirty (30) working days.

The amount of security required will be Five Hundred Dollars (\$500).

No. 2. FOR FURNISHING AND DELIVERING 50,000 POUNDS OF THE VARIOUS PUBLIC BUILDINGS, BATHS AND COMFORT STATIONS, BOROUGH OF BROOKLYN.

The time for the delivery of same and full performance of contract will be until December 31, 1909.

The amount of security required will be Five Hundred Dollars (\$500).

No. 3. FOR LAUNDERING TOWELS USED IN THE VARIOUS PUBLIC BATHS AND COMFORT STATIONS, DURING THE YEAR 1909.

The time for the delivery of the articles and full performance of the contract will be until December 31, 1909.

The amount of security required will be Five Hundred Dollars (\$500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or herein annexed, per pound, each, or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Bureau of Public Buildings and Offices of the Borough of Brooklyn, No. 29 Municipal Building, Brooklyn.

WILLIAM S. COLER, President.

Dated January 23, 1909.

126,410

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, Room 2, Borough Hall, Borough of Brooklyn, The City of New York.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF BROOKLYN at the above office until 11 o'clock a. m. on

WEDNESDAY, FEBRUARY 10, 1909.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN SECOND AVENUE, FROM EIGHTY-FOURTH STREET TO NINETY-SECOND STREET.

The following is the Engineer's preliminary estimate:

263 linear feet 18 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.80.....	\$736 00
500 linear feet 15 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$1,000 00
300 linear feet 12 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$600 00
150 linear feet 10 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$300 00
75 linear feet 8 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$150 00
37 1/2 linear feet 6 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$75 00
18 7/8 linear feet 4 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$37 50
9 3/8 linear feet 3 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$18 75
4 6/8 linear feet 2 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$9 37
2 3/4 linear feet 1 1/2 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$4 68
1 1/4 linear feet 1 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$2 34
7/8 linear feet 3/4 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$1 17
3/4 linear feet 1/2 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 93
3/8 linear feet 1/4 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 47
1/4 linear feet 1/8 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 23
1/8 linear feet 1/16 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 12
1/16 linear feet 1/32 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 06
1/32 linear feet 1/64 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 03
1/64 linear feet 1/128 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 01
1/128 linear feet 1/256 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/256 linear feet 1/512 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/512 linear feet 1/1024 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1024 linear feet 1/2048 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2048 linear feet 1/4096 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/4096 linear feet 1/8192 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/8192 linear feet 1/16384 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/16384 linear feet 1/32768 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/32768 linear feet 1/65536 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/65536 linear feet 1/131072 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/131072 linear feet 1/262144 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/262144 linear feet 1/524288 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/524288 linear feet 1/1048576 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1048576 linear feet 1/2097152 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2097152 linear feet 1/4194304 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/4194304 linear feet 1/8388608 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/8388608 linear feet 1/16777216 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/16777216 linear feet 1/33554432 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/33554432 linear feet 1/67108864 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/67108864 linear feet 1/134217728 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/134217728 linear feet 1/268435456 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/268435456 linear feet 1/536870912 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/536870912 linear feet 1/1073741824 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1073741824 linear feet 1/2147483648 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2147483648 linear feet 1/4294967296 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/4294967296 linear feet 1/8589934592 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/8589934592 linear feet 1/17179869184 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/17179869184 linear feet 1/34359738368 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/34359738368 linear feet 1/68719476736 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/68719476736 linear feet 1/137438953472 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/137438953472 linear feet 1/274877906944 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/274877906944 linear feet 1/549755813888 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/549755813888 linear feet 1/1099511627776 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1099511627776 linear feet 1/2199023255552 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2199023255552 linear feet 1/4398046511104 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/4398046511104 linear feet 1/8796093022208 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/8796093022208 linear feet 1/17592186044416 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/17592186044416 linear feet 1/35184372088832 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/35184372088832 linear feet 1/70368744177664 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/70368744177664 linear feet 1/140737488355328 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/140737488355328 linear feet 1/281474976710656 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/281474976710656 linear feet 1/562949953421312 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/562949953421312 linear feet 1/1125899906842624 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1125899906842624 linear feet 1/2251799813685248 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2251799813685248 linear feet 1/4503599627370496 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/4503599627370496 linear feet 1/9007199254740992 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/9007199254740992 linear feet 1/18014398509481984 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/18014398509481984 linear feet 1/36028797018963968 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/36028797018963968 linear feet 1/72057594037927936 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/72057594037927936 linear feet 1/144115188075855872 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/144115188075855872 linear feet 1/288230376151711744 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/288230376151711744 linear feet 1/576460752303423488 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/576460752303423488 linear feet 1/1152921504606846976 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1152921504606846976 linear feet 1/2305843009213693952 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2305843009213693952 linear feet 1/4611686018427387904 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/4611686018427387904 linear feet 1/9223372036854775808 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/9223372036854775808 linear feet 1/18446744073709551616 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/18446744073709551616 linear feet 1/36893488147419103232 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/36893488147419103232 linear feet 1/73786976294838206464 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/73786976294838206464 linear feet 1/147573952589676412928 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/147573952589676412928 linear feet 1/295147905179352825856 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/295147905179352825856 linear feet 1/590295810358705651712 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/590295810358705651712 linear feet 1/1180591620717411303424 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1180591620717411303424 linear feet 1/2361183241434822606848 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2361183241434822606848 linear feet 1/4722366482869645213696 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/4722366482869645213696 linear feet 1/9444732965739290427392 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/9444732965739290427392 linear feet 1/18889465931478580854784 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/18889465931478580854784 linear feet 1/37778931862957161709568 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/37778931862957161709568 linear feet 1/75557863725914323419136 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/75557863725914323419136 linear feet 1/151115727451828646838272 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/151115727451828646838272 linear feet 1/302231454903657293676544 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/302231454903657293676544 linear feet 1/604462909807314587353088 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/604462909807314587353088 linear feet 1/1208925819614629174706176 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1208925819614629174706176 linear feet 1/2417851639229258349412352 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2417851639229258349412352 linear feet 1/4835703278458516698824704 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/4835703278458516698824704 linear feet 1/9671406556917033397649408 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/9671406556917033397649408 linear feet 1/19342813113834066795298816 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/19342813113834066795298816 linear feet 1/38685626227668133590597632 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/38685626227668133590597632 linear feet 1/77371252455336267181195264 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/77371252455336267181195264 linear feet 1/154742504910672534362390528 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/154742504910672534362390528 linear feet 1/309485009821345068724781056 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/309485009821345068724781056 linear feet 1/618970019642690137449562112 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/618970019642690137449562112 linear feet 1/1237940039285380274899124224 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1237940039285380274899124224 linear feet 1/2475880078570760549798248448 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2475880078570760549798248448 linear feet 1/4951760157141521099596496896 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/4951760157141521099596496896 linear feet 1/9903520314283042199192993792 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/9903520314283042199192993792 linear feet 1/19807040628566084398385987584 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/19807040628566084398385987584 linear feet 1/39614081257132168796771975168 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/39614081257132168796771975168 linear feet 1/79228162514264337593543950336 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/79228162514264337593543950336 linear feet 1/158456325028528675187087900672 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/158456325028528675187087900672 linear feet 1/316912650057057350374175801344 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/316912650057057350374175801344 linear feet 1/633825300114114700748351602688 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/633825300114114700748351602688 linear feet 1/1267650600228229401496703205376 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1267650600228229401496703205376 linear feet 1/2535301200456458802993406410752 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2535301200456458802993406410752 linear feet 1/5070602400912917605986812821504 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/5070602400912917605986812821504 linear feet 1/10141204801825835211973625643008 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/10141204801825835211973625643008 linear feet 1/20282409603651670423947251286016 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/20282409603651670423947251286016 linear feet 1/40564819207303340847894502572032 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/40564819207303340847894502572032 linear feet 1/81129638414606681695789005144064 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/81129638414606681695789005144064 linear feet 1/162259276829213363391578010288128 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/162259276829213363391578010288128 linear feet 1/324518553658426726783156020576256 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/324518553658426726783156020576256 linear feet 1/649037107316853453566312041152512 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/649037107316853453566312041152512 linear feet 1/1298074214633706907132624082305024 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1298074214633706907132624082305024 linear feet 1/2596148429267413814265248164610048 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/2596148429267413814265248164610048 linear feet 1/5192296858534827628530496329220096 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/5192296858534827628530496329220096 linear feet 1/10384593717069655257060992658440192 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/10384593717069655257060992658440192 linear feet 1/20769187434139310514121985316880384 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/20769187434139310514121985316880384 linear feet 1/41538374868278621028243970633760768 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/41538374868278621028243970633760768 linear feet 1/83076749736557242056487941267521536 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/83076749736557242056487941267521536 linear feet 1/166153499473114484112975882535043072 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/166153499473114484112975882535043072 linear feet 1/332306998946228968225951765070086144 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/332306998946228968225951765070086144 linear feet 1/664613997892457936451903530140172288 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/664613997892457936451903530140172288 linear feet 1/1329227995784915872903807060280344576 inch pipe sewer, laid complete, including all incidentals and appurte- nances, per linear foot, \$2.....	\$0 00
1/1329227995784915872903807060280344576 linear feet 1/2658455991569831745807614120560689152 inch pipe sewer, laid complete, including all	

48,000 feet (B. M.) of sheeting and bracing, driven in place complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$21..... 1,008 00

Total..... \$25,999 90

The time allowed for the completion of the work and full performance of the contract will be two hundred and fifteen (215) working days.

The amount of security required will be Five Thousand Dollars (\$5,000).

No. 2 FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN FIFTY-FOURTH STREET, BETWEEN THIRTIETH AVENUE AND FIFTEENTH AVENUE, WITH OUTLET SEWER IN THIRTIETH AVENUE, BETWEEN FIFTY-FOURTH STREET AND NEW UTRICHT AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

200 linear feet of 24-inch brick sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$12.25..... \$2,450 00

200 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.50..... 750 00

50 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.10..... 1,050 00

650 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.10..... 1,365 00

1,445 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.65..... 2,384 25

1,350 linear feet of 8-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, \$0.80..... 1,080 00

29 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$30..... 870 00

8 sewer basins, complete, of other standard design, with iron tanks or grates, with basin heads and connecting culverts, including all incidentals and appurtenances, per basin, \$140..... 1,120 00

74,000 feet (B. M.) of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$21..... 1,554 00

2,000 feet (B. M.) of foundation plank, laid in place, complete, including all incidentals and appurtenances, per thousand feet (B. M.), \$2.70..... 54 00

2 sewer basins, reconstructed, including all incidentals and appurtenances, per reconstruction, \$4..... 8 00

Total..... \$11,755 25

The time allowed for the completion of the work and full performance of the contract will be ninety (90) working days.

The amount of security required will be Six Thousand Dollars (\$6,000).

No. 3 FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN TWENTY AVENUE, BETWEEN FORTY-THIRD STREET AND FORTY-FIFTH STREET, WITH OUTLET SEWERS IN FORTY-FIFTH STREET, BETWEEN TWELFTH AND THIRTEENTH AVENUES, ETC. (SECTION 1).

The Engineer's preliminary estimate of the quantities is as follows:

200 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$12.25..... \$2,450 00

85 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.50..... 212 50

1,440 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.10..... 3,024 00

1,085 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.65..... 1,790 25

2,920 linear feet of 8-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, \$0.80..... 2,336 00

32 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$30..... 960 00

7 sewer basins, complete, of other standard design, with iron tanks or grates, with basin heads and connecting culverts, including all incidentals and appurtenances, per basin, \$140..... 980 00

Total..... \$10,992 75

The time allowed for the completion of the work and full performance of the contract will be one hundred (100) working days.

The amount of security required will be Five Thousand Dollars (\$5,000).

No. 4 FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN EIGHTY-FIRST STREET, FROM FOURTH AVENUE TO FIFTH AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

40 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.80..... 72 00

75 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.65..... 1,237 50

8 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$50..... 400 00

1,045 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, \$0.80..... 836 00

400 feet (B. M.) of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$21..... 8 40

Total..... \$2,553 90

The time allowed for the completion of the work and full performance of the contract will be thirty (30) working days.

The amount of security required will be One Thousand Two Hundred Dollars (\$1,200).

No. 5 FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN SIXTH AVENUE, FROM FIFTY-SECOND STREET TO FIFTY-THIRD STREET.

The Engineer's preliminary estimate of the quantities is as follows:

240 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.60..... 624 00

3 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$50..... 150 00

9,600 feet (B. M.) of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances, per thousand feet (B. M.), \$21..... 201 60

Total..... \$975 60

The time allowed for the completion of the work and full performance of the contract will be thirty (30) working days.

The amount of security required will be Five Hundred Dollars (\$500).

No. 6 FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS AT THE NORTHWEST AND SOUTHWEST CORNERS OF NORMAN AVENUE AND GURNEY STREET.

The Engineer's preliminary estimate of the quantities is as follows:

1 sewer basin, complete, of other standard design, with iron tanks or grates, with basin heads and connecting culverts, including all incidentals and appurtenances, per basin, \$140..... 140 00

1 sewer basin, complete, of other standard design, with iron tanks or grates, with basin heads and connecting culverts, including all incidentals and appurtenances, per basin, \$140..... 140 00

74,000 feet (B. M.) of sheeting and bracing, driven in place, complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$21..... 1,554 00

2,000 feet (B. M.) of foundation plank, laid in place, complete, including all incidentals and appurtenances, per thousand feet (B. M.), \$2.70..... 54 00

2 sewer basins, reconstructed, including all incidentals and appurtenances, per reconstruction, \$4..... 8 00

Total..... \$11,755 25

The time allowed for the completion of the work and full performance of the contract will be ninety (90) working days.

The amount of security required will be Six Thousand Dollars (\$6,000).

No. 7 FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN TWENTY AVENUE, BETWEEN FORTY-THIRD STREET AND FORTY-FIFTH STREET, WITH OUTLET SEWERS IN FORTY-FIFTH STREET, BETWEEN TWELFTH AND THIRTEENTH AVENUES, ETC. (SECTION 1).

The Engineer's preliminary estimate of the quantities is as follows:

200 linear feet of 24-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$12.25..... \$2,450 00

85 linear feet of 18-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.50..... 212 50

1,440 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.10..... 3,024 00

1,085 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.65..... 1,790 25

2,920 linear feet of 8-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, \$0.80..... 2,336 00

32 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$30..... 960 00

7 sewer basins, complete, of other standard design, with iron tanks or grates, with basin heads and connecting culverts, including all incidentals and appurtenances, per basin, \$140..... 980 00

Total..... \$10,992 75

The time allowed for the completion of the work and full performance of the contract will be one hundred (100) working days.

The amount of security required will be Five Thousand Dollars (\$5,000).

No. 8 FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN EIGHTY-FIRST STREET, FROM FOURTH AVENUE TO FIFTH AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

40 linear feet of 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.80..... 72 00

75 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.65..... 1,237 50

8 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$50..... 400 00

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson Avenue and Fifth Street, Long Island City.

In the Borough of Richmond, at the office of the Department, Borough Hall, New Brighton, S. I.

Applications for the reduction of real estate assessments must be in writing and should be upon blanks furnished by the Department.

Applications for the correction of the personal assessments of corporations must be filed at the main office of the Borough of Manhattan.

Application in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the Borough where such person resides, and in case of a non-resident carrying on business in the City of New York at the office of the Department in the Borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 10 a. m. and 12 noon.

LAWSON PURDY, President;
FRANK RAYMOND,
JAMES I. TULLY,
CHARLES PUTZEL,
HUGH HASTINGS,
CHARLES I. MCCORMACK,
JOHN I. O'LEARY,
Commissioners of Taxes and Assessments.

[7.01]

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE SUPERINTENDENT OF SCHOOL SUPPLIES AT THE ABOVE OFFICE OF THE DEPARTMENT OF EDUCATION UNTIL 3 O'CLOCK P. M. ON

MONDAY, FEBRUARY 8, 1909.

FOR FURNISHING, DELIVERING AND TRANSFERRING ELECTRIC LANTERNS, GAS LANTERNS, GAS LAMPS, CHAIRS, STATIONERY, ETC. FOR THE PUBLIC SCHOOLS, DEPARTMENT OF EDUCATION, CITY OF NEW YORK.

The time for the delivery of the articles, materials and supplies and the performance of the contract is to be on or before December 31, 1909.

The amount of the security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or herein annexed, by which the bids will be tested. Award will be made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, Borough of Manhattan, southeast corner of Park Avenue and Fifty-ninth Street.

PATRICK JONES,
Superintendent of School Supplies.
Dated January 28, 1909.

[20.48]

See General Instructions to Bidders on the last page, last column, of the "City Record."

MONDAY, FEBRUARY 8, 1909.

Borough of Brooklyn.

No. 1 CHEATING WORK—ALTERATIONS, ETC. IN MECHANICAL LABORATORY OF MANUAL TRAINING HIGH SCHOOL, ON SEVENTH AVENUE, BETWEEN FOURTH AND FIFTH STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be thirty working days, as provided in the contract.

The amount of security required is Five Hundred Dollars.

On No. 1 the bids will be compared and the contracts will be awarded to the lowest bidder in a lump sum.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park Avenue and Fifty-ninth Street, Borough of Manhattan, and also at branch office, No. 121 Livingston Street, Borough of Brooklyn.

C. B. J. SNYDER,
Superintendent of School Buildings.
Dated January 27, 1909.

[27.48]

See General Instructions to Bidders on the last page, last column, of the "City Record."

MONDAY, FEBRUARY 8, 1909.

Borough of Manhattan.

No. 2 FOR FURNITURE FOR UNGRADED CLASSES IN VARIOUS SCHOOLS IN THE BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 45 working days, as provided in the contract.

The amount of security required is Eight Hundred Dollars.

The proposal to be submitted must include the entire work on all schools and award will be made thereon.

No. 3 FOR GLASS TO BE FURNISHED TO THE VARIOUS SCHOOLS IN THE BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 30 working days, as provided in the contract.

The amount of security required is Two Thousand Dollars.

The proposal to be submitted must include the entire work on all schools and award will be made thereon.

No. 4 FOR DRAWING TABLES, ETC. FOR THE WESTERN HIGH SCHOOL, ON THE WESTERN SIDE OF TENTH AVENUE, BETWEEN FIFTY-NINTH AND FIFTY-THIRD STREETS, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 30 working days, as provided in the contract.

The amount of security required is Three Hundred Dollars.

No. 5 FOR GAS FITTING, FIXTURES, ETC. AT STUYVESANT HIGH SCHOOL, ON FIFTEENTH AND SIXTEENTH STREETS, ABOUT 80 FEET WEST OF FIRST AVENUE, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is One Thousand Two Hundred Dollars.

On Nos. 2, 3, 4 and 5 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park Avenue and Fifty-ninth Street, Borough of Manhattan.

C. B. J. SNYDER,
Superintendent of School Buildings.
Dated January 28, 1909.

[27.48]

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF MANHATTAN AT THE CITY HALL, ROOM No. 10, UNTIL 2 O'CLOCK P. M. ON

TUESDAY, FEBRUARY 9, 1909.

No. 1 FOR FURNISHING AND DELIVERING HARDWARE, TOOLS AND MATERIALS FOR WAGON REPAIRS.

The amount of security required will be Five Hundred Dollars (\$500).

The time for the delivery of the articles, materials and supplies and the performance of the contract is to be on or before December 31, 1909.

No. 2 FOR REPAIRING TOOLS.

The amount of security required will be Five Hundred Dollars (\$500).

The time for the performance of the contract is to be on or before December 31, 1909.

No. 3 FOR FURNISHING AND DELIVERING 2 CORDS OF PINE WOOD.

The amount of security required will be Two Hundred and Fifty Dollars (\$250).

The time for the delivery of the material and performance of the contract is to be on or before December 31, 1909.

No. 4 FOR FURNISHING AND DELIVERING 1,000 CUBIC YARDS OF CRACK ROCK, BROKEN STONE AND 1,000 CUBIC YARDS OF TRAP ROCK SCREENINGS.

The amount of security required will be One Thousand Dollars (\$1,000).

The time for the furnishing and delivery of the material and performance of the contract is to be on or before December 31, 1909.

No. 5 FOR FURNISHING AND DELIVERING 9,000 GALLONS OF NO. 1 PAVING GRAVEL.

The amount of security required will be One Thousand Dollars (\$1,000).

The time for the delivery of the material and performance of the contract is to be on or before December 31, 1909.

No. 6 FOR FURNISHING AND DELIVERING 700 BARRELS OF PORTLAND CEMENT.

The amount of security required will be Five Hundred Dollars.

The time for the delivery of the material and performance of the contract is to be on or before December 31, 1909.

No. 7 FOR FURNISHING AND DELIVERING 200 ENAMELED STREET SIGNS.

The amount of security required will be Five Hundred Dollars.

The time for the delivery of the articles and performance of the contract is to be on or before December 31, 1909.

No. 8 FOR FURNISHING AND DELIVERING 100 ZINC STENCILS AND 3,000 GAL. OF ASSES.

The amount of security required will be Five Hundred Dollars.

The time for the delivery of the articles and performance of the contract is to be on or before December 31, 1909.

No. 9 FOR FURNISHING AND DELIVERING 100 SIGN BOXES WITH CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS; ALSO 100 EXTRA CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS.

The amount of security required will be Two Thousand Dollars.

The time for the delivery of the articles and performance of the contract is to be on or before December 31, 1909.

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or herein annexed, by which the bids will be tested. The entire work on all schools and award will be made thereon.

No. 10 FOR DRAWING TABLES, ETC. FOR THE WESTERN HIGH SCHOOL, ON THE WESTERN SIDE OF TENTH AVENUE, BETWEEN FIFTY-NINTH AND FIFTY-THIRD STREETS, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 30 working days, as provided in the contract.

The amount of security required is Two Thousand Dollars.

The proposal to be submitted must include the entire work on all schools and award will be made thereon.

No. 11 FOR FURNISHING AND DELIVERING 100 SIGN BOXES WITH CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS; ALSO 100 EXTRA CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS.

The amount of security required will be Two Thousand Dollars.

The time for the delivery of the articles and performance of the contract is to be on or before December 31, 1909.

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or herein annexed, by which the bids will be tested. The entire work on all schools and award will be made thereon.

No. 12 FOR FURNISHING AND DELIVERING 100 SIGN BOXES WITH CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS; ALSO 100 EXTRA CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS.

The amount of security required will be Two Thousand Dollars.

The time for the delivery of the articles and performance of the contract is to be on or before December 31, 1909.

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or herein annexed, by which the bids will be tested. The entire work on all schools and award will be made thereon.

No. 13 FOR FURNISHING AND DELIVERING 100 SIGN BOXES WITH CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS; ALSO 100 EXTRA CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS.

The amount of security required will be Two Thousand Dollars.

The time for the delivery of the articles and performance of the contract is to be on or before December 31, 1909.

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or herein annexed, by which the bids will be tested. The entire work on all schools and award will be made thereon.

No. 14 FOR FURNISHING AND DELIVERING 100 SIGN BOXES WITH CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS; ALSO 100 EXTRA CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS.

The amount of security required will be Two Thousand Dollars.

The time for the delivery of the articles and performance of the contract is to be on or before December 31, 1909.

The bidder will state the price of each item or article contained in the specifications or schedule herein contained or herein annexed, by which the bids will be tested. The entire work on all schools and award will be made thereon.

No. 15 FOR FURNISHING AND DELIVERING 100 SIGN BOXES WITH CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS AND NUTS; ALSO 100 EXTRA CLAMPS AND SIDE SCREWS AND TWO-INCH BOLTS

The following is a description of the real estate to be acquired, together with a reference to the date and place of filing the map:

All those certain pieces or parcels of real estate situated in the Towns of Olive and Hurley, County of Ulster and State of New York, shown on a map entitled "Reservoir Department, Section No. 13, Board of Water Supply of The City of New York," Map of real estate situated in the Towns of Olive and Hurley, County of Ulster and State of New York, to be acquired by The City of New York, under the provisions of chapter 324 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances, from the vicinity of Olive to the vicinity of Glenford," which map was filed in an office of the County Clerk of the County

Beginning at the northwest corner of Parcel No. 653, in the centre of the Ulster and Delaware plank road, said point being also the southwest corner of Parcel No. 653, and running thence along the westerly line of said Parcel No. 653, north 40 degrees 21 minutes west 88.2 feet, and north 37 degrees 36 minutes west 1,251.1 feet to the northwest corner of said parcel; thence along the northerly lines of same and Parcels Nos. 652, 647, 646 and 642, and partly along the westerly line of Parcel No. 640, north 03 degrees 3 minutes east 1,912.1 feet, on a curve of 1,667 feet radius to the left, 584.2 feet, crossing a road leading from Olive and Ashton and north 42 degrees 58 minutes 10 seconds east 1,083.1 feet to the most westerly point of Parcel No. 641, in the line between the Towns of Olive and Hurley; thence partly along the westerly lines of said Parcel No. 641 and of Parcels Nos. 636 and 634, along the northerly line of Parcel No. 631, partly along the westerly line of Parcel No. 625, and along the westerly and northerly lines of Parcel No. 626, the following courses, distances and curves: North 42 degrees 58 minutes 10 seconds east 701.8 feet, on a curve of 9,633 feet radius to the right, 401.2 feet, north 45 degrees 21 minutes 20 seconds east 686.7 feet, on a curve of 2,133 feet radius to the right, 478.7 feet, north 58 degrees 12 minutes 30 seconds east 753.3 feet, on a curve of 1,067 feet radius to the left, 484.3 feet, north 32 degrees 12 minutes 30 seconds west 496.9 feet, on a curve of 533 feet radius to the right, 724.7 feet, on a curve of 556.8 feet radius to the left, 498.3 feet and north 59 degrees 3 minutes 20 seconds east 179.9 feet, said lines running partly along the easterly shore line of Seneca Lake and crossing a road leading from Glenfion to Glenford, to the most easterly point of said Parcel No. 636, in the northerly line of before mentioned Parcel No. 635; thence partly along said northerly line, along the northerly lines of Parcels Nos. 624, 623 and 625, and partly along the westerly and along the northerly lines of Parcel No. 615, the following courses, distances and curves: North 39 degrees 3 minutes 20 seconds east 114.5 feet, on a curve of 381.0 feet radius to the right, 454 feet, on a curve of 367 feet radius to the left, 475.2 feet, north 33 degrees 1 minute east 666.7 feet, on a curve of 3,567 feet radius to the left, 393.6 feet, north 48 degrees 36 minutes 40 seconds east 1,040.7 feet, on a curve of 967 feet radius to the left, 284.3 feet, north 22 degrees 2 minutes 19 seconds east 836.4 feet, on a curve of 574.7 feet radius to the left, 184.6 feet, north 19 degrees 26 minutes east 527 feet, on a curve of 1,000 feet radius to the right, 697.2 feet and north 43 degrees 43 minutes east 246.6 feet to the northeast corner of said Parcel No. 615; thence along the easterly line of said parcel, north 29 degrees 36 minutes east 2,833 feet, crossing a road leading from Glenford to Ashton, north 30 degrees 45 minutes east 976.1 feet and north 29 degrees 20 minutes east 2,354.2 feet to the southeast corner of said parcel; thence partly along the southerly line of same, south 76 degrees 55 minutes west 105.5 feet to the southeast corner of Parcel No. 613; thence along the southerly line of said parcel, south 34 degrees 28 minutes east 446.2 feet and south 30 degrees 44 minutes east 1,029 feet, crossing a road, to the southeast corner of said parcel and Delaware Railroad Company; thence along said property line and the southerly lines of said parcel and Parcels Nos. 612, 611, 610, 609 and 608, south 55 degrees 19 minutes west 1,000 feet, along the southerly line of a road leading from Ashton and crossing same, south 55 degrees 19 minutes west 795.5 feet, on a curve of 1,222 feet radius to the right, 1,049.5 feet, and north 76 degrees 55 minutes west 2,356.6 feet to the southwest corner of said Parcel No. 608; thence along the westerly line of said parcel, south 29 degrees 29 minutes west 1,560.4 feet to the southeast corner of Parcel No. 627; thence along the southerly line of said parcel, south 68 degrees 20 minutes west 1,412.1 feet, crossing Beaver Kill, to the southwest corner of said parcel; thence partly along the westerly line of said parcel, north 24 degrees 20 minutes west 1,961.7 feet to the southeast corner of Parcel No. 628; thence along the southerly line of said parcel, south 48 degrees 10 minutes west 956.7 feet to the southwest corner of same, in the westerly line of Parcel No. 629; thence partly along said line, south 28 degrees 1 minute east 150.7 feet to the southeast corner of said parcel; thence partly along the southerly line of same, south 46 degrees 20 minutes west 224 feet and north 44 degrees 3 minutes west 46.2 feet to the most easterly point of Parcel No. 630; thence partly along the easterly lines of said parcel and Parcel No. 637, north 42 degrees 3 minutes west 199 feet, north 64 degrees 8 minutes west 88 feet and north 29 degrees 8 minutes west 363.2 feet to the most southerly point of said Parcel No. 657, in the centre of a road leading from Ashton to Seneca Lake, thence along the centre line of said road and the westerly line of said parcel, north 35 degrees 18 minutes west 120.3 feet, north 3 degrees 56 minutes east 181 feet and north 16 degrees 52 minutes west 154.1 feet to the point of intersection of the said centre line with the centre line of a road leading from Glenford to Olive, at the most easterly point of Parcel No. 632; thence partly along the easterly and southerly line of said Parcel No. 632, partly along the easterly line of before mentioned Parcel No. 634, partly along the easterly line of Parcel No. 635, partly along the easterly line of before mentioned Parcel No. 636 and along the centre line of said road leading from Olive to Glenford, the following courses and distances: South 43 degrees 36 minutes west 239.6 feet, south 49 degrees 18 minutes west 173.4 feet, south 40 degrees 10 minutes west 126.8 feet, south 54 degrees 14 minutes west 456.1 feet, south 43 degrees 33 minutes west 327.9 feet, south 51 degrees 36 minutes west 102.9 feet, south 35 degrees 37 minutes west 123.3 feet, south 43 degrees 36 minutes west 202.9 feet, south 11 degrees 18 minutes west 121.5 feet, south 7 degrees 58 minutes west 17.5 feet, south 21 degrees 2 minutes west 85.3 feet, south 30 degrees 44 minutes west 102.3 feet and north 42 degrees 44 minutes west 14.4 feet, thence continuing along the easterly line of Parcel No. 636, north 44 degrees 43 minutes west 126.7 feet to the most southerly point of said parcel, in the easterly line of Parcel No. 637; thence partly along said line, north 23 degrees 4 minutes east 123 feet to the southeast corner of said parcel, in the centre of the before mentioned road; thence along said easterly line and the southerly line of said parcel, south 50 degrees 36 minutes west 117.5 feet to a point in the southerly line of the before mentioned Ulster and Delaware Plank Road; thence along said southerly line and continuing along the southerly line of Parcel No. 637, south 90 degrees 10 minutes west 23.8 feet to the southwest corner of said parcel, in the before mentioned line between the Towns of Hurley and Olive; thence along said town line and north, along the westerly line of said parcel, north 22 degrees 42 minutes west 20 feet to the southeast corner of Parcel No. 638, in the centre of said plank road; thence along the centre line of said plank road, along the southerly line of said Parcel No. 638,

said southerly line, north 76 degrees 54
 minutes west 90 feet and north 66 degrees 31
 minutes west 292.5 feet to the southwest corner
 same; thence along the westerly line of said
 parcel, north 35 degrees 22 minutes east 435.6
 feet, north 62 degrees 13 minutes east 58.8 feet
 and north 19 degrees 42 minutes east 357.1 feet
 to the northwest corner of said parcel; thence along
 a northerly line of said parcel, along the north-
 easterly and easterly lines of Parcel Nos. 396 and
 412 and along the easterly line of Parcel No. 604,
 the following courses, distances and curves:
 south 59 degrees 21 minutes east 795.3 feet, on
 a curve of 767 feet radius to the left 383 feet,
 south 88 degrees 6 minutes 40 seconds east 311.9
 feet, on a curve of 498 feet radius to the right
 33.8 feet, south 11 degrees 44 minutes 20
 seconds east 302.2 feet, on a curve of 267 feet
 radius to the left 353.9 feet, south 88 degrees 9
 minutes east 140.5 feet, south 16 degrees 39
 minutes east 100 feet, south 16 degrees 39

for the Third Judicial District, at the City Hall, in the City of Albany, Albany County, N. Y., on the 13th day of February, 1909, at 10 o'clock in the forenoon of that day or as soon thereafter as Counsel can be heard. The effect of such application is to obtain an order from the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and at least one of

as Commissioners of Appraisal under said act and discharge all the duties conferred by said act and the acts amendatory thereof and supplemental thereto, and for the approval by the Court of the highway system shown on said map and hereinafter more particularly described.

The real estate sought to be taken or affected is situated in the Towns of Olive, Marlborough, Hurley, Woodstock and Kingston, County of Ulster and State of New York.

The following is a description of the real estate to be acquired in fee, together with a reference to the date and place of filing the map, such real estate being existing highways which are to be closed.

All the highways which lie within the area of real estate heretofore acquired, or to be acquired, by The City of New York for the construction of the Ashokan Reservoir, shown on a map of Highway Section, Reservoir Department, filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 7th day of July, 1908, which said map is entitled "Reservoir Department, Highway Section, Board of Water Supply of The City of New York. Map of real estate to be acquired and real estate to be substituted therefor, situated in the Towns of Olive, Marlborough, Hurley, Woodstock and Kingston, County of Ulster and State of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances," which said highways are numbered from 1 to 70, consecutively, both inclusive, said numbers being contained within the heavy single lined circles, and are described as follows:

Town of Olive.

1. Tongore Road—From a point 800 feet north of the Tongore M. E. Church to its junction with Shokan Avenue, in the Village of West Shokan; length 3.61 miles.

2. Question Hook Road—From the Tongore road to the Samsonville road; length 0.74 mile.

3. Samsonville Road—From Olive City to the corner near the residence of Marshall Hultner; length 1.18 miles.

4. Turner Road—From its junction with the Tongore road to the line of the substituted new highway, hereinafter described; length 0.52 mile.

5. Mountain Road—From its junction with the Tongore road to the line of the substituted new highway, hereinafter described; length 0.30 mile.

6. Bridal Veil Road—From its junction with the Tongore road, near Buceabone Brook, to the line of the substituted new highway, hereinafter described, near the residence of George Worden; length 0.87 mile.

7. McMillan Road—From its junction with the Bridal Veil road to the line of the substituted new highway, hereinafter described; length 0.45 mile.

8. Cross Road—Between Tongore road and Bridal Veil road, from its junction with the Tongore road, near Brookfield's Bridge, to its junction with the Bridal Veil road; length 0.12 mile.

9. Bushkill Road—From its junction with the Tongore road and Shokan Avenue, in the Village of West Shokan, to the line of the substituted new highway, hereinafter described; length 0.83 mile.

10. High Point Road—From its junction with the Bushkill road, near the Baptist Church, to the line of the substituted new highway, hereinafter described; length 0.60 mile.

11. Hensley Road—From its junction with the High Point road to the line of the substituted new highway, hereinafter described; length 0.15 mile.

12. Shokan Avenue—From its junction with the Tongore road and the Bushkill road, in the Village of West Shokan, to its junction with the State road at the easterly end of the Shokan Bridge; length 0.76 mile.

13. Creek Road—From its junction with Shokan Avenue, near the westerly end of the Shokan Bridge, to its junction with the Tongore road, near the Evergreen Cemetery; length 0.60 mile.

14. Old Road to Shokan—From its junction with the Creek road, near the Shokan Bridge, to its junction with the Tongore road, near the residence of W. B. Knott; length 0.57 mile.

15. West Shokan to Boreville—From its junction with Shokan Avenue, near the railroad station, to the line of the substituted new highway, hereinafter described, near the residence of Levi Bell; length 3 miles.

16. A Road—From its junction with Shokan Avenue, near the westerly end of the Shokan Bridge, to its junction with the West Shokan to Boreville road, near the Bushkill Bridge; length 0.67 mile.

17. A Road—From its junction with the Bushkill road, near the residence of Merrill Crispell, to its junction with the West Shokan to Boreville road, near the Bushkill Bridge; length 0.34 mile.

18. Wank or Burger Road—From its junction with the West Shokan to Boreville road to the line of the substituted new highway, hereinafter described; length 0.95 mile.

19. Traver Hollow Road—From its junction with the West Shokan to Boreville road to the line of the substituted new highway, hereinafter described; length 0.13 mile.

20. Coons Road—From its junction with the Tongore road at Olive City to the Ulster and Delaware Railroad at Browns Station; length 1.75 miles.

21. Pulp Mill Road—From the Ulster and Delaware Railroad at Browns Station to a point near Browns Bridge, across the Beaverkill; length 0.10 mile.

22. Browns Station to Shokan Road—From the Ulster and Delaware Railroad at Browns Station to the State road at Shokan; length 2.90 miles.

23. Palen Road—From its junction with the Coons road, near the Winchell Cemetery, to its junction with the Browns Station to Shokan road, near the residence of Marshall Winn; length 0.57 mile.

24. State Road—From the easterly end of the Shokan Bridge to the westerly line of property owned by Charles McDonald; length 1.04 miles.

25. Dugway Road—From the easterly end of the Shokan Bridge to the line of the substituted new highway, hereinafter described, to a point 850 feet southerly from the residence of John McKelvey; length 3.04 miles.

26. Cross Road—From the Boreville Post Office to the Shandaken Road—From the Boreville post office to a point 75 feet westerly from the Patchen Brook; length 0.57 mile.

27. Shandaken Road—From the State road at Shokan to the line of the substituted new highway, hereinafter described, at a point 350 feet southerly from the house of Joseph Dewitt; length 1.04 miles.

28. Rainey Road—From its junction with the Browns Station to Shokan road, near the residence of Oliver Davis, to the line between lands now or formerly of John Windrum and Benjamin Van Stenburgh; length 1.32 miles.

29. Glenford Road—From its junction with the Browns Station to Shokan road, near the residence of William Anselme to its junction with the Rainey road; length 1.42 miles.

30. Browns Station to Ashton Road—From Browns Station to the State road, between Olive and Ashton; length 2.65 miles.

31. State Road—From a point 1,200 feet westerly from the Four Corners at Olive to the line between the towns of Olive and Hurley; length 1.37 miles.

32. A Cross Road—From its junction with the State road, near the residence of R. Goldberg, to

the line of the substituted new highway, hereinafter described; length 0.40 mile.

33. A Cross Road—From its junction with the Browns Station to Ashton road, near the sawmill, to the line of the substituted new highway, hereinafter described; length 0.84 mile.

34. A Road—From its junction with the cross road in front of the residence of John Gallagher to its junction with the cross road leading to the Baptist Church; length 0.87 mile.

35. Green Hill Road—From its junction with the Browns Station to Ashton road, near the residence of Uriah Wood, to the junction with the Green road, near the residence of George Green; length 0.60 mile.

36. Beaverkill Road—From its junction with the Pulp Mill road, near the school house at Browns Station, to the line between the towns of Olive and Hurley; length 1.01 mile.

37. Browns Station to Stone Church Road—From its junction with the Beaverkill road, near the Beaverkill Bridge, to the line between the towns of Olive and Marlborough; length 0.85 mile.

38. Manor Road—From its junction with the Browns Station to Stone Church road, near the residence of Mrs. Leonard, to the line between the towns of Olive and Marlborough; length 0.66 mile.

Total length of roads above described in the town of Olive: 40.48 miles.

Town of Marlborough.

39. Manor Road—From the line between the towns of Olive and Marlborough to the line between the towns of Marlborough and Hurley; length 0.13 mile.

40. Browns Station to Stone Church Road—From the line between the towns of Olive and Marlborough to its junction with the Marlborough road, near the residence of Spencer Jones; length 1.42 miles.

41. Lappa Road—From its junction with the Browns Station to Stone Church road, near the bridge over the Crockett, to the line of the substituted new highway, hereinafter described; length 0.15 mile.

42. Marlborough Road—From its junction with the Lappa road, near the school house, to the line of the substituted new highway, hereinafter described; length 0.76 mile.

43. Pulp Mill Road—From its junction with the Browns Station to Stone Church road to the line between the L. P. Miller property and property owned by New York City; length 0.10 mile.

44. Hogan Road—From its junction with the Browns Station to Stone Church road to the line between the towns of Marlborough and Hurley; length 0.93 mile.

Total length of roads above described in the town of Marlborough: 3.31 miles.

Town of Hurley.

45. Plank Road—From the line between the towns of Olive and Hurley, at Ashton, to the line between the properties of Tappert Brothers and Andrew Mulligan, near West Hurley; length 4.59 miles.

46. Beaverkill Road—From the line between the towns of Olive and Hurley to the Plank road; length 2.53 miles.

47. Manor Road—From the line between the towns of Marlborough and Hurley to the Beaverkill road, near the residence of William Urban; length 0.10 mile.

48. Hogan Road—From the line between the towns of Marlborough and Hurley to the Beaverkill road, near the residence of Fred Hales, Sr.; length 1 mile.

49. Cross Road—From its junction with the Beaverkill road, near the school house, District No. 2, to the line of the substituted new highway, hereinafter described; length 0.23 mile.

50. Quarry Road—From its junction with the Plank road, near the Goodwin quarry, to the line of the substituted new highway, hereinafter described; length 0.62 mile.

51. Marlborough Road—From its junction with the Plank road, near the school house, District No. 6, to the line of the substituted new highway, hereinafter described; length 0.65 mile.

52. New Road—From its junction with the Plank road, in the village of West Hurley, to the line of the substituted new highway, hereinafter described; length 0.70 mile.

53. Huny Street—From its junction with the Plank road to its junction with the new road; length 0.22 mile.

54. Sandhill Road—From the Plank road at Carey's Corners to the line of the substituted new highway, hereinafter described; length 0.69 mile.

55. Morgan Hill Road—From its junction with the Plank road, in the village of West Hurley, to the line of the substituted new highway, hereinafter described, near the house of William Young; length 0.62 mile.

56. Glenford Road—From its junction with the Plank road, near the school house at Ashton, to its junction with the Plank road at Carey's Corners; length 3.50 miles.

57. Vandale Road—From its junction with the Plank road to a point 150 feet southerly from where said road crosses the line between the towns of Hurley and Kingston; length 0.60 mile.

58. Cross Road to Vandale—From its junction with the Glenford road to its junction with the Vandale road, 250 feet southerly from where said road crosses the line between the towns of Hurley and Kingston; length 0.30 mile.

59. Van Stenburgh Road—From its junction with the Glenford road, near the residence of Charles Van Stenburgh, to the line between the towns of Hurley and Woodstock; length 0.62 mile.

60. Quarry Street—All of Quarry street, in the village of West Hurley; length 0.09 mile.

61. Railroad Avenue—From its junction with the Plank road, in the village of West Hurley, to its junction with the Glenford road, near the residence of Charles Van Stenburgh; length 0.76 mile.

62. Woodstock Road—From its junction with the Glenford road, near the residence of Henry Boser, to the line of the substituted new highway, hereinafter described, near the residence of Nathan Wolven; length 0.47 mile.

63. Sawkill Road—From its junction with the Woodstock road, near the school house, District No. 3, to the line of the substituted new highway, hereinafter described; length 0.29 mile.

64. Cross Road—From its junction with the Glenford road, near the residence of Ira Sax, to the Plank road, near the Goodwin quarry; length 1.16 miles.

65. Glenford to Woodstock Road—From its junction with the Glenford road to the line of the substituted new highway, hereinafter described; length 0.38 mile.

66. Glenford to Vanhook Road—From its junction with the Glenford road, near the Glenford post office, to the line of the substituted new highway, hereinafter described; length 0.16 mile.

67. Glenford to Woodstock Mountain Road—From its junction with the Glenford road, near the M. E. Church, to the line of the substituted new highway, hereinafter described; length 0.15 mile.

68. Temple Pond Road—From its junction with the Plank road, near the Ashton post office, to the line of the substituted new highway, near the outlet of Temple Pond; length 1.16 miles.

69. Cross Road—From its junction with the Glenford road, near the residence of Sherman Ballard, to its junction with the Temple Pond road; length 0.47 mile.

Total length of roads above described in the town of Hurley: 23.83 miles.

Town of Woodstock.

70. Van Stenburgh Road—From the line between the towns of Hurley and Woodstock to the line between the Matthew Williams property and property owned or to be acquired by New York City; length 0.13 mile.

Total length of roads above described in town of Woodstock: 0.13 mile.

The following is a description shown on said map as it is proposed to substitute in place of the real estate now used for such highway purposes. The public to have the perpetual use of such real estate so substituted for highway purposes:

DESCRIPTION OF STRIPS OF REAL ESTATE, SHOWN ON MAP OF HIGHWAY SECTION, RESERVOIR DEPARTMENT, WHICH ARE TO BE SUBSTITUTED FOR THE USE OF THE PUBLIC FOR HIGHWAY PURPOSES TO TAKE THE PLACE OF SUCH PUBLIC HIGHWAYS, SHOWN ON SAID MAP, AS ARE TO BE DISCONTINUED.

All those certain strips, pieces or parcels of real estate, sixty-six feet wide, shown on a map of Highway Section, Reservoir Department, filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 7th day of July, 1908, which said map is entitled "Reservoir Department, Highway Section, Board of Water Supply of The City of New York. Map of real estate to be acquired and real estate to be substituted therefor, situated in the Towns of Olive, Marlborough, Hurley, Woodstock and Kingston, County of Ulster and State of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances, which said strips are numbered from 1 to 23 consecutively, both inclusive, said numbers being contained within the large double circles, are to be acquired in fee and are described as follows:

1. Substituted New Highway, Town of Olive.

Beginning at an angle in the Samsonville road opposite the residence of Marshall Hultner, and running thence (1) north 42 degrees 01 minutes west 479.8 feet; (2) thence in a curve of 100 feet radius to the right 100 feet; (3) thence in a curve of 100 feet radius to the left 100 feet; (4) thence in a curve of 100 feet radius to the right 100 feet; (5) thence in a curve of 100 feet radius to the left 100 feet; (6) thence in a curve of 100 feet radius to the right 100 feet; (7) thence in a curve of 100 feet radius to the left 100 feet; (8) thence in a curve of 100 feet radius to the right 100 feet; (9) thence in a curve of 100 feet radius to the left 100 feet; (10) thence in a curve of 100 feet radius to the right 100 feet; (11) thence in a curve of 100 feet radius to the left 100 feet; (12) thence in a curve of 100 feet radius to the right 100 feet; (13) thence in a curve of 100 feet radius to the left 100 feet; (14) thence in a curve of 100 feet radius to the right 100 feet; (15) thence in a curve of 100 feet radius to the left 100 feet; 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seconds east 1,161.4 feet and on a curve of 103 feet radius to the right, 85 feet to the northerly boundary of the proposed relocation of the Ulster and Delaware Railroad; thence along said northerly line, on a curve of 2,624.9 feet radius to the right, 70 feet; thence parallel to and 66 feet from the above-described line, for its whole length, to a point in the line between the Towns of Olive and Hurley; thence along said town line, north 33 degrees 34 minutes west 61.4 feet to the point or place of beginning; length, 5.10 miles.

Also the right of crossing over the relocation of the Ulster and Delaware Railroad from the end of Parcel No. 4 of the substituted new highway to the beginning of Parcel No. 3.

5. Substituted New Highway, Town of Hurley.

Beginning at a point in the southerly boundary line of the proposed relocation of the Ulster and Delaware Railroad, at the end of a course, south 10 degrees 22 minutes west 50 feet from length 70 feet on a curve having a radius of 2,624.9 feet in the description of Parcel No. 4 of the Substituted New Highway, as previously described, and running thence along said southerly boundary line (1) on a curve of 2,904.9 feet radius to the left, 224 feet; (2) thence south 88 degrees 45 minutes east 22.5 feet; (3) thence south 1 degree 15 minutes west 27.2 feet to the center of the Substituted New Highway; thence continuing on the same course, south 1 degree 15 minutes west 35 feet; thence north 88 degrees 45 minutes west 110 feet; thence on a curve of 14 feet radius to the right, 133 feet to a point in the before-mentioned southerly boundary line of the proposed relocation of the Ulster and Delaware Railroad; thence on a curve of 2,904.9 feet radius to the left, 22 feet to the point or place of beginning; length, .08 mile.

6. Substituted New Highway, Town of Hurley.

Beginning at the end of Course No. 4 in the description of Parcel No. 3 of the Substituted New Highway, and running thence south 89 degrees 44 minutes 44 seconds east 320 feet, being a right of highway over a portion of the Woodstock Dike along the above-described line; length, .17 mile.

7. Substituted New Highway, Town of Hurley.

Beginning at the easterly end of Parcel No. 6 of the Substituted New Highway, and running thence north 1 degree 15 minutes east 17.5 feet to a point in the southerly boundary line of the proposed relocation of the Ulster and Delaware Railroad; thence along said southerly boundary line, south 88 degrees 45 minutes 44 seconds east 396.7 feet; south 62 degrees 30 minutes west 111.7 feet; and south 62 degrees 41 minutes east 110 feet; thence south 38 degrees 38 minutes 10 seconds east 381.1 feet to a point in the line between the Towns of Hurley and Woodstock; thence along said town line, south 9 degrees 7 minutes east 24.1 feet; thence north 20 degrees 55 minutes 18 seconds west 416.5 feet; thence on a curve of 467 feet radius to the left, 524.2 feet; thence south 88 degrees 45 minutes west 42.5 feet; thence north 1 degree 15 minutes east 35 feet to the point or place of beginning; length, .34 mile.

8. Substituted New Highway, Town of Woodstock.

Beginning at a point in the line between the Towns of Hurley and Woodstock, situated in Parcel No. 7 of the description of the Substituted New Highway, and running thence south 20 degrees 55 minutes 18 seconds east 281.0 feet to a point in the line between the Towns of Woodstock and Kingston; thence along said line, south 83 degrees 2 minutes west 94.5 feet to a point in the line between the Towns of Hurley and Woodstock; thence along said town line, north 9 degrees 7 minutes west 214.3 feet to the point or place of beginning; length, .02 mile.

9. Substituted New Highway, Town of Kingston.

Beginning at a point in the line between the Towns of Woodstock and Kingston, and running thence south 20 degrees 55 minutes 18 seconds east 281.0 feet; thence on a curve of 332 feet radius to the right, 225 feet; thence south 14 degrees 10 minutes west 442.5 feet to a point in the line between the Towns of Kingston and Hurley; thence along said town line, north 6 degrees 33 minutes west 363.3 feet; thence north 14 degrees 10 minutes east 269.4 feet; thence on a curve of 467 feet radius to the left, 284.7 feet; thence north 20 degrees 55 minutes 18 seconds west 501.6 feet to a point in the line between the Towns of Kingston and Hurley; thence along said line, north 6 degrees 33 minutes west 63.9 feet to a point in the line between the Towns of Woodstock and Kingston; thence along said town line, south 65 degrees 5 minutes east 60.8 feet to the point or place of beginning; length, .25 mile.

10. Substituted New Highway, Town of Hurley.

Beginning at a point in the line between the Towns of Kingston and Hurley, and running thence south 14 degrees 10 minutes west 1,736 feet to and partly along the proposed exterior reservoir taking line, the following courses, distances and curves: (1) south 42 degrees 12 minutes west 869.7 feet; south 42 degrees 8 minutes west 341.5 feet; on a curve of 332 feet radius to the left, 151.4 feet; south 12 degrees 15 minutes west 437.2 feet; on a curve of 467 feet radius to the left, 184.7 feet; and south 4 degrees 45 minutes east 170 feet, crossing the Ulster and Delaware Railroad, to a point in the Ulster and Delaware Plank road; thence south 83 degrees 14 minutes west 66 feet; thence parallel to and 66 feet from the above-described line, for its whole length, to the before-mentioned line between the Towns of Kingston and Hurley; thence along said town line, south 6 degrees 33 minutes east 183.5 feet to the point or place of beginning; length, .70 mile.

11. Substituted New Highway, Town of Hurley.

Beginning at a point 33 feet from the center line of the Ulster and Delaware Plank road on the line between Tappan Brothers and Mulligan, about 400 feet southeasterly from where the Ulster and Delaware Railroad crosses the Ulster and Delaware Plank road, in the village of West Hurley, and running thence along the proposed exterior reservoir taking line, the following courses, distances and curves: North 36 degrees west 211.4 feet, on a curve of 467 feet radius to the left, 727.9 feet; south 34 degrees 5 minutes west 792.5 feet; south 93 degrees 21 minutes west 106.8 feet; on a curve of 621.6 feet radius to the left, 381.2 feet to the easterly side of the Shenckel road; thence along the easterly side of said road, the following courses and distances: South 13 degrees 30 minutes west 136.5 feet; south 27 degrees 5 minutes west 317.3 feet; south 21 degrees 16 minutes west 440.7 feet; and south 40 degrees 2 minutes west 349.7 feet; thence in and along the proposed exterior reservoir taking line, south 39 degrees 55 minutes 30 seconds west 1,675.8 feet; thence continuing along said proposed exterior reservoir taking line, the following courses, distances and curves: On a curve of 535 feet radius to the right, 628.6 feet; north 52 degrees 50 minutes west 424.1 feet; on a curve of 267 feet radius to the left, 326 feet; south 57 degrees 12 minutes west 229.2 feet; on a curve of 423 feet radius to the right, 299.8 feet; north 83 degrees 48 minutes west 1,000.2 feet; on a curve of 433 feet radius to the right, 232.6 feet; north 65 degrees 27 minutes west 234.2 feet; on a curve of 461.8 feet radius to the left, 351.7 feet; south 70 degrees 55 minutes west 200.8 feet; on a curve of 250 feet radius to the right, 406.3

feet, north 13 degrees 58 minutes west 118.9 feet, on a curve of 530 feet radius to the right, 207.1 feet; north 5 degrees 37 minutes east 366.2 feet; on a curve of 242.3 feet radius to the left, 303.7 feet; north 66 degrees 13 minutes west 355.8 feet; on a curve of 467 feet radius to the left, 200 feet; south 81 degrees 49 minutes west 580.9 feet; north 80 degrees 21 minutes west 1,236.5 feet; on a curve of 520.3 feet radius to the right, 358.5 feet; north 22 degrees 3 minutes west 312.4 feet; on a curve of 435.2 feet radius to the left, 154.5 feet; on a curve of 250 feet radius to the left, 522.6 feet; south 17 degrees 51 minutes west 1,036.5 feet; on a curve of 518.2 feet radius to the right, 411.5 feet; south 63 degrees 20 minutes west 274.2 feet; north 78 degrees 30 minutes west 110.9 feet; on a curve of 75 feet radius to the left, 90.2 feet; thence continuing along the exterior reservoir taking line on the lines of sections Nos. 6 and 3, the following courses, distances and curves: South 27 degrees 58 minutes west 357.4 feet; on a curve of 2,550 feet radius to the right, 535.7 feet; south 39 degrees 46 minutes west 236.6 feet; on a curve of 461.9 feet radius to the left, 152.5 feet; on a curve of 450 feet radius to the right, 396.8 feet; south 71 degrees 12 minutes west 354.3 feet; south 62 degrees 43 minutes west 474.8 feet; on a curve of 330 feet radius to the right, 412.1 feet; north 49 degrees 49 minutes west 112.3 feet; on a curve of 950 feet radius to the left, 386.2 feet; north 71 degrees 7 minutes west 149.7 feet; north 75 degrees 51 minutes west 198 feet; on a curve of 450 feet radius to the left, 240.3 feet; south 73 degrees 35 minutes west 128.5 feet; on a curve of 450 feet radius to the left, 329.4 feet; south 31 degrees 36 minutes west 450.2 feet; south 42 degrees 14 minutes west 325.5 feet; south 69 degrees 3 minutes west 362.2 feet; north 83 degrees 17 minutes west 154.4 feet; on a curve of 450 feet radius to the left, 264.2 feet; north 63 degrees 4 minutes 20 seconds west 414 feet; north 72 degrees west 453.4 feet; on a curve of 767 feet radius to the left, 268.7 feet; south 51 degrees 35 minutes west 773.5 feet; on a curve of 367 feet radius to the left, 301.4 feet; south 54 degrees 2 minutes west 921 feet; south 34 degrees 12 minutes west 503.6 feet; south 34 degrees 2 minutes west 210 feet; on a curve of 507 feet radius to the left, 111.1 feet; south 13 degrees 44 minutes west 782.6 feet; on a curve of 367 feet radius to the left, 290.8 feet; south 32 degrees 39 minutes east 107.5 feet; on a curve of 513 feet radius to the right, 245.4 feet; south 9 degrees 35 minutes west 438.8 feet; on a curve of 70 feet radius to the left, 451.3 feet; south 17 degrees 30 minutes east 259.8 feet to a point in the line between the Towns of Hurley and Marbletown; thence along the said town line, north 12 degrees 31 minutes west 113.1 feet to a point 60 feet from the above-described line; thence parallel to and 60 feet from the above-described line, for its whole length, north 66 degrees 66 feet to the said point or place of beginning; length, 2.48 miles.

12. Substituted New Highway, Town of Marbletown.

Beginning at a point in the line between the Towns of Hurley and Marbletown, which said point is described in Parcel No. 11 of the substituted new highway and is in the exterior reservoir taking line of Section No. 3, and running thence along said taking line, the following courses, distances and curves: (1) south 17 degrees 10 minutes east 52.6 feet; (2) on a curve of 413 feet radius to the right, 109.3 feet; (3) south 3 degrees 57 minutes east 952.4 feet; (4) on a curve of 357 feet radius to the left, 112.2 feet; (5) south 23 degrees 13 minutes east 225.1 feet and continuing partly along the said exterior reservoir taking line, south 26 degrees 09 minutes west 427.8 feet; (7) thence on a curve of 467 feet radius to the left, 194.5 feet; (8) south 12 degrees 17 minutes west 411.8 feet; and (9) south 57 degrees 45 minutes west 66 feet; thence parallel to and 66 feet from the above-described course to the end of course No. 6; thence north 50 degrees 39 minutes east 269.7 feet; thence on a curve of 217 feet radius to the left, 221.1 feet; thence north 22 degrees 18 minutes west 71.3 feet with opposite the end of course No. 4; thence parallel to and 66 feet from courses Nos. 4 to 1, inclusive, to a point in the line between the Towns of Hurley and Marbletown; thence along said town line, south 32 degrees 51 minutes east 173.1 feet to the point or place of beginning; length, 0.50 mile.

13. Substituted New Highway, Town of Marbletown.

Beginning at a point 16.5 feet from the center of the Marbletown road, where the exterior reservoir taking line of Section No. 3 intersects the same, and running thence along said exterior line, the following courses, distances and curves: (1) south 12 degrees 20 minutes west 895.6 feet; (2) on a curve of 272.3 feet radius to the left, 166.3 feet; (3) on a curve of 264.1 feet radius to the right, 208.2 feet; (4) on a curve of 305.5 feet radius to the left, 209 feet; (5) on a curve of 314.6 feet radius to the right, 259.1 feet; (6) south 27 degrees 45 minutes 20 seconds west 807.6 feet; (7) on a curve of 719.8 feet radius to the left, 218.1 feet; (8) on a curve of 1,173.4 feet radius to the right, 235.9 feet; (9) south 31 degrees 34 minutes west 413.7 feet; (10) on a curve of 928.1 feet radius to the right, 225.1 feet; and (11) south 33 degrees 49 minutes west 741.2 feet; thence north 54 degrees 11 minutes west 66 feet; thence parallel to and 66 feet from the above-described line until opposite the end of the first course; thence north 12 degrees 20 minutes east 819.1 feet to a point in the northerly line of the Marbletown road; thence north 34 degrees 03 minutes east 95.8 feet until opposite the place of beginning; thence south 25 degrees 37 minutes east 33 feet to the said point in place of beginning; length, 0.83 mile.

14. Substituted New Highway, Town of Hurley.

A strip of land 33 feet in width on each side of the following-described center line: Beginning at the end of the sixth course of Parcel No. 11, heretofore described, and running thence north 9 degrees 23 minutes west 658.3 feet to a point on the West Hurley Dike; from thence a right of highway on the West Hurley Dike along the following-described center line: On a curve of 300 feet radius to the right, 163.9 feet; north 25 degrees 45 minutes 50 seconds east 1,022.9 feet; north 4 degrees 32 minutes 10 seconds east 994.8 feet; on a curve of 650 feet radius to the right, 660 feet; from thence a strip of land 33 feet in width on each side of the following-described center line: On a curve of 650 feet radius to the right, 151.3 feet; south 66 degrees 57 minutes east 108.7 feet; on a curve of 309 feet radius to the left, 329.4 feet; north 30 degrees 8 minutes 20 seconds east 1,090 feet; and on a curve of 156 feet radius to the left, 91.5 feet to a point in the center line of Parcel No. 10 of the substituted new highway; length, 1 mile.

15. Substituted New Highway, Town of Marbletown.

A strip of land 33 feet in width on each side of the following-described center line: Beginning at a point north 35 degrees 49 minutes east 325 feet from the middle of course 13 Parcel No. 13, of the substituted new highway, as heretofore described, and running thence the following courses, distances and curves: North 84 degrees 4 minutes west 725.1 feet; on a curve of 200 feet radius to the left, 204 feet; south 17 degrees 20 minutes west 261.7 feet; on a curve of 68.8 feet radius to the right, 192.6 feet; north 17

degrees 59 minutes east 241.3 feet; north 49 minutes east 284.6 feet; north 23 degrees 27 minutes east 337.5 feet; north 5 degrees 30 minutes east 531.4 feet; north 10 degrees 4 minutes east 595.2 feet; north 23 degrees 33 minutes east 240.7 feet; on a curve of 100 feet radius to the left, 113.5 feet; north 44 degrees 16 minutes west 113.6 feet; on a curve of 100 feet radius to the right, 73.5 feet; north 2 degrees 10 minutes west 270 feet; north 26 degrees 3 minutes east 631.2 feet to a point in Parcel No. 17, heretofore described; length, 0.93 mile.

16. Substituted New Highway, Town of Olive.

A right of highway over the middle dike beginning at the junction of the dividing west, west and middle dikes, and running from thence the following courses, distances and curves: North 38 degrees 24 minutes 37 seconds east 178.2 feet; on a curve of 410.3 feet radius to the right, 269.4 feet; north 90 degrees east 1,344.4 feet; on a curve of 274.7 feet radius to the right, 198.2 feet; south 70 degrees 12 minutes 3 seconds east 3,397.5 feet; on a curve of 574.7 feet radius to the left, 198.2 feet; north 20 degrees east 2,504 feet; and on a curve of 200 feet radius to the right, 102 feet to the line between the Towns of Olive and Marbletown; length, 1.34 miles.

17. Substituted New Highway, Town of Marbletown.

A strip of land 33 feet in width on each side of the following-described center line: Beginning at a point in the line between the Towns of Olive and Marbletown, as described in Parcel No. 16 of the substituted new highway, and running from thence the following courses, distances and curves: On a curve of 200 feet radius to the right, 169.7 feet; south 12 degrees 10 minutes east 432.4 feet; on a curve of 2,000 feet radius to the left, 193.2 feet; south 18 degrees 42 minutes east 698.5 feet; on a curve of 500 feet radius to the left, 344.2 feet; south 57 degrees east 2,459 feet; on a curve of 1,000 feet radius to the right, 186.9 feet; south 46 degrees 18 minutes east 495.7 feet; on a curve of 300 feet radius to the left, 407.6 feet; north 87 degrees east 444.2 feet; thence on a curve of 1,000 feet radius to the left, 338.6 feet; a strip of land running in width from 33 feet on each side at the beginning to 20 feet on the north side and 46 feet on the south side at the end of said curve, to a point 13 feet northerly from the center line of the proposed highway; thence continuing, a strip of land 20 feet in width on the north and 46 feet on the south of the following-described line: North 67 degrees 26 minutes east 185.9 feet; on a curve of 382.3 feet radius to the right, 227.7 feet; on a curve of 120 feet radius to the left, 144.9 feet; north 32 degrees 30 minutes east 279.8 feet; thence on a curve of 500 feet radius to the left, 176.4 feet; a strip of land running in width from 20 feet on the north side and 46 feet on the south side at the beginning to 33 feet on each side at the end of said curve; thence continuing, a strip of land 33 feet in width on each side of the following-described center line: North 12 degrees 17 minutes east 240.2 feet to a point in the middle of course 9 of Parcel No. 12 of substituted new highway; length, 1 mile.

18. Substituted New Highway, Town of Olive.

A strip of land 33 feet in width on each side of the following-described center line: Beginning at a point in the center of Parcel No. 1, of the substituted new highway, opposite the end of course No. 1, and running from thence the following courses, distances and curves: (1) North 44 degrees 33 minutes 40 seconds east 2,066.4 feet; (2) on a curve of 500 feet radius to the right, 331.9 feet; (3) north 82 degrees 57 minutes 30 seconds east 1,092.9 feet; (4) on a curve of 1,000 feet radius to the right, 121.1 feet; (5) north 89 degrees 34 minutes east 442 feet; (6) on a curve of 359.3 feet radius to the right, 400.9 feet; (7) south 26 degrees 30 minutes east 802.9 feet; (8) on a curve of 287.9 feet radius to the left, 434.2 feet; north 66 degrees 40 minutes east 279.4 feet; on a curve of 200 feet radius to the right, 118.7 feet; south 73 degrees 17 minutes east 205.7 feet; on a curve of 300 feet radius to the left, 85.8 feet; north 84 degrees 22 minutes east 238.8 feet; on a curve of 313.5 feet radius to the right, 87.2 feet; south 31 degrees 23 minutes east 154.4 feet; on a curve of 360 feet radius to the left, 37.4 feet; south 64 degrees 3 minutes east 80.5 feet; and on a curve of 130 feet radius to the left, 45.1 feet to a point in the Tongore road about 850 feet northerly from the Tongore M. F. Church; length, 1.52 miles.

19. Substituted New Highway, Town of Olive.

A right of highway over the Olive Bridge dam, beginning at a point north 66 degrees 40 minutes east 10 feet from the end of course No. 8, in Parcel No. 18 of the substituted new highway, and running thence north 29 degrees 11 minutes 24 seconds east 4,787.6 feet; from thence a strip of land 33 feet in width on each side of the following-described center line; on a curve of 350 feet radius to the left, 176.2 feet; on a curve of 380 feet radius to the right, 831.6 feet; and on a curve of 173.7 feet radius to the left, 272.8 feet to the southerly end of the West dike; from thence a right of highway over the West dike along the following-described center line, north 38 degrees 24 minutes 37 seconds east 1,737.8 feet to the junction of the west, middle and dividing weir dikes; length, 1.48 miles.

20. Substituted New Highway, Town of Olive.

A strip of land 33 feet in width on each side of the following-described center line: Beginning at the end of the last course of Parcel No. 18 of the substituted new highway, and running from thence the following courses, distances and curves: (1) on a curve of 130 feet radius to the left, 34.6 feet; (2) north 58 degrees 30 minutes east 107.3 feet; (3) on a curve of 200 feet radius to the right, 86.3 feet; (4) north 83 degrees 18 minutes east 432.7 feet; (5) on a curve of 100 feet radius to the left, 207.8 feet; (6) north 35 degrees 47 minutes west 493.3 feet; (7) on a curve of 258 feet radius to the right, 379.5 feet; (8) south 82 degrees 53 minutes east 222.9 feet; (9) south 67 degrees 41 minutes east 171.8 feet; (10) north 82 degrees 8 minutes east 171.8 feet; (11) north 74 degrees 45 minutes east 193.4 feet; (12) on a curve of 300 feet radius to the right, 160 feet; (13) south 59 degrees 25 minutes east 481.8 feet; (14) south 72 degrees 23 minutes east 245.3 feet; (15) on a curve of 200 feet radius to the left, 256.3 feet; (16) north 30 degrees 15 minutes east 327.6 feet; (17) on a curve of 100 feet radius to the right, 102.7 feet; (18) north 89 degrees 2 minutes east 216.7 feet; (19) on a curve of 200 feet radius to the left, 316.4 feet; (20) north 1 degree 33 minutes west 164.8 feet; (21) on a curve of 500 feet radius to the left, 230.7 feet; (22) north 28 degrees 1 minute west 67 feet; (23) on a curve of 108.3 feet radius to the left, 104.3 feet; (24) on a curve of 123 feet radius to the right, 185.5 feet; (25) north 1 degree 54 minutes east 118.6 feet; (26) on a curve of 298.4 feet radius to the right, 140.4 feet; (27) on a curve of 250 feet radius to the left, 144.8 feet; (28) north 4 degrees 20 minutes west 964.9 feet; (29) on a curve of 300 feet radius to the right, 307.7 feet; (30) north 54 degrees 26 minutes east 1,005.7 feet; (31) north 36 degrees 58 minutes east 388.8 feet; (32) north 29 degrees 4 minutes east 240.2 feet; (33) north 32 degrees 10 minutes east 498.3 feet; south 65 degrees 39 minutes east 245.4 feet; south 47 degrees 48 minutes east 314.1 feet; north 35

degrees 47 minutes 30 seconds east 840.5 feet; on a curve of 66.6 feet radius to the right, 79 feet; south 76 degrees 14 minutes 40 seconds east 1,621 feet; south 53 degrees 32 minutes east 211.5 feet; north 88 degrees 28 minutes east 261.1 feet; south 74 degrees east 725.5 feet; on a curve of 300 feet radius to the right, 114.7 feet; south 52 degrees 5 minutes east 301.9 feet; and on a curve of 300 feet radius to the left, 241.1 feet to a point in the line between the Towns of Olive and Marbletown; length, 2.86 miles.

21. Substituted New Highway, Town of Marbletown.

A strip of land 33 feet in width on each side of the following-described center line: Beginning at a point on the line between the Towns of Olive and Marbletown, as described in Parcel No. 20 of the Substituted New Highway, and running from thence the following courses, distances and curves: North 83 degrees 46 minutes east 124.9 feet; on a curve of 300 feet radius to the right, 246.2 feet; south 49 degrees 12 minutes east 275 feet; south 72 degrees 30 minutes east 385.9 feet; south 83 degrees 18 minutes east 141.5 feet; and on a curve of 150 feet radius to the right, 68.8 feet to a point in Parcel No. 17 of the Substituted New Highway previously described; length, .24 mile.

22. Substituted New Highway, Town of Olive.

A right of highway over the Dividing West Dike beginning at the junction of the West, Middle and Dividing West Dikes, and running from thence the following courses, distances and curves: North 14 degrees 53 minutes 10 seconds west 525.5 feet; on a curve of 410.3 feet radius to the right, 249.8 feet; and due north 1,401.1 feet; from thence a strip of land 33 feet in width on each side of the following-described center line: One north 162 feet; on a curve of 300 feet radius to the right, 234.3 feet; north 38 degrees 19 minutes east 128.9 feet; on a curve of 300 feet radius to the left, 373.3 feet; north 4 degrees 27 minutes west 413.5 feet; on a curve of 600 feet radius to the right, 149.1 feet; north 2 degrees 47 minutes east 1,190.5 feet; on a curve of 400 feet radius to the left, 480.5 feet; north 29 degrees 32 minutes west 462.3 feet; on a curve of 600 feet radius to the left, 320.4 feet; north 60 degrees 9 minutes west 112.6 feet; on a curve of 600 feet radius to the right, 289.7 feet; north 39 degrees 24 minutes west 77.5 feet; on a curve of 500 feet to the right, 424.6 feet; north 9 degrees 15 minutes east 344.2 feet; on a curve of 600 feet radius to the left, 394.2 feet; and north 18 degrees 30 minutes west 381.7 feet to a point in the public highway leading to the State road; length, 1.57 miles.

23. Substituted New Highway, Town of Olive.

A strip of land 33 feet in width from the end of course 33 in Parcel No. 20 of the Substituted New Highway, in a northerly direction to the Middle dike, and a right of highway skirting the dike to the highway on the far of the same, as described in Parcel No. 16 of the Substituted New Highway; length, .41 mile.

In compliance with the requirements of section 35, chapter 724 of the Laws of 1905, as amended, The City of New York will construct highways and bridges on the above-described substituted real estate. Said highways and bridges shall be equal in every respect to those constructed by the State of New York in Ulster County.

Dated December 21, 1908.

FRANCIS KEY PENDELTON,
City Engineer.
Office and Residence Address, 1141 of Kennedy Avenue, at Chambers and Centre Streets, Borough of Manhattan, New York City.

12,011

THIRD JUDICIAL DISTRICT, ULSTER COUNTY.

ASHOKAN RESERVOIR.

SECTION No. 10, TOWN OF OLIVE.

NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRAISAL.

PUBLIC NOTICE IS HEREBY GIVEN

that it is the intention of the Corporation Counsel of The City of New York to make application in the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal, under chapter 724 of the Laws of 1905, as amended, and the acts relating thereto. Such application will be made to the Supreme Court at a Special Term thereof, to be held in and for the Third Judicial District at the City Hall, in the City of Albany, County of Albany, N. Y., on

SATURDAY, FEBRUARY 13, 1909,

at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York, and at least one of whom shall reside in the County of Ulster, to act as Commissioners of Appraisal under said act, and discharge all the duties conferred by said act and the acts amendatory thereof.

The following is a description of the real estate to be appraised, together with a reference to the date and place of filing the map:

All those certain pieces or parcels of real estate situated in the Town of Olive, County of Ulster and State of New York, shown on a map entitled "Reservoir Department, Section No. 10, Board of Water Supply of The City of New York. Map of real estate situated in the Town of Olive, County of Ulster and State of New York, to be acquired by The City of New York under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances, in the vicinity of West Ashokan and Boiceville, west of railroad," which map was filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 8th day of November, 1907, which parcels are bounded and described as follows:

Beginning at the most southerly point of Parcel No. 443, in the center of a road leading from Davis Corners to West Ashokan, in the westerly line of Parcel No. 438, and running thence partly along the westerly line of said Parcel No. 440, north 41 degrees 2 minutes west 389.8 feet; and on a curve of 767 feet radius to the left, 352 feet to the southeast corner of Parcel No. 441; thence along the southerly line of said parcel, on a curve of 267 feet radius to the left, 213.7 feet; north 59 degrees 38 minutes west 191.5 feet; and on a curve of 843 feet radius to the right, 308.4 feet, crossing a road leading to West Ashokan, to the southwest corner of Parcel No. 442; thence partly along the westerly line of said parcel, along the westerly line of Parcels Nos. 443 and 444, and partly along the westerly line of Parcel No. 441, the following courses, distances and distances: On a curve of 833 feet radius to the right, 313.9 feet; north 35 degrees 33 minutes 20 seconds west 617.3 feet; on a curve of 832 feet radius to the right, 450.1 feet; and north 4 degrees 36 minutes west 1,092 feet, crossing a road leading from West Ashokan to Peckanose Lodge in a point in the northerly line thereof; thence along said northerly road line, and continuing along the westerly line of Parcel No. 445, south

8 degrees 12 minutes east 284.3 feet, due east
18 feet, north 5 degrees 53 minutes west 185
feet, south 80 degrees 40 minutes east 164.2
feet, north 88 degrees 11 minutes east 173.2 feet,
south 86 degrees 37 minutes east 106.9 feet,
north 5 degrees 27 minutes west 208.4 feet,
crossing a brook, on a curve of 1,532.7 feet
radius to the right, 508.6 feet, and south 50
degrees 45 minutes east 219.9 feet to the south-
east corner of Parcel No. 1005; in the westerly
line of Palmer's land (leading to Bear Ridge
road); thence along said westerly line and along
the westerly line of said Parcel No. 1001 and
Parcel No. 1002, the following courses and
distances: North 7 degrees 37 minutes west 170.1
feet, north 2 degrees 2 minutes west 196.6 feet,
north 4 degrees 39 minutes west 338.3 feet,
north 5 degrees 33 minutes east 320.9 feet, north
6 degrees 3 minutes east 192.8 feet, north 6 de-
grees 21 minutes east 159.7 feet and north
6 degrees 25 minutes east 161.1 feet to the north-
west corner of said Parcel No. 1003; thence
along the northerly line of said parcel and
Parcel No. 1003, north 70 degrees 2 minutes
east 26.0 feet, crossing said lane, to a point
on the westerly line thereof, at the northeast
corner of said Parcel No. 1003; thence along the
westerly line of said parcel and along said eas-
ement line of Palmer's land, the following courses
and distances: South 6 degrees 36 minutes west
104.4 feet, north 5 degrees 7 minutes west 220.9
feet, north 4 degrees 21 minutes east 315.7 feet,
crossing another brook, and south 4 degrees east
10.4 feet, to the southeast corner of said parcel;
thence the northerly line of Parcel No. 1004; thence
partly along said line and the northerly line of
said Parcel No. 1005, south 30 degrees 45 minutes
east 3,386.2 feet, crossing another brook, to
the most easterly point of said Parcel No. 1009,
in the northerly line of Parcel No. 310 of real
estate Section No. 11 (the use of which section
is also) and the office of the Register of the
County of Washington, at White Plains, N. Y.,
on July 3, 1908, as Map No. 16101; thence
partly along said northerly parcel line and the
northerly line of said Parcel No. 1005, south
42 degrees 11 minutes east 333.3 feet, and
south 74 degrees 31 minutes west 50.9 feet to
the northwest corner of said Parcel No. 310;
thence continuing along said northerly line of
said Parcel No. 1005, and running nearly along
the westerly line of before mentioned Parcel
No. 1008, along the southerly and partly
along the westerly line of before men-
tioned Parcel No. 1000 and Parcel
No. 1006, along the southerly line of before
mentioned Parcel No. 1007, the following courses, distances
and bearings: North 28 degrees 41 minutes west 160.4
feet, south 38 degrees 45 minutes west 3,076 feet,
crossing before mentioned Palmyra line, north
38 degrees 47 minutes west 125 feet, north 38
degrees 45 minutes west 253.9 feet, on a curve
of 1,337.7 feet radius to the left, 503.3 feet, south
4 degrees 15 minutes west 899 feet, north 14
degrees 31 minutes west 122.3 feet, north 19 de-
grees 22 minutes west 244.8 feet, north 16 de-
grees 47 minutes west 70.5 feet, north 12 degrees
31 minutes west 126.7 feet, north 12 degrees 31
minutes west 89.7 feet, north 26 degrees 4 min-
utes west 119.4 feet, north 73 degrees 8 minutes
east 341.0 feet, on a curve of 300 feet radius to
the right, 1,174 feet, north 70 degrees 19 min-
utes west 274.7 feet, crossing another brook, on a
curve of 1,195 feet radius to the right, 242.4
feet, north 4 degrees 11 minutes east 122 feet,
north 38 degrees 49 minutes east 30 feet, north
10 degrees 11 minutes east 214 feet, north 45 de-
grees west 148 feet, north 6 degrees 21 minutes
east 75 feet, north 4 degrees west 50 feet and
north 31 degrees 31 minutes west 59.9 feet to the
southern point of said parcel in the south-
west line of before mentioned Parcel No. 997;
thence along the line of before mentioned Bear
Ridge road thence along said road line and
along the line of said parcel line, south 76 degrees
30 minutes east 4.5 feet, north 33 degrees 30
minutes west 94.1 feet and north 50 degrees 22
minutes west 80.1 feet, to the most westerly point
of said parcel; thence partly along the northerly
line thereof, north 31 degrees east 27.5 feet, re-
crossing said road, to a point in the northerly
line thereof, at the most northerly point of said
parcel; thence along said parcel line and along
before mentioned Parcel No. 997, the following courses
and distances: North 39 degrees 39 minutes
east 77.1 feet, south 30 degrees 31 minutes west
102.1 feet, on a curve of 291.3 feet radius to the
left, 118.6 feet, south 82 degrees 35 minutes
east 160.3 feet, north 23 degrees 22 minutes east
10.1 feet, north 31 degrees 34 minutes west 73
feet, on a curve of 165 feet radius to the left,
122 feet, north 16 degrees 5 minutes west 625.5
feet, north 6 degrees 15 minutes east 147.4 feet,
north 41 degrees 10 minutes west 20 feet, north
4 degrees 21 minutes east 140.3 feet and north
4 degrees 3 minutes west 555.7 feet to the
southeast corner of before mentioned Parcel No.
997; in the eastern line of before mentioned
Parcels; thence along the southerly line of
said parcel, north 44 degrees 3 minutes west 50
feet, crossing Broadway, to a point in the wes-
terly line thereof, or the southwest corner of said
parcel; thence partly along the westerly line of
said parcel, and along said road line, north 9
degrees 30 minutes west 54.5 feet and north 10
degrees 41 minutes west 92.4 feet to the most
easterly line of said parcel, partly along the
southerly and westerly lines of before mentioned
Parcel No. 997, partly along the westerly line of
said Parcel No. 996, and along the westerly line of
said Parcel No. 998 and the following courses and
distances: North 48 degrees 26 minutes west
117.7 feet, north 7 degrees 27 minutes west 230.9
feet, north 2 degrees 42 minutes west 107.2 feet,
north 4 degrees 21 minutes west 243.7 feet, south
38 degrees 45 minutes east 128.7 feet, north 11 de-
grees 27 minutes west 128.7 feet, north 84 degrees
30 minutes west 15.4 feet, north 1 degree 6 minutes
east 143.6 feet, north 31 minutes west 25.2 feet,
north 47 degrees 2 minutes west 164.5 feet and
north 21 degrees 12 minutes west 44.1 feet, re-
crossing Bedford road, to a point in the northerly
line thereof, at the northwest corner of said
Parcel No. 981; thence partly along the northerly
line of said parcel, and along said road line, north
38 degrees 35 minutes east 4.6 feet and north 52
degrees 36 minutes west about 25 feet to the
southeast corner of before mentioned Parcel No.
981; thence along the westerly line of said parcel,
partly along the southerly and westerly lines of
before mentioned Parcel No. 981, along the wes-
terly line of before mentioned Parcel No. 988,
partly along the southerly and partly along the northerly
lines of before mentioned Parcel No. 986, and
along the westerly line of before mentioned Parcel
No. 977, the following courses and distances:
North 31 degrees 17 minutes east 358.3 feet,
north 72 degrees 46 minutes east 12.1 feet, north
14 degrees 1 minute west 117.7 feet, north 14
degrees 31 minutes west 49.0 feet, north 14 de-
grees 18 minutes east 5.6 feet, north 31 degrees
1 minutes west 108.3 feet, south 58 degrees 47
minutes west 55 feet, north 31 degrees 13 minutes
east 44.1 feet, north 33 degrees 9 minutes west
1.8 feet, north 85 degrees 48 minutes east 67.9

