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THE CITY RECORD.

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GEORGE B. McCLELLAN, MAYOR.

JOHN J. DELANY, CORPORATION COUNSEL.

EDWARD M. GROUT, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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BOROUGH OF BROOKLYN.

REPORT OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN FOR WEEK ENDING JUNE 3, 1905.

COMMISSIONER OF PUBLIC WORKS.

Bureau of Public Buildings and Offices.

During the week ending June 3, 1905, twenty-five orders—fourteen for supplies and eleven for repairs—were issued by the Bureau of Public Buildings and Offices.

Bills aggregating \$347.86 were signed and forwarded to the Commissioner for transmission to the Department of Finance.

Bureau of Incumbrances and Permits.

Complaint Department—	
Bureau of Complaints.....	2
Mail	3
Office	7
Inspectors	14
Police Department	14
Total	40

Classification and Disposal:

Sidewalk signs found removed upon reinspection.....	8
Show case and storm doors.....	1
Boulder removed by Incumbrance Bureau.....	1
Trees and limbs removed by Incumbrance Bureau.....	16
Push carts and wagons found removed on reinspection.....	3
Miscellaneous removed by Incumbrance Bureau.....	12
Posts, stumps, removed by Incumbrance Bureau.....	2
Total	43

Inspectors' Department—	
Complaints made	14
Complaints settled	35
Slips settled	104

Permit Department—	
Permits passed:	
Builders	38
Cross walks	32
Vaults	1
Vault repairs	6
Cement walks	33
Flag walks	2
Driveways	4
Corporations, gas, electric, etc.....	91
Special permits	146
Total	353

Tap water pipes.....	107
Repair water connections.....	93
Sewer connections	93
Sewer connection repairs	25
Total	318

Cashier's Department—	
Moneys received:	
Repaving over water connections.....	\$559 00
Repaving over sewer connections.....	297 00

Inspection of work done by corporations.....	174 00
Vaults	25 70

\$1,055 70

June 5, 1905.

Bureau of Sewers.

	Number of.	Amount.	Appropriations.	Funds.
Moneys Received.				
For sewer permits		\$1,416 00		
Number of permits issued.....	154			
For new sewer connections.....	129			
For old sewer connections (repairs) ..	25			
Requisitions drawn on Comptroller..	4		\$1,964 00	\$34,437 12

Linear feet sewer built, 90-inch to				
166-inch	97			
Linear feet sewer built, 24-inch to				
90-inch	871			
Linear feet pipe sewer built.....	2,840			
Total number of feet sewer built....	3,808			
Number of manholes built.....	37			
Number of basins built.....	26			
Number of feet sewer repaired.....	15			
Number of basins repaired.....	8			
Linear feet of pipe sewers cleaned..	27,050			
Linear feet of sewers examined.....	97,010			
Number of basins cleaned.....	333			
Number of basins examined.....	1,003			
Complaints investigated.....	17			
Manhole heads and covers set.....	3			
Manhole covers put on.....	7			
Number of basin pans set.....	16			
Number gallons sewage pumped,				
Twenty-sixth Ward	65,957,760			
Number gallons sewage pumped,				
Thirty-first Ward	28,806,363			
Cubic feet sludge pumped, Twenty-				
sixth Ward	48,392			
Cubic feet sludge pumped, Thirty-				
first Ward	13,808			

Laboring Force Employed during the Week.

Sewer Repairing and Cleaning, Pay-rolls and Supplies—	
Foremen	8
Mechanics	2
Laborers	42
Horses and carts	19
Street Improvement Fund—	
Inspectors of Construction.....	33
Laborers	2
Twenty-sixth Ward Disposal Works—	
Laborers	11
Thirty-first Ward Disposal Works—	
Foremen	2
Laborers	13

Bureau of Highways.

Division of Street Repairs.

Force employed on repairs to street pavements:

Mechanics	40
Laborers	93
Horses and wagons	20
Horses and carts	28
Foremen	19
Teams	9

Work done by connection gangs:

Water and sewer connections repaired.....	203
Gas connections repaired.....	44
Dangerous holes repaired and made safe.....	82
Complaints received	70
Defects remedied	58

Work done by repair gangs:

Repaved by connection gangs, 1,148 square yards.	
Second avenue, between Ninth and Eleventh streets, 60 square yards cobble.	
Garnet street, between Smith and Court streets, 217 square yards.	
Snediker avenue, between Blake and Sutter, 194 square yards belgian.	
Tenth street, between Eighth and Ninth avenues, 427 square yards belgian.	
Linwood street, between Arlington and Ridgewood, 591 square yards.	
Wallabout street, between Broadway and Harrison avenue, 400 square yards granite.	
Euclid avenue and Atlantic avenue, 160 square yards.	
West street, between Java and Kent street, 35 square yards.	
Washington avenue and C street, 283 square yards.	
Greenpoint avenue, between Jewell and Provost, 877 square yards.	
175 feet drain pipe cleaned on East New York avenue and Rochester avenue.	
36 feet drain box made on East New York avenue and Rochester avenue.	
Washout on Eighth avenue, between Thirty-ninth and Forty-fourth streets, filled with 695 cubic feet filling.	
40,465 belgian and 2,500 granite blocks carted from yards to work.	
606.8 miles street sprinkled.	
Road machine and sweeper repaired at Sixty-seventh street yard.	
Carriage repaired and repainted at Sixty-seventh street yard.	
62 square yards cobble gutter repaired at Sixty-seventh street and Seventeenth avenue.	
Culvert at Kings highway and Flatbush avenue repaired.	4,392
Total number of square yards of pavement repaired.....	125
Linear feet of curbing reset.....	60
Linear feet of gutter reset.....	778
Square feet of bridging relaid.....	2,693
Square feet of flagging relaid.....	1,379
Square feet of cement walk repaired.....	

Force employed on macadam and unimproved roadways:

Foremen	8
Steam rollers	3
Mechanics	4
Laborers	61
Horses and wagons	8
Teams	13
Sprinklers	19
Horses and carts	25

Macadam roadway cleaned, linear feet	20,711
Dirt roadway repaired and cleaned, linear feet	23,400
Gutter cleaned, linear feet	77,992

Repairs made to macadam roadways:

West street, between Harway Avenue Bridge and Mermaid avenue, 1,549 square yards.

Sixty-seventh street, between New Utrecht and Sixteenth avenues, for macadam pavement, 289 cubic yards stone, 144 screen and 58 fill carted and spread.

OPERATIONS OF THE BUREAU OF BUILDINGS, BOROUGH OF BROOKLYN, FOR WEEK ENDING JUNE 3, 1905.

Plans filed for new buildings, brick (estimated cost, \$832,700)	96
Plans filed for new buildings, frame (estimated cost, \$275,800)	91
Plans filed for alterations (estimated cost, \$191,475)	69
Building slip permits issued (estimated cost, \$10,070)	93
Plumbing slip permits issued (estimated cost, \$5,400)	26
Bay window permits issued (estimated cost, \$14,545)	39
Unsafe cases filed	12
Violation cases filed	85
Fire-escape cases filed	1
Unsafe notices issued	12
Violation notices issued	85
Fire-escape notice issued	1
Complaints received	28

Operations of the Bureau of Buildings, Borough of Brooklyn, for Corresponding Week ending June 4, 1904.

Plans filed for new buildings, brick (estimated cost, \$426,695)	46
Plans filed for new buildings, frame (estimated cost, \$26,270)	28
Plans filed for alterations (estimated cost, \$45,945)	60

MARTIN W. LITTLETON,
President Borough of Brooklyn.

BOROUGH OF THE BRONX.

BUREAU OF BUILDINGS.

New York, June 7, 1905.

I herewith submit a report of the operations of the Bureau of Buildings, Borough of The Bronx, for the week ending June 3, 1905.

Plans filed for new buildings (estimated cost, \$837,950)	52
Plans filed for alterations (estimated cost, \$16,750)	10
Unsafe case filed	1
Violation cases filed	43
Unsafe notices issued	16
Violation notices issued	49
Complaints lodged with the Bureau	3
Number of pieces of iron and steel inspected	2,360

P. J. REVILLE,

Superintendent of Buildings, Borough of The Bronx.

John H. Hanan, Chief Clerk.

BOROUGH OF BROOKLYN.

Report of the President for the Year Ending December 31, 1904.

The City of New York,
Office of the President of the Borough of Brooklyn,
Brooklyn, April 19, 1905.

Hon. GEORGE B. McCLELLAN, Mayor, City of New York:

Dear Sir—I am directed by the President of the Borough to transmit to you herewith his annual report of the business and transactions of the Borough of Brooklyn for the year ending December 31, 1904.

Yours respectfully,

DENIS A. JUDGE, Private Secretary.

Office of the President of the Borough of Brooklyn.

Hon. GEORGE B. McCLELLAN, Mayor, The City of New York:

Dear Sir—In accordance with the provisions of section 383 of the Greater New York Charter I submit to you herewith the report of my office for the year 1904. For the details of the work of administration I must refer you to the careful and complete reports of the Commissioner of Public Works and the bureau chiefs attached hereto. These reports show that Brooklyn has no longer any reason to be ashamed of her street pavements. Within three years, the Commissioner of Public Works predicts, the old reproach of cobble roadways will have been wiped out entirely. In the solution of this paving problem, however, the borough has accentuated another problem which now looms large and threatening. In the time when all our pavement, or all but an inconsiderable fraction, was of rough cobble stones, the sewer system approximated adequacy, as it was sufficient for house drainage, and was not greatly overburdened by the surface flow. In those days of permeable pavement and gentle showers the falling water soaked into the soil to a very great extent. Our new pavement, however, whether asphalt, brick or concrete bedded granite, is absolutely water-tight and carries every single drop that falls to the catch basins and sewers. So it is that each mile of new pavement laid adds to the burden upon the sewer system. When it is realized that this work of paving has been prosecuted with tremendous energy in the last few years, and that nature has aggravated matters by sending us frequent torrential rainstorms, it will not be surprising to learn that the need of increased sewer capacity has raced far ahead of the City's construction work. It is not that the authorities have neglected the sewer question, but that the state of the public mind demanded an emphasis upon paving improvements, and that there was a not unnatural disposition on the part of public officers to win commendation by providing those improvements which are visible to the eye. I think that now the time has come to devote more attention to these subsurface improvements, which are after all more important in a great city than anything else. The relation between sewer accommodations and health is too obvious to escape attention and too intimate to be disregarded. So, while I favor a vigorous pursuit of the policy of properly paving our streets, I am convinced that unless we desire as a community to embrace discomfort and invite epidemic, and as a municipal corporation to waste our treasure in the settlement of unnecessary damage claims, we must at once begin to master our new problem. What has been done for the pavement must now be done for the sewers. The City's credit was pledged to remove the dangerous and unsightly cobble stones, and the City's credit should be pledged to remove and supplement the sewers we already have. It would be a false economy that would stint appropriations for this

purpose. Every thousand dollars expended in this direction will not only make for the comfort and health of our growing population, but will save the City five times as much in the settlement of damage claims.

Brooklyn's sewer problem always has been and must always remain difficult. A community spread over a territory of vast extent and irregular profile, with undulations that add alike to its beauty and drainage difficulties, with tide level valleys miles distant from river and sea, presents a perplexing proposition to the Sanitary Engineer. There are so-called "pockets" in Brooklyn with so slight an elevation that there is hardly any gradient in the sewers that lead from them to the distant points at which sewage must be discharged. So slight is the pitch that the rising tide locks the sewers completely, and, after a heavy storm, the water poured into them from the areas which they drain, and denied outlet at the river, backs up into streets and cellars, causing incalculable inconvenience and tremendous damage.

The conditions thus outlined will indicate the difficulties which the Engineers of my office have encountered in preparing relief plans. The gravity of the sewer situation was impressed upon me early in the year. Residents of so-called "flooded districts," representatives of boards of trade, neighborhood committees and individual taxpayers visited my office to protest that the evil had become intolerable. I received hundreds of complaints in my mail after every rainstorm, and during the winter months after every thaw. I requested the Honorable John C. Brackenridge, Commissioner of Public Works, to have devised some plan which might put an end to the cause of all this complaint. Mr. A. J. Provost, Jr., the Engineer of his department, after an investigation, made a report upon this subject. The matter was carefully and thoroughly considered by Commissioner Brackenridge, Superintendent Arthur J. O'Keeffe of the Sewer Bureau, and Mr. Henry R. Asserson, Chief Engineer of that Bureau. The first fruit of their labors was of a preventative rather than of a remedial character. A very extensive valley back of Dyker Heights, in the Bay Ridge section of the borough, threatened to become the most serious of our "flooded sections." This area was comparatively unsettled and it was concluded that the best solution of the problem presented would be to fill up the pocket. To do this it was necessary to change the established grade of all the streets in this area, and a resolution accomplishing this was prepared and presented by me to the Board of Estimate and Apportionment, which acted favorably thereon.

In the older sections of the borough, however, where costly improvements, public and private, made a change of grade impossible, the engineers had to meet perplexing questions. It was found that the very low level areas were not in themselves considerable in size, and that the flooding was caused by the natural flow into them of surface drainage from higher levels. You are referred to the report of the Commissioner of Public Works for particulars as to how these difficulties were overcome. The plan which he presents is for a system of intercepting sewers and catch basins surrounding each "pocket" which shall take the surface drainage from the streets before it reaches the low levels, and by sewers of sufficient size and pitch conduct it to the river and the bay. The relief system presented is comprehensive. It has been the endeavor of the Commissioner and the engineers to make it as inexpensive as possible. It involves an outlay of seven and one-half millions of dollars. The work cannot all be done in a short time. Indeed my administration can only hope to begin it. Maps and estimates are now being prepared as rapidly as possible, and upon these I intend to base an appeal to the Board of Estimate and Apportionment for an initial appropriation. I believe that the City should annually set aside a considerable amount of money until the last piece of construction provided for in the plan presented by the Commissioner of Public Works shall have been completed.

Bureau of Buildings.

The reports which I have the honor to submit as part of my own report indicate the wonderful growth of this borough in the year 1904. The building operations noted in the statement of Honorable Peter J. Collins, Superintendent of Buildings, show a marvelous increase in activity in this very significant industry. In the records of this Bureau are found, perhaps, the best measure of the community's growth. A comparison of the record with that of the year 1903 is indeed startling. In 1903 the permits for new buildings and alterations numbered 11,086; in 1904 they numbered 15,246, an increase of 4,160. It is in the cost of the new buildings, however, that the greatest increase appears. The estimated cost of the new buildings and alterations permitted in 1903 was \$26,629,250, and the total estimated cost for 1904 is almost twice that, or \$47,628,732. During the year 3,880 new buildings were completed as against 2,997 in 1903. Of the new buildings for which permits were issued, 1,509 are classified as "dwelling houses" and 1,253 as "tenements." To the number of dwelling houses, by which I mean those buildings which will furnish homes, are to be added 244 buildings which appear under the classification "stores and two families." This makes a total of more than three thousand buildings in which our citizens will live. That not only in population but as a centre of industry is the borough driving forward fast, is indicated by the fact that permits have been taken out for 157 new factories. It is interesting to note that among the buildings planned are eleven school houses and twenty-one places of amusement.

Notwithstanding the fact that the business of the office was doubled in volume during the year, Superintendent Collins conducted it so economically that an appropriation based on the business of 1903 was not exceeded. The office is one purely of record and supervision, but the Superintendent has been zealous and careful, and the year passed without the loss of a single life or the occurrence of a single accident which could be attributed directly or indirectly to laxity on the part of the Superintendent or his subordinates.

Just prior to the beginning of my administration the tragedy in the Iroquois Theatre in Chicago directed attention to the theatres of our large cities and I instructed the Building Superintendent to thoroughly investigate the playhouses of this borough and take whatever steps might be necessary to insure, as far as possible, the safety of their patrons. The Superintendent compelled several of the managers to close the galleries and in some instances the balconies also of their houses until they had provided exits sufficiently wide and numerous. He also had inspections made of 297 public halls and 492 churches, and ordered additional exits wherever he found a necessity for them.

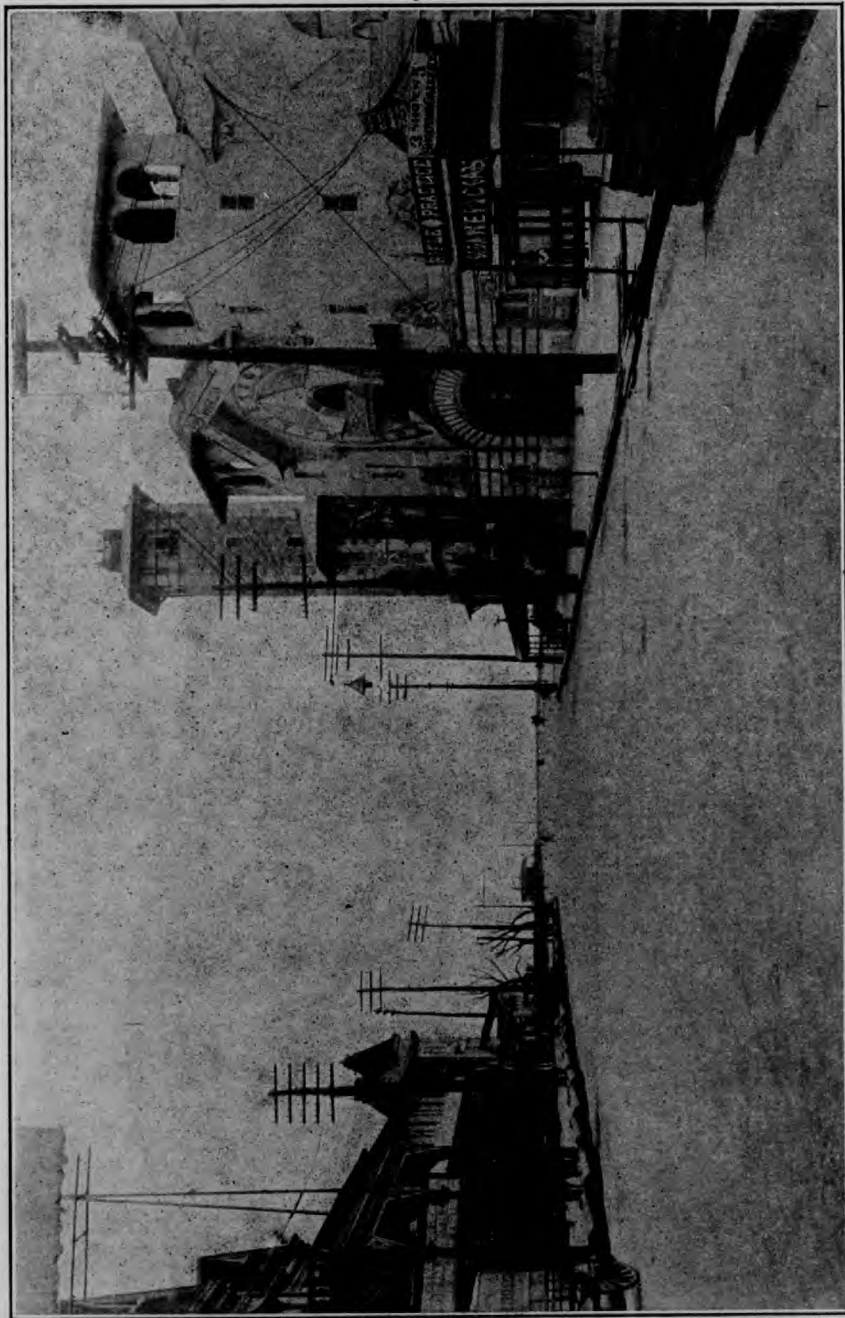
Through this bureau my office was enabled to effect a very important reform in Coney Island. In November of 1903 a conflagration swept over a considerable section of the West End of the Island. This area included the Bowery and the intersecting board-walks. The section had been for a long time a cause of uneasiness, both to the Fire Department and to the Health Department. The closely packed buildings and flimsy board-walks were full of fearful possibilities in case of fire or panic. The unsewered condition of this resort of hundreds of thousands threatened not only those who dwelt there, but the whole city with disease. It was determined that both of these matters should receive attention. I provided sewer plans for the district, had the construction work authorized by the Local Board and the Board of Estimate and Apportionment, and thus removed the threat of disease. Through the Building Bureau this office compelled the erection of substantial brick foundations and concrete walks in place of the flimsy and dangerous board-walks which the flames had consumed. Another important improvement related to this general subject of Coney Island was the repaving of Surf avenue, which had been for years in a miserable condition. In place of the old ruts and ill-smelling roadway, is now a clean, smooth asphalt surface.

Constructive Work in the Borough.

The rate at which Brooklyn has been advancing in population has stimulated the administrative branch of the borough government. The spread of the visible city over the soil, the obliteration of farm fences and the stretching of sewered and paved streets into the suburbs, as well as the care of the pavement already laid and the sewers already installed, has been the task of the Commissioner of Public Works. The new population demanded much in the way of the homely but important conveniences of city life, and it gives me pleasure to quote from the report of Commissioner Brackenridge this statement: "I beg to state at the outset that in work actually performed by the borough departments, it (the volume of work for 1904) is unequalled in magnitude by the work of any previous year in this borough." I add that the reports show that this is true of each bureau.

It is pleasing to be able to state that while the volume of work done has increased—that is more pavement was laid than in any preceding year and more sewers built than in any preceding year—the cost to the city has been decreased. The policy of making the field of competition as wide as possible and of rejecting all bids considered excessive has accomplished the reduction of cost. In the early part of the year specifications covering asphalt pavements were adopted by the Board of Estimate and

Apportionment. I asked for and obtained a report upon these specifications from the Chief Engineer of the Bureau of Highways, Mr. Tillson. From this report I learned that the result of their adoption would be to seriously restrict competition in Brooklyn at least by shutting out some companies whose pavements laid some years ago in this borough had worn well, and compared favorably with the pavements laid by companies against whom the new specifications raised no bar. At my request, the Board of Estimate and Apportionment, by resolution, excepted Brooklyn from the operation of these new specifications. The result, with regard to prices, has been extremely satisfactory. Asphalt reached its record low price during the year when a contract was made by which the city will pay only \$1.45 per square yard for pavement laid upon the ground, the figure given including concrete foundation. The average price for asphalt laid (including the price of the concrete bed) was \$2.05 in 1903 and \$1.66 in 1904, a reduction of 19 per cent. So it is apparent that in so far as economy is concerned, the policy of liberal specifications has been very successful. As to the quality of the pavement to be laid under the contracts we have made, I am without apprehension. By a system of rigid inspection, the Commissioner of Public Works has insured a compliance with the specifications which makes it certain that the pavements now being laid will compare favorably in the future with the pavements which have been so satisfactory in the past.



SURF AVENUE, CONEY ISLAND.
Repaved with asphalt in 1904.

Notwithstanding the fact that the winter of 1903-04 lingered exasperatingly, and the winter of 1904-05 was quick in coming, and both were of unusual severity, and notwithstanding the further fact that the month of July, ordinarily the busiest month for paving operations, was last year altogether idle because of labor troubles, the Commissioner of Public Works reports that the volume of paving done under his jurisdiction exceeded even that of 1903, which has hitherto held the record for paving operations.

In 1903 the total mileage paved and repaved under the jurisdiction and direction of the Commissioner of Public Works was 68.37. The Commissioner reports that during the year 1904 the total mileage paved and repaved was 69.86, an increase of 1.49 miles over 1903. During the twelve months which ended on December 31, the cobblestone pavement mileage has been reduced from 153.93 to 115.73, while the mileage of asphalt and granite had been increased from 166.19 and 132.13, respectively, to 211.59 and 140.36. The Commissioner gives an interesting table which shows an increase in the borough pavements, exclusive of cobble, of 61.58 miles, thus bringing up the total mileage of improved pavement to 500.85 and the total mileage of paved streets, including cobble, to 614.36. In commenting thereon the Commissioner makes this gratifying forecast: "Proceeding at the pace maintained in 1904, the borough should be entirely free from cobble pavement in less than three years."

I note particularly Mr. Brackenridge's statement with regard to the pavement laid by the railroad companies under his direction. This pavement is constructed without cost to the City, and is laid in accordance with specifications made by our Bureau of Highways. During the year 1904 the various railroad companies of the borough were compelled to pave with granite on concrete 109,198 square yards of roadway, as against 72,964 square yards so laid in 1903. More simply told, this means that in 1904 the railroad companies were compelled to construct what was equivalent to a roadway thirty feet wide and 6.20 miles in length.

The Sewer Pipe Combination.

The encouragement of competition reduced the price of asphalt pavement. It has done the same thing precisely with regard to sewer construction. At the outset of the administration the high prices asked by contractors for sewer work attracted my attention and that of the Public Works Commissioner. A slight glance over the records revealed a remarkable condition of things. The cost of sewer pipe in Brooklyn had within three short years advanced by 200 per cent. Not only that, but further investigation showed that the price schedule for the City was higher to a very considerable extent than the price schedule elsewhere. Here was evidence of an obvious and somewhat impudent combination, whose exactions from the City were even larger than had been the exactions of the asphalt trust in the days when that combination

was in control of our local market. In this borough alone in the last year more than five and one-half millions of dollars were expended for sewer construction. A great part of this of course was for excavation, sheathing, etc., but a very considerable portion was the cost of the pipe itself. Accepting the price of three years ago as a fair measure of the value of the pipe, it is evident that the City paid a large part of the sum expended in this direction as an exorbitant profit to the combination. The evil was still in process of growth. Each new advertisement for proposals brought forth higher bids. As the sewer work is nearly all assessment work, the extortion was practiced mainly upon the small property owners of our suburban sections. The delay in levying assessments, by reason of which the taxpayers who had to pay the piper for the entertainment of the pipe trust did not learn of the injustice until it was too late to do anything but to grumble, aided the manufacturers by not attracting attention to their enormous charges. Yet I doubt if the smashing of the asphalt combination, against which the public clamor was so great, offset the fostering by favoring specifications of the earthenware pipe combination. Commissioner Brackenridge made up his mind to loosen the grip of this trust upon the City if such a thing were possible. He found that for many years the old City of Brooklyn had used cement pipe in the construction of its sewers, and that the sewers so constructed were as strong and as serviceable as the earthenware pipe sewers. Through the cupidity of one contractor, who had not lived up to the specifications of his contract, however, a cement sewer, insufficiently protected, had collapsed, and the fault of the contractor had been charged against the material. Specifications had been amended so as to exclude cement pipe from the sewer market in Brooklyn and to admit only vitrified earthenware tubes. The result had been a remarkable increase in the cost of sewer work, which I have already noted. Commissioner Brackenridge detailed his Engineer to make a report on this subject, and a laboratory was established wherein samples of cement pipe and samples of earthenware pipe were subjected to scientific tests. Under the crushing and other tests the cement pipes were demonstrated to be equal if not superior to the earthenware pipes. They also had the advantage over vitrified pipes in that they were manufactured with a concrete base and need not be cradled in concrete, as is necessary in the installation of vitrified earthenware sewers. Commissioner Brackenridge saw another use to which cement might be put in sewer construction—that it might be, when properly reinforced with steel, substituted for brick in the great trunk sewers, a very important consideration in view of the present condition of the brick market.

In the summer of 1904 the Commissioner felt justified in changing the sewer specifications so as to admit cement pipe in competition with vitrified earthenware. Before the year ended the cost of the smaller sewers had been reduced by 43 per cent. To be specific, the price of twelve-inch pipe sewer laid in 1903 was \$2.19 a running foot. From the time of the amendment of the specifications the price began to decline, and I am very much pleased to be able to report that on December 15, 1904, a bid of \$1.25 a foot was received for the installation of twelve-inch pipe. I have no more fear as to the strength and durability of these cheaper sewers than I have as to the strength and durability of the cheaper asphalt in paving. Rigid inspection, not only by the ordinary inspectors, but by engineers each of whom is held to a strict accountability for the construction work in a designated section will insure satisfactory results.

Sewer Construction Work.

In the volume of work done the Sewer Bureau as well as the Bureau of Highways has established a new record. Twenty miles of sewers were constructed in 1903 and thirty-three miles of sewers in 1904. Of this latter total one and three-fourths miles represent reconstruction work. I take from Commissioner Brackenridge's report this little table which shows not only the great size of our Brooklyn sewer system, but the addition that has been made to it in the year 1904:

Mileage, January 1, 1904.....	703.301
Mileage constructed in 1904.....	31.528
Mileage, December 31, 1904.....	734.829

The cost of the construction in sewer work is as I have already noted very great. The cost of the work done under the jurisdiction of this Bureau during the year was \$5,747,231.89. In addition to the sewers built, the Bureau provided 393 catch basins during the year. Within the twelve months, and this like the figures in the statement of the Bureau of Buildings is indicative of the borough's growth, 4,526 sewer connections were made, a total equal to that of both 1902 and 1903. The Bureau has under contract four great sewer systems upon which work will be started in the spring. The largest of these provides for construction in:

Tenth avenue, from Seventy-ninth to Eighty-sixth street.
Eleventh avenue, from Seventy-ninth to Eighty-sixth street.
Twelfth avenue, from Seventy-ninth to Eighty-sixth street.
Thirteenth avenue, from Eighty-second to Eighty-sixth street.
Fourteenth avenue, from Eighty-third to Eighty-sixth street.
Seventy-ninth street, from Seventh avenue to Thirteenth avenue.
Eighty-fifth street, from Seventh avenue to Fourteenth avenue.
Eighty-second street, from Seventh avenue to Twelfth avenue.
Eighty-fourth street, from Seventh avenue to Fourteenth avenue.
Eighty-sixth street, from Seventh avenue to Fourteenth avenue.
Parrott place, from Seventh avenue to Ninety-second street.
Tenth avenue, from Eighty-sixth street to Seventh avenue.
Gubner street, from Eighty-sixth street to Seventh avenue.
Derussey street, from Eighty-sixth street to proposed street through the northerly portion of Dyker Beach Park.
Eleventh avenue, from Eighty-sixth street to proposed street through northerly portion of Dyker Beach Park.
Twelfth avenue, from Eighty-sixth street to proposed street through northerly portion of Dyker Beach Park.
Fourteenth avenue, from Eighty-sixth street to proposed street through northerly portion of Dyker Beach Park.
Fourteenth avenue, from Seventy-ninth street to Eighty-third street.
Seventy-ninth street, from Thirteenth to Fourteenth avenue.
Eightieth street, from Seventh to Eleventh avenue.
Eightieth street, from Thirteenth to Fourteenth avenue.
Eighty-first street, from Thirteenth to Fourteenth avenue.
Eighty-first street, from Seventh to Eleventh avenue.

This will add several miles to our sewer system and afford drainage to a very large and soon to be populous section of the borough. I have referred elsewhere to the extensive change of grade proceeding in the Bay Ridge section designed by our engineers for the purpose of preventing the addition of a new and very large "flooded district" to those which already afflict us. The sewer system above described is for the accommodation of the section affected by that change of grade.

Less extensive, but hardly less important, is a sewer system which will involve construction in:

Nostrand avenue, between Midwood street and Hawthorne street.
Hawthorne street, between Nostrand avenue and New York avenue.
New York avenue, between Hawthorne street and Martense street.
Martense street, between New York avenue and Bedford avenue.
This sewer will provide drainage for a section which for years has relied upon unsanitary cess-pools. This sewer provided for separate sewers for house and surface drainage, and it is notable in this respect.

A third system for which all the necessary preliminaries were completed in 1904 provides for sewers in Flatbush avenue, from Nostrand avenue to Avenue N, with outlets in Avenue H, from Flatbush avenue to East Thirty-second street; in East Thirty-second street, from Flatbush avenue to Avenue H; East Thirty-fifth street, from Avenue I to Flatbush avenue; Avenue I, from Flatbush avenue to East Thirty-fourth street; Avenue K, from Flatbush avenue to East Fortieth street; Flatlands avenue, from Flatbush avenue to East Fortieth street, and Flatbush avenue, east side, from Avenue N to East Forty-fifth street. A very grave condition will be improved by the construction of a sewer in Quay street, from the East river to West street; West street, from Quay street to North Fifteenth street; North Fifteenth street, from West street to Engert avenue; Engert avenue, from North Fifteenth street to Humboldt street; Engert avenue, from Russell street to North Henry street, and Wythe avenue, from Norman avenue to North Fifteenth street. The contract for this sewer was let in 1903. The successful bidder forfeited his deposit, necessitating a readvertisement of the contract. This gave the Commissioner of Public Works an opportunity to go over the plans, which he has

modified in such a way as to add greatly to the capacity of the sewer. These four sewers, all of which are more or less relief sewers, will cost, it is estimated, \$614,000.

Another piece of important construction in this relation is covered by the contract for altering and repairing the Johnson avenue sewer and Knickerbocker avenue sewer at an estimated cost of \$150,000. The original grade of this sewer was such that it lost 40 per cent. in efficiency from deposits of silt, etc. In the new plans, the sewer area is considerably enlarged and its capacity greatly increased.

Among the larger sewers upon which work was in progress during 1904 were the Bath avenue sewer, which will cost when completed \$208,628, and the Dyker Beach Park sewer, an extension of the Bath avenue sewer, the cost of which is estimated at \$116,000. During the year the Ashford street sewer, the Pitkin avenue sewer and the East New York avenue sewer were completed, as was also the very important Bay Ridge Tunnel sewer in Tenth avenue, Sixty-second street, Sixth avenue and Sixty-fourth street. This great piece of construction, the estimated cost of which is \$865,000, is said to be the largest of its kind in the world, and its completion will provide drainage for a very extensive area. The Sixtieth street sewer, the Foster avenue sewer, the Fourteenth avenue sewer and the New Utrecht avenue sewer have all been installed during the year, as well as the Coney Island West End sewer system, to which I alluded in another part of this report.

Much of the flooding of the surface during heavy thaws and severe rain storms has been caused by clogged catch-basins. The Commissioner of Public Works and the Superintendent of Sewers have been particularly active in the matter of cleaning these basins in order to insure full sewer service. The result has been the cleaning of an unprecedented number, to wit, 15,543, which shows an increase over the number cleaned in 1903 of 3,327.

During the year relief sewer constructions have been in progress in Fourth avenue, Degraw street, Fifth avenue, Dean street, Baltic street, Nevins street and Butler street, and the Vandervoort avenue sewer at Newtown Creek has been reconstructed. This last-mentioned improvement gives great relief to the flooded section in the Eighteenth Ward, and all cause for complaint in that section of the borough will be removed when the Johnson avenue and the Knickerbocker avenue sewer construction shall have been completed.

Public Buildings and Offices.

On behalf of the Bureau of Public Buildings and Offices it gives me considerable pleasure to report that the City is now very near the close of a task that has been tedious and expensive—that is, the work of reconstructing the new Kings County Hall of Records. During the year I have entered into contracts amounting to \$182,000 in connection with this work. The total cost of improving the building will be \$650,000. This is considerably in excess of the original estimate made when the Board of Estimate and Apportionment authorized the reconstruction.

During the year this Bureau had to deal with a situation in the Kings County Jail which was very annoying. Philanthropic persons, who lacked only a proper sense of proportion, have been insistent upon the reconstruction of the Raymond Street Jail in such a manner as to greatly increase the comfort of the inmates of that institution. In so far as they would remove any legitimate cause of complaint, I have sympathized with them; but I have always felt and I feel now that, while school children lack school accommodations, and while public bureaus are improperly and inadequately housed and while honest and law-abiding citizens are subjected to discomfort and danger from inadequate sewers, it is ridiculous to expend so large a sum of money for the comfort of those who violate our laws. Much of the evils, outside of the loss of liberty, which afflict the inmates of Raymond Street Jail and shock successive Grand Juries, are due to no fault of the public authorities, save, perhaps, the lack of proper supervision. Conveniences placed in cells in this jail are subjected to every form of abuse which malicious criminal minds can devise. Nothing can be safely left within reach of these prisoners which will not resist their efforts to destroy it by force. Lights cannot be placed in the cells because they would be torn down and used to set fire to the building. I have tried to reasonably meet the requirements of the situation by repairing the roofs, installing new toilets and new kitchen and new bath-room equipments, and altogether reconstructing the plumbing, under an appropriation of \$20,000 which I obtained from the Board of Estimate and Apportionment for this work early in the year. I believe that this is all that should be done and that it would be sinful upon the part of the city government to expend two or three hundred thousand dollars in the reconstruction of this jail at a time when honest and law-abiding taxpayers need so many other and more important improvements.

The Bureau of Public Buildings and Offices has improved the office of the Register of Water Rates in the Municipal Building and the Disciplinary Training School during the year. It reports the completion of the work on the new court building at Gates avenue, which cost the city \$50,000, and the opening on September 26, 1904, of the third interior public bath building to be constructed in this borough, that is, the bath on Montrose avenue. This bath cost \$97,000 and will accommodate 4,000 persons a day. The Superintendent also reports the completion of the Huron street bath and the fact that the Duffield street bath is approaching completion. During the year I obtained an appropriation of \$345,000 for the erection of three additional public baths, and these will be constructed during 1905. This will increase the number of public baths in our borough to eight, and in view of the fact that these institutions—extremely useful as they are—place upon the City a very heavy fixed charge for maintenance, I do not think it wise at the present time to recommend any new constructions of this kind. It is interesting to note that during the year the attendance at the three public baths in operation, and one of these, the Montrose avenue bath, was in operation only during the last quarter of the year, was 864,246. The average daily attendance at the Hicks street bath was 1,303.

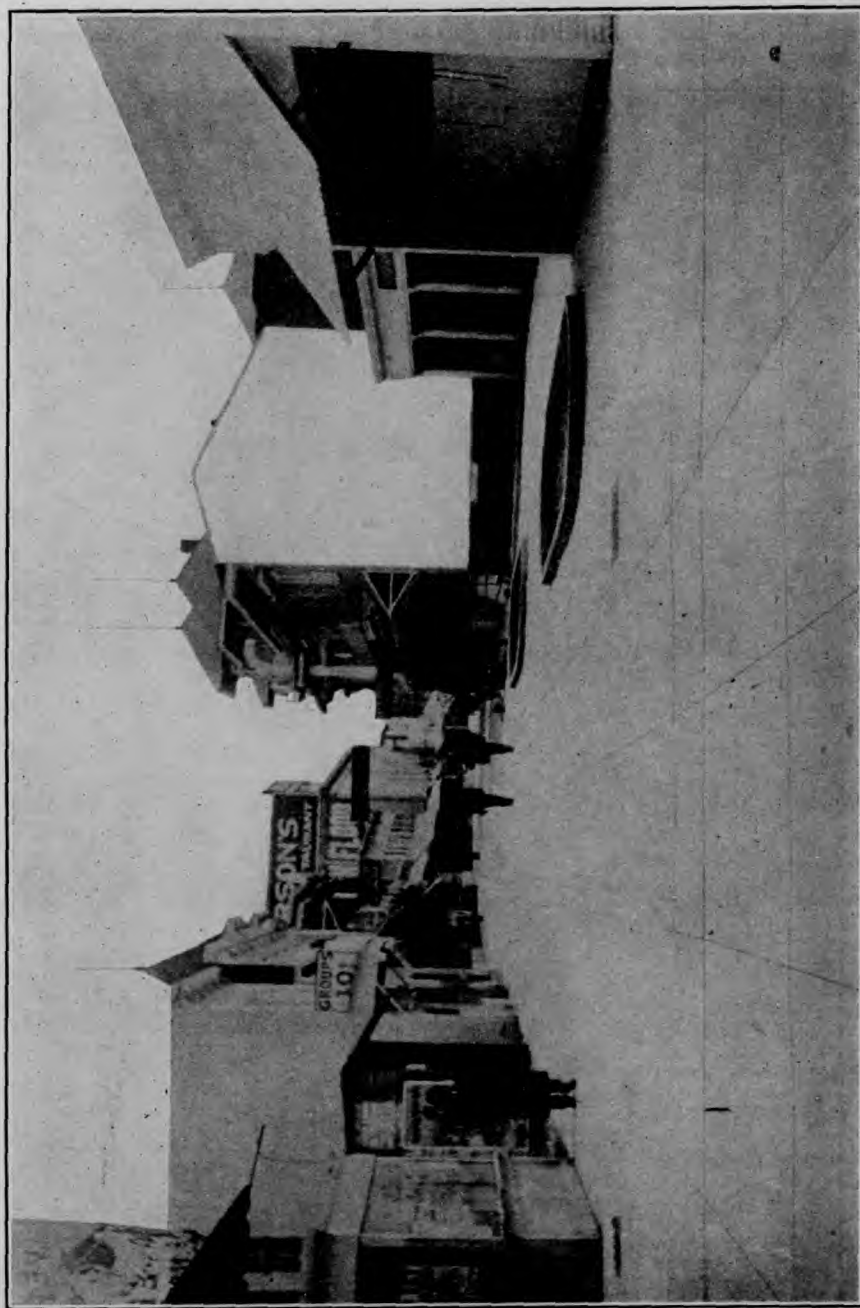
The five free floating baths under the jurisdiction of the Superintendent of Public Buildings and Offices were thoroughly renovated during the year at a cost of \$4,838, and they were open to the public for ninety days during the summer. The attendance record shows a total of 757,872, or an average attendance of 8,421 a day. The operating expenses of these baths amount to about one per cent. per bather. I instructed the Superintendent to see that the supervision over those bathing was very strict and that no dangerous sports were allowed, and I am pleased to say that during the year no one was injured at any of the five floating baths. It is the first time in years that such a felicitous result followed a rigorous enforcement of the rules.

The Assistant Commissioner of Public Works, who has had charge of the preparation of contracts and has acted as the Superintendent of Incumbrances, shows that during the year 351 contracts were executed, involving an expenditure of \$3,492,761.95. The Assistant Commissioner's report also indicates that the Incumbrances Inspectors have been vigilant, as the number of complaints received from all sources was 507 less than the number received during the preceding year.

General Administration.

In the general administration office the details of the Local Board's work have resulted in the initiation of improvements, the estimated cost of which is given in the report of the Secretary. As is stated in that report, many of the resolutions adopted by the Local Boards have not been forwarded to the Board of Estimate and Apportionment for the reason that in their present condition they would not receive the approval of that Board. I refer particularly to paving improvements which the Board of Estimate and Apportionment would refuse to authorize while water and gas-mains are lacking in the streets it proposed to pave. This condition often delays and sometimes altogether defeats many important and much desired improvements. It is due to a deplorable lack of co-ordination between the Department of Water Supply, Gas and Electricity and this office. The result is a situation bewildering to taxpayers and demoralizing to the bureau which must bear responsibility for the condition of the highways. My experience has convinced me that this office should have, if not absolute control, at least direction of all work which is done in or upon the streets, such as the cleaning of the roadways and the installation of water and gas-mains and electrical conduits. I need only cite one instance of lack of concert between this office and the Department of Water Supply, Gas and Electricity to indicate how desirable is the adoption of some more businesslike plan of operation. The Department of Water Supply, Gas and Electricity is accomplishing a great public improvement in the installation of new and adequate water mains. During the year I bore with what patience I could command the criticism aimed at my office because of the carelessness of the public convenience shown by the contractor who was installing these mains. As the winter closed in, however, I was dismayed to find that this contractor had encumbered nearly all of our streets with huge lengths of pipe, the installation of which before the cold weather stopped work in the streets was utterly impossible. There was much public outcry against this altogether unnecessary obstruction of the

highways, and I could foresee the gravity of the condition which would result from the crystallization of the winter around these great tubes which lay in the gutters. I called in vain upon the contractor and upon the department under whose jurisdiction he was working to remove the pipes. I at last had to treat the pipes as ordinary highway obstructions and give a contract hurriedly for their removal, in order that five miles of our principal thoroughfares might not remain in a dangerous and unsightly condition all the winter long. Failing an amendment of the Charter which would give the Borough President, in this borough at least, control over the street cleaning and the water supply, I would suggest that it be made a rule of practice of the Department that the installation of water and gas mains be made promptly at the request of the Borough President. This would at least enable the Board of Estimate and Apportionment to authorize paving improvements without the fear that the new pavement would be torn up a short time after its construction to allow some belated piece of subsurface construction.



CONEY ISLAND'S BOWERY,

Where concrete has replaced the boardwalk and a complete sewer system has been installed during 1904.

Among the proceedings originating in the Local Boards were the widening of Livingston street, the widening of Roebling street and the extension of Grand street, and as these proceedings are all in the same general classification I shall discuss them here. Very important indeed in the development of a city is its street system. Vital to its growth are means of easy communication. If its prosperity is to be evenly distributed its arterial system must be unimpeded, its highways must be wide and direct. Brooklyn has been unfortunate in this respect, the bovine architects of its original street plan having been allowed to follow their own gentle fancies in those days when the neighboring villages were reaching out toward one another without design or direction. The result was that a tangle of cow-paths separated rather than connected various sections of the borough. This in turn has been the cause of strange anomalies in the process of civic development, such as the movements of business centres from one section to another, the ascending realty values in one section balancing descending realty values in another. Prosperity was not contagious as it should be, but migratory in its character. In the early days of the old City of Brooklyn its business and social life centered naturally near the ferries, which gave it communication with the older and larger city across the river. The construction of the Brooklyn Bridge, and the failure to provide easy means of approach to its Brooklyn terminus, cut this older section of the City off completely from the main artery of municipal life, and atrophy resulted. Too late it was realized that a stupendous blunder had been made, and now there is nothing more pitiful in Brooklyn than the condition of the once active and prosperous section of Fulton street between Sands street and the East river.

Notwithstanding this lesson there were some who could not, and I suppose there are still some who cannot, see anything in the widening of Livingston street other than a waste of public money. To my mind the accomplishment of this widening is the only thing which can save the Heights and Court street sections from the dry-rot which has deadened lower Fulton street. The new bridge and the Joralemon street subway will remove the centre of activity from the Borough Hall to Fulton street and Flatbush avenue. The proposed Flatbush avenue extension will be tapped by broad and convenient avenues, running to nearly every section of the borough. DeKalb avenue, Fulton street, Flatbush avenue, Fourth avenue and Third avenue all radiate from Flatbush avenue and Fulton street. These will give easy access to Williamsburg, East New York, Flatbush and Bay Ridge. But no broad highway shoots out at a proper angle to connect Court street and the Heights with this new nerve centre. Livingston street only can do that. For this reason I urged upon the Local Board of the Heights District the initiation of the widening proceedings. This the Local Board did finally, with a recommendation that the Board of Estimate and Apportionment assume the entire cost on behalf of the City. The Board of Estimate and Apportionment refused to comply with the recommendation, and the resolution was defeated in that Board. This seemed to put an end to the matter. I made another attempt however and the Local Board again initiated the proceedings upon my promise that I would oppose any assessment exceeding twenty-five per cent. of the cost of the improvement upon the district deemed to be benefited. This stipulation was satisfactory

to the Board of Estimate and Apportionment, which has authorized the improvement. I confidently look to the future to vindicate the wisdom of the step taken.

In laying out the approach to the new Williamsburg Bridge, the City was wise enough to provide at the Brooklyn terminal a spacious plaza. The street layout of the section was such however that the main highways did not strike into the plaza directly but approached it by tortuous and narrow channels. The thing to do, obviously, was to provide for this splendid bridge a radial system of approaches. For such a street plaza I have had maps prepared and laid before the Board of Estimate and Apportionment. These provide:

First—For the extension of Grand street to the plaza at South Fourth and Have-meyer streets.

Second—The widening of Roebling street, from 60 to 80 feet from Union avenue to the Bridge plaza at South Fourth.

Third—The widening of Roebling street from 60 to 80 feet, and its extension from Broadway to Lee avenue.

Fourth—The extension of Bedford avenue, from Heyward street (where it now curves sharply northward) to the southeast corner of the Bridge plaza.

Fifth—The extension of Montrose avenue, from Union avenue to Broadway.

The estimated cost of this improvement is something in excess of three million dollars. I feel assured however that its authorization, of which I am confident, will result in a benefit to the borough which no money value can measure.

The Board of Estimate and Apportionment during the year appropriated for repaving work in Brooklyn \$1,500,000. Of this sum \$1,200,000 was appropriated early in the year, and \$300,000 toward its close. Out of this fund I have been able to do much toward adding to our mileage of paved streets, as will appear from Mr. Bracken-ridge's report. Probably the most important single improvement, chargeable to the repaving fund, is the improvement of Atlantic avenue. This avenue, originally a high-way extending from Jamaica through Queens and Kings Counties to the river, is now one of the largest streets in Brooklyn and is the central channel of communication between East New York and the lower section of the borough. The rights the railroad companies long ago acquired upon this avenue have blighted it, and each attempt of the property-owners to better conditions—and there have been many of these attempts in the last sixty years—has resulted in a condition worse than that which it was sought to improve. Nothing could be more disgraceful than the surface of Atlantic avenue when the year 1904 began. The most recent of the so-called improve-ments upon which the City had expended several million dollars, had resulted in a disturbance of the surface which made the avenue one long, rubbish-strewn ditch. I determined to pave the street and restore it to its natural place of importance and utility among our thoroughfares. But this was not to be accomplished offhand. Litigation and legislative enactment with regard to the railroad rights had resulted in a legal confusion almost as hopeless as the physical condition of this much abused street. My office tried in vain to unravel the legal tangle, and at last the conclusion was forced upon me that no relief could ever be granted if the authorities were to battle forever with cobwebs. Upon obtaining proof that the portion of Atlantic avenue between East New York avenue and Atkins street had been paved, this office made a contract and under that contract last summer this considerable portion of the street was paved with asphalt. It was thought at that time that the paving of the remaining portion of Atlantic avenue would have to be initiated by the Local Board as an original improvement, the cost to be assessed on the abutting property. While resolutions of the Local Board were pending before the Board of Estimate and Apportionment, I obtained evidence that under an act of 1860 assessments had been levied for an improvement of the avenue then authorized. With this evidence I went before the Board of Estimate and Apportionment and obtained an appropriation of \$300,000. Contracts were let in the autumn for the repaving of the avenue with asphalt, and this will complete the improvement. Before the close of the coming summer the avenue will be a broad, well paved, service-able highway, and the resultant prosperity to the property-owners along its line will contribute to the financial advantage of the City in increased taxes. An important incidental item in connection with this subject is the \$170,000 appropriation made by the

Board of Estimate and Apportionment last July to pay for the reconstruction and re-location of that portion of the sewer system which was disturbed by the "Atlantic Avenue Improvement."

Bedford Avenue Extension.

A less expensive, but still very important improvement, was the so-called "Bedford avenue extension" through Flatbush. A very bad situation existed here because of a not very commendable desire of some property-owners to force the hand of the City government with a legislative lever. In 1901 there was enacted by the Legislature a measure providing for the improvement of Bedford avenue, from Eastern parkway to Flatbush avenue, the expense to be borne two-thirds by the City at large and one-third by abutting property. There was some objection upon the part of the City authorities to this undoubted interference by the State in a purely local affair. The City took advantage of the act to construct a sewer through the avenue, and as the roadway was far below grade, it left a line of towering manholes which blocked the road, and were not, to say the least, ornamental. The Board of Public Improvements refused to authorize the grading and paving. The existence of the law prevented recourse to the usual Local Board initiation. The monumented ditch remained and the property-owners suffered for years, and two administrations passed. The remarkable growth of Flat-bush and the importance of the street itself made some action imperative, and I appealed to the Corporation Counsel for an opinion as to the character of the enactment. He advised me that it was mandatory upon me, and I proceeded thereupon to carry out its provisions. On April 15 the Board of Estimate and Apportionment appropriated \$60,000 for the work, and in May I had the honor of turning the first spadeful of earth in Bedford avenue. The work of regulating, grading, curbing and paving the sidewalks is rapidly approaching completion, and in the spring I shall ask for the authorization of the paving.

The importance of this improvement lies in its relationship to a highway which is probably the longest in Brooklyn. It will add a link to Bedford avenue which will complete a highway from the eastern extremity of the borough through the heart of the eastern and western districts, and Flatbush to the Ocean.

I give the following table of appropriations obtained from the Board of Estimate and Apportionment for public work under the jurisdiction of my office:

Repaving of streets.....	\$1,500,000 00
Reconstruction of Johnson avenue sewer.....	150,000 00
Improvement of Bedford avenue extension.....	60,000 00
Cleaning sewers.....	100,000 00
Three interior public baths.....	345,000 00
Purchase and reconstruction of Johnson avenue sewer.....	30,000 00
Replacing and reconstructing sewers disturbed by Atlantic avenue improve-ment.....	170,000 00
Repairs to Borough Hall.....	2,200 00
Repairs to Kings County Court-house.....	10,000 00
Caring for the transfer of records to the new Hall of Records.....	20,000 00
Reconstructing Sutter avenue sewer.....	8,800 00
Construction of sewer in Lincoln road, near Rogers avenue.....	2,100 00

In addition to making these appropriations, the Board of Estimate and Apportionment provided on July 15 for the acquisition of a public market in the Eighth Ward, bounded by the pierhead-line, Thirty-sixth street, Second avenue and a line from a point on Second avenue 375 feet north of Thirty-ninth street to the pierhead-line. This action of the Board will result in the establishment of a large and important market with a water-front unexcelled by that of any other public market in our country and will add much to the prosperity of the South Brooklyn section.

Efforts to obtain the authorization of proceedings to acquire public parks have been delayed in the Board of Estimate and Apportionment during the year because of the difficulty in selecting from among the many sites recommended by the Local Boards. The acceptance of all these sites would impose a tremendous charge against the public credit which does not seem to me advisable at this time. I believe, however, that the Highland Park extension and what is known as Owl's Head Park property should certainly be acquired by the City early in the spring, and I have no doubt but that the Board of Estimate and Apportionment will agree with me in this respect. The Board during the year did authorize proceedings for the acquisition of a small park in Flatlands, bounded by Avenue I, Avenue J, East Thirty-eighth street and East Thirty-ninth street.

In closing my report I feel it my duty to pay some attention to matters with which my office has been connected, although they were not matters altogether within its jurisdiction. Brooklyn had sustained a great loss in the destruction by fire of the Academy of Music. This institution was not only valuable because of the traditions which clung to it, but because of the fact that it was the only central and adequate meeting place of the borough. After consultation with some of our public spirited citizens, I appointed a Committee of One Hundred to consider the advisability of constructing a new Academy of Music. This Committee has already raised \$600,000, thus insuring the construction of a larger and more modern building, to take the place of the old Academy.

Another matter upon which I feel I must touch here is the transportation situation in Brooklyn. To me the evil that appears the most injurious to the comfort and prosperity of the borough is the crush at the Manhattan ends of our bridges. I believe that the only feasible and practical plan of relief is the connection by an elevated structure of the two bridges already built and a provision for a connection with the new Manhattan Bridge, which will enable the railroad company now furnishing trans- portation in Brooklyn to give a continuous service. I earnestly urge this solution of a very grave problem upon those authorities having this matter under their jurisdiction.

The rapid and very great development of manufacturing and commercial interests in this borough lead me to again call attention to a situation which every day grows more threatening. In the early fall I addressed the following communication to the Board of Estimate and Apportionment:

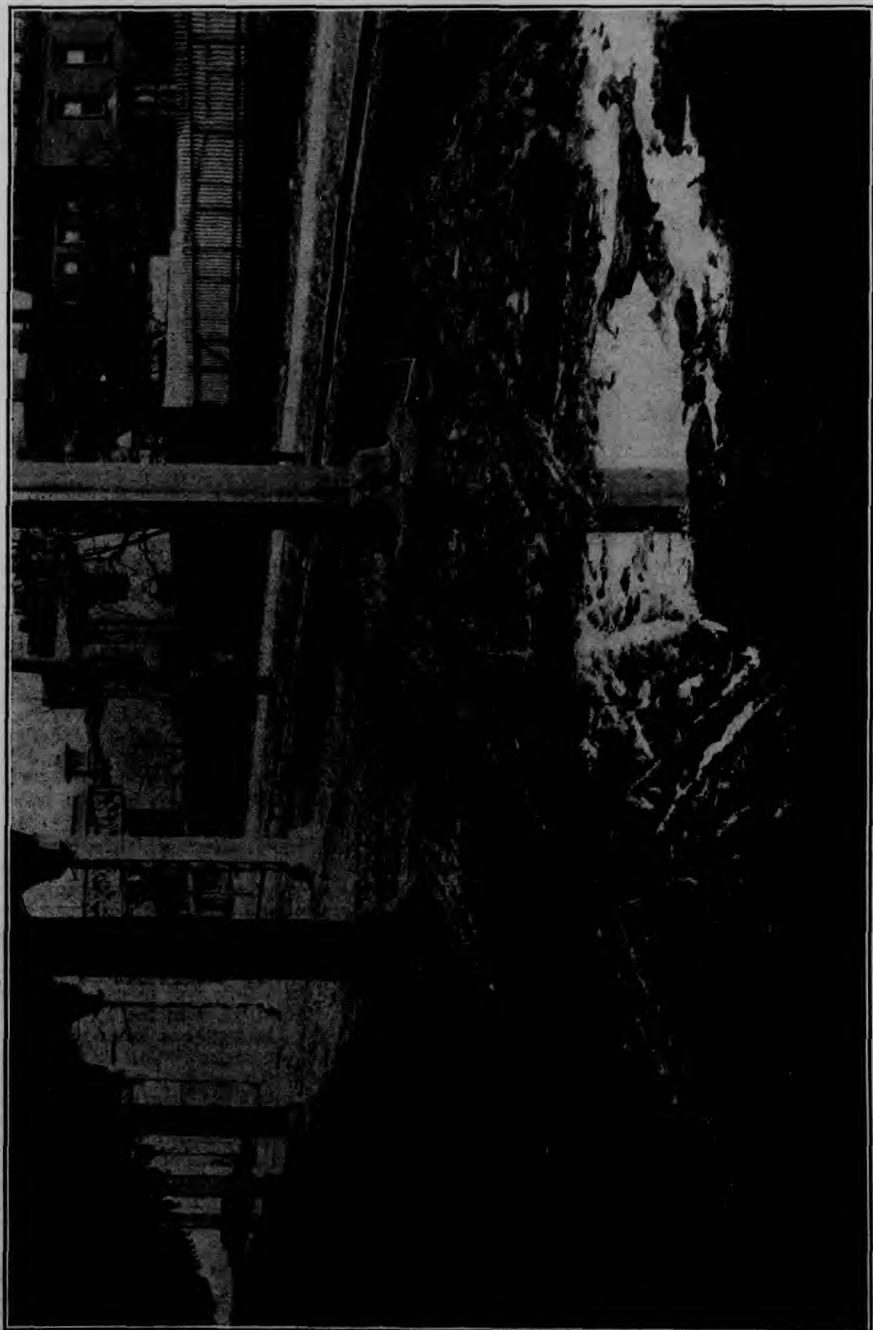
"To the Honorable the Board of Estimate and Apportionment:

"Gentlemen—On July 15, your Honorable Board referred to the Presidents of the boroughs of Brooklyn, Richmond and Queens a report addressed on July 7, 1904, to the Chairman of the Board by Nelson P. Lewis, Chief Engineer. Mr. Lewis called attention to the fact that before consolidation the authority of the various cities and towns now included in the three boroughs mentioned extended not to the bulkhead-line, as did the authority of the old City of New York, but merely to low water mark, and that consequently streets in those three boroughs which prior to consolidation had been laid out on the map as extending to the bulkhead-line, had not been so laid out by competent authority. He raised the question as to the policy of extending all the streets on the map in Brooklyn, Richmond and Queens to the bulkhead-line.

"Aside from the question of desirability, it is not apparent that the suggested plan of extending these streets at the expense of the owners of abutting property is feasible. Assessment for benefit must be based, as I understand it, upon actual benefit. In the majority of cases of streets laid out in Brooklyn prior to consolidation it would be difficult to show benefit to abutting property as a result of the acquisition by the City of riparian title. Great warehouse corporations now in control would not consider the invasion of their domains a benefit for which they should be assessed. Indeed, it is not easy to see how the City could convince a court that this invasion was an advantage to them.

"Again, the plan as a hard and fast rule is open to objection not only in territory now mapped, but even in territory at present unmapped. Had there been from the beginning a policy of municipal ownership and operation of our water fronts, commerce in its development would have accommodated itself without friction, probably, to the condition in which it grew, and the prosperity of commercial interests would have been good yoke fellow with the financial advantage of the City considered as a chartered corporation. Unhappily, there was no such sustained policy. Our dock system was allowed to develop haphazard. The under-water area around Manhattan Island, secured to the commonalty by the arbitrary decree of Governor Dongan, slipped back into private ownership, and only in years comparatively recent did the old City of New York, realizing its value as a revenue producer, initiate the present policy of reacquiring it.

"In view of the development of our City on the maritime side under a water-front system privately controlled even when municipally owned, in view of the complex conditions and manifold requirements of the great carrying trade, it has not gone without dispute that the wholesale municipalization of our water front is the most wise solution of a vexed commercial problem. Maritime interests almost without exception complain that trade is departing from us, and they lay the blame upon our dock system. For the accommodation of commerce mere wharves are no longer



ATLANTIC AVENUE, NEAR NOSTRAND AVENUE.
To be repaved with appropriation obtained in 1904.

adequate. The great cargo carriers of these days require more than a berth at our water front. These things which the trade demands—warehouse shelter for the broken cargoes, cheap, speedy and modern means of transportation—private interests have provided for it on the Brooklyn shore. Unless the City shall determine to go into the warehouse and freight transportation business as well as the dock business, it is hopelessly out of competition with these private interests. Why, then, is it wise for the City to hamper its commerce by driving from the water front the corporations which are solving the problem of storing and handling freight from over sea?

"Yet not all of our water front should be surrendered to these private interests. Our shores should not be turned into a wall to dam up the stream of domestic trade. To permit private ownership exclusively simply means that. If the old City of New York has suffered from over municipalization with respect to its docks, the old City of Brooklyn suffered more from the utter lack of municipalization. Interests naturally selfish and with a twentieth century trend toward combination controlled and now practically control the gates through which continental products flow into the borough. Warehouse and lighterage interests take toll on incoming supplies, so that freight may be as cheaply transported half way across the continent as from Jersey City to Brooklyn. The waterways which Providence seemed to intend as an easy means of commerce between the mainland and our islands become a hindrance instead of an accommodation.

"This is a condition intolerable. This borough and the neighboring boroughs of Richmond and Queens should not be walled up and compelled to pay toll on their supplies to the gate-keepers of the wall. To save them from unnecessary exactions of this kind a scheme of public docks should be laid out. The water front of the boroughs should be separated into dock districts, and each of these districts should be provided with a public pier. I would not advise the construction of these piers at street ends. As a general thing our streets are sixty feet in width, and streets which have a width of one hundred feet are so few that they need not be considered in this connection. Docks sixty feet in width are but of limited value in these times, and if built to the full width of the street would be affected by the riparian rights of owners of abutting property. I think therefore that the City's docks should be much wider, particularly along the Bay Ridge and South Brooklyn shore, where the bulkhead line is a great distance beyond the upland. It seems to me that the City when acquiring land for dock purposes should acquire the under water area for a width which would include a full block and extend to the outer lines of the two boundary streets. These boundary streets only should be opened to the bulkhead lines, other streets being left unmapped so as not to interfere with water front development by private interests. The condemnation proceedings should be distinct from street opening proceedings, the cost of the latter being assessed as at present upon property benefit and the cost of the former being borne by the City, which could reimburse itself with the dock revenues.

"It seems to me that the Engineers of the Dock Department could now decide as to the points at which these public docks should be constructed. I would recommend therefore that the Department be requested by the Board to furnish data upon which the Board may act in laying out upon the map of The City of New York the proposed public docks of the boroughs of Brooklyn, Queens and Richmond, under the authority of section 449 of the Charter. Such action, I believe, will not only serve the interests of the general public and add to the revenue producing holdings of the City, but enable private interests to make legitimate investments and proceed with the development of the water front unafraid of a disturbance of their plants, thus insuring the City's commercial primacy.

"Yours respectfully,

"M. W. LITTLETON,

"President, Borough of Brooklyn."

The matter was referred by the Board to the Department of Docks and Ferries, which Department dismissed it as premature in a communication addressed to the Mayor. I do not agree with the Dock Commissioner in this regard, and I would again urge that steps be now taken to systematize the development of the water front in order that the City may not be called upon in the future to pay too dearly for present lack of attention to this subject.

Yours respectfully,

MARTIN W. LITTLETON,

President, Borough of Brooklyn.

ANNUAL REPORT OF THE SECRETARY OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN.

February 7, 1905.

Hon. MARTIN W. LITTLETON, President of the Borough:

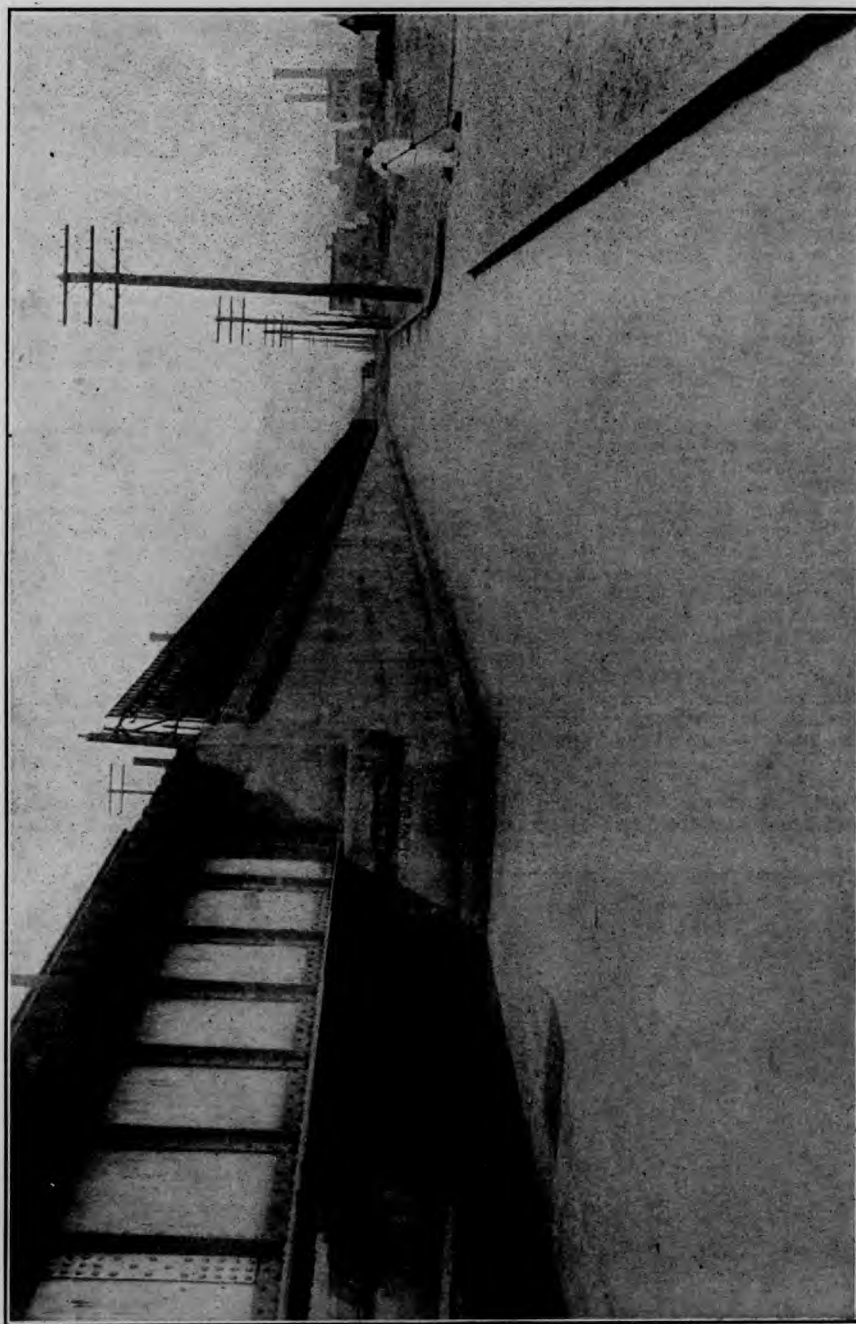
Dear Sir—During the year 1904 the various Local Boards of this borough adopted some 748 resolutions. Of these, forty were merely recommendations for improvements outside the jurisdiction given to the Local Boards by the Charter, such as map changes and the regulation of roadways. Forty more were for the initiation of street openings throughout the borough. For the initiation of what might be known as construction improvements, such as regulating, grading and paving of highways and the installation of sewers, the Local Boards of the borough, during the year, adopted 658 resolutions. The total estimated cost of the improvements thus initiated was \$5,934,195. Of this amount, \$52,540 represents the estimated cost of the improvements upon which the action of the Local Board, when approved by the President of the Borough, is final, under section 435 of the Charter. This left a balance of \$5,881,745, representing improvements upon which the action of the Local Board must receive the approval not only of the President of the Borough, but of the Board of Estimate and Apportionment. This \$5,881,645 total is subdivided as follows: Street surface improvements, such as grading, curbing, sidewalk and paving, \$2,661,567; grading lots, \$23,608; constructing sewers, \$3,256,470. The improvements upon which the action of the Local Board when approved by the President of the Borough is final are divided into these two items: Sidewalks, the estimated cost of which is \$47,394, and the digging down of lots, the estimated cost of which is \$5,156. In addition to these matters, the Local Boards passed upon the fencing of some nineteen lots at a total estimated cost of \$1,993. I have not included these proceedings in the total of Local Board actions, however, for the reason that the President of the Borough, after investigation, approved of only three of these resolutions which involved an expenditure of \$275, the Inspectors of this office finding in nearly every case that the fencing of the lots would not be effectual in putting a stop to the nuisances of which complaint was made. The three resolutions approved provided for the fencing of lots which were in a dangerous condition.

Of the resolutions which must be approved by the Board of Estimate and Apportionment before becoming effective, about one-half of those adopted were forwarded to the Secretary of that Board. The remainder are held in this office for various reasons. One of them, a sewer construction proceeding, involving an expenditure of \$910,000, while it has received the approval of the President of the Borough, involves the opening of so many streets that the Board of Estimate and Apportionment cannot act upon it at present. In order that property-owners may not be put to needless expense and that condemnation proceedings wherever possible may be avoided, this office has been endeavoring to get easements which will cover the ground to be used in the construction of the proposed sewer. It has been successful to some extent, but a part of the line of this sewer will run through property the owners of which are at present in various cities in Europe, and negotiations with these owners are now under way. It is hoped that within a short time the consents of these absent owners to the use by the City for sewer purposes of their property will be obtained, and that this extensive proposition, which provides for the drainage of a large part of Flatbush, will be in a condition to submit to the Board of Estimate and Apportionment.

Still another resolution, which provided for the Avenue U sewer at an estimated cost of \$394,000, is still held in this office, as it is proposed by the Commissioner of Public Works to modify the plan. Many of the other resolutions held in this office are for paving improvements, and they have not been transmitted to the Board of Estimate because of the absence of subsurface improvements, such as water and gas mains. The fact that the control of water, gas and electric conduits is outside the jurisdiction of the President of the Borough, results in a serious embarrassment of Local Board proceedings. The desire of property-owners to have streets paved must, in many cases, be denied, because the Department of Water Supply, Gas and Electricity is not ready to proceed with the construction of underground conduits, and the construction of a

pavement before such conduits have been laid would be a very wasteful and expensive method of improving the public highways.

I have referred to the extra jurisdictional proceedings before the Local Board, such as the recommendation of a change of map, to the Board of Estimate and Apportionment. While in these matters the Local Board is altogether without authority, the fact is that much of its time and a large part of its record is taken up by such proceedings. The opening and closing of streets, jurisdiction over which is given to the Board of Estimate and Apportionment by section 442 of the Charter, is the occasion for many meetings of Local Boards, and a consequent delay in needed improvements. For instance, one proceeding of this character with which the Local Boards have had to do during the year 1904 was the closing of certain streets in South Brooklyn. There were three or four hearings before the Bay Ridge Local Board in relation to this matter, each of them attended by numerous citizens of South Brooklyn and by attorneys representing large property interests along the shore front. When it is considered that any action which the Local Board might take upon this proposition would be of absolutely no effect, it will be seen, I think, that the hearings were simply a waste of time on the part not only of the members of the Local Boards, but of the property-owners and attorneys who were interested in the matter.



ATLANTIC AVENUE, NEAR ATKINS AVENUE.

Repaved in 1904.

Another similar proposition relates to the striking from the map and closing of a section of Bridge street. This proposition has also been considered at several hearings by the Local Board, and these hearings have been attended by the petitioners and by property-owners of the neighborhood. Although it is many months since the matter was first laid before the Local Board, the Aldermen have not yet acted upon it. The sentiment of the district as expressed at the Local Board hearings was all but unanimous in favor of granting the request of the petitioners who desire to construct an important commercial improvement to which, however, the closing of this section of Bridge street is a necessary preliminary. I would suggest, in view of these facts, that hereafter petitions for proceedings of this character, when received by the President of the Borough, be forwarded to the Board of Estimate and Apportionment with the reports of the Engineers, and that the useless hearings before the Local Boards be done away with.

These proceedings, relating to the opening and closing of streets which run to the water, all have relation to the subject of the need of this borough of public docks. From one end of our water front to the other private capital is engaged in the work of development, and petitions for the closing of various streets leading to the bulkhead are numerous. The petitioners in nearly every case present some good reason for the closing of the particular streets in which they are interested, but it does not require much foresight to see that if all the petitions are granted the borough will in the near future be completely walled up by a system of private docks and the public will in no way have access to the water. At a time when the spirit of combination is in the air and the probability of the control of the water front becoming a monopoly is looming larger with each succeeding day, it seems to me that it would be the part of common prudence for the City to insist that there shall be some points at which the general public may use the water front for its own purposes. This matter was taken up by you in a report addressed to the Board of Estimate last September, in which you suggested that the Dock Department now determine at what points in the water front it was probable that public docks would be required in order that the streets at those points might be so mapped out as to give access to the docks when the latter should be constructed. The Department of Docks, to which this report was referred, did not think it wise at this time to adopt any general plan, and the result, I fear, will be the control of the water front from one end to the other by private interests.

During the year, in the General Administration Office, William S. Harris, Executive Clerk, resigned, and Joseph A. Clarke was appointed Executive Clerk to the President. William H. Hale, Clerk, was transferred from the General Administrative Office to the Bureau of Buildings. Abraham Kempner, Office Boy, was promoted to the grade of Junior Clerk, and his salary increased from \$300 per annum to \$480 per annum.

The report of James A. Rooney, Supervisor of Complaints, for the year, shows the receipts and disposition of complaints as follows:

Complaints received	1,322
Complaints disposed of	1,254
Complaints pending	68
Reports submitted to Borough President	24
Reports submitted to Commissioner of Public Works	53
Reports submitted to Borough Secretary	47
Petitions submitted to Local Boards	91
Complaints investigated	984
Reinspections	357

Character of Complaints.	Received.	Disposed of.	Pending.
Fencing	122	117	5
Flagging	141	133	8
Grading	45	37	8
Street repairs	138	130	8
Streets obstructed	87	82	5
Street signs	81	81	..
Street and night noises	16	15	1
Street and house lights	93	90	3
Sidewalk repairs	140	136	4
Sidewalks obstructed	93	93	..
Sewers and sewer basins	24	19	5
Defective plumbing	15	15	..
Broken hydrants	11	11	..
Damage by water	49	45	4
Dangerous excavations	13	13	1
Dangerous buildings	14	12	2
Dangerous trees and poles	34	33	1
Defective leaders	24	23	1
Dead animals	16	16	..
Unsanitary stables	10	9	1
Dumping on vacant lots	57	55	2
Driving on sidewalks	16	16	..
Original improvements	39	35	4
Miscellaneous	44	39	5
Total	1,322	1,254	68

All of which is respectfully submitted.

JOHN A. HEFFERNAN, Secretary.

STATEMENT OF THE BUREAU OF BUILDINGS, BOROUGH OF BROOKLYN, NEW YORK CITY.

Plans and Specifications for New Buildings Filed and Acted Upon during the Quarter ending March 31, 1905.

Classification.	Number of Applications.	Number of Buildings.	Estimated Cost.
1. Dwelling houses, estimated cost over \$50,000 .....	...	...	...
2. Dwelling houses, estimated cost between \$20,000 and \$50,000 .....	...	...	...
3. Dwelling houses, estimated cost less than \$20,000	75	470	\$2,069,450 00
4. Tenements, estimated cost between \$20,000 and \$50,000	39	75	2,467,000 00
5. Tenement houses, estimated cost less than \$20,000	75	249	2,410,500 00
6. Stores, estimated cost over \$30,000	1	1	60,000 00
7. Stores, estimated cost between \$15,000 and \$30,000	4	9	296,000 00
8. Stores, estimated cost less than \$15,000	10	12	59,050 00
9. Stores and two families	36	72	434,800 00
10. Office buildings	1	3	25,000 00
11. Manufactories and workshops—brick	20	22	302,900 00
12. Manufactories and workshops—frame	14	15	37,850 00
13. School-houses	1	1	250,000 00
14. Churches	1	1	25,000 00
15. Public buildings, municipal .....	...	...	...
16. Public buildings, places of amusement, etc.	4	4	630,000 00
17. Stables	19	19	136,500 00
18. Brick sundries	14	15	144,720 00
19. Frame dwellings	221	414	1,492,700 00
20. Frame tenements	30	81	378,100 00
21. Frame stores, two families	21	35	138,050 00
22. Other frame structures	82	84	188,953 00
Totals	668	1,582	\$11,546,573 00

Plans and Specifications for Alterations to Buildings Filed and Acted Upon during the Quarter ending March 31, 1905.

Classification.	Number of Applications.	Number of Buildings.	Estimated Cost.
1. Dwellings	56	60	\$56,530 00
2. Flats .....	...	...	...
3. Tenements	80	101	70,762 00
4. Hotels and boarding-houses	5	5	1,300 00
5. Stores	21	38	150,172 00
6. Offices .....	...	...	...
7. Manufactories and workshops	30	30	211,367 00
8. Schools	10	10	68,300 00
9. Churches	3	3	23,450 00
10. Public buildings	4	4	46,600 00
11. Stables	8	8	42,975 00
12. Frame buildings	407	449	256,833 00
Totals	624	708	\$908,289 00

Complaints Received and Investigated during the Quarter ending March 31, 1905.

Nature.	Pending January 1, 1905.	Received Since.	Total.	Unfounded.	Remedied on Verbal Notice.	Notice Issued.	Total.	Pending March 31, 1905.
1. Defective flues .....	..	15	15	5	1	9	15	..
2. Defective construction, materials, etc. ....	..	20	20	12	1	6	19	1
3. Defective leaders	2	7	9	4	2	2	9	1
4. Erecting and altering without permit .....	..	31	31	20	1	9	30	1
5. Insufficient means of escape, etc.	3	16	19	13	..	5	18	1
6. Wood too near flue .....	..	..	..	..	..	..	..	..
7. Unsafe buildings	2	82	84	55	1	27	83	1
8. Defective plumbing and drainage .....	..	21	21	11	1	9	21	..
9. Erecting frame structures without permit	1	17	18	11	..	6	17	1
10. Fences over 10 feet high .....	..	2	2	1	..	1	2	..
Totals	8	211	219	132	7	74	213	6

Violations of Law and Unsafe Buildings during the First Quarter ending March 31, 1905.

Nature.	Pending December 31, 1904.	Received Since.	Total.	Remedied Before Action of Court.	Total for Disposition.	Pending.	Forwarded to Council.
1. Defective light and ventilation	2	..	2	..	2	2	..
2. Defective plumbing and drainage	524	151	675	142	533	533	..
3. Defective elevators	38	6	44	4	40	40	..
4. Defective construction and materials	1,264	398	1,662	288	1,374	1,374	..
5. Erecting and altering without permit	554	195	749	156	593	593	3
6. Insufficient means of escape, fire-escapes out of repairs, etc.	208	17	225	5	220	220	4
7. Unsafe buildings	282	194	476	113	363	363	..
Totals	2,872	961	3,833	708	3,125	3,125	7

Notices Issued during the Quarter ending March 31, 1905.

To place fire-escapes on buildings	17
To remove violations of law	744
To remove unsafe buildings	194
Of disapproval of plans	6
To repair passenger elevators	6
Total	967

Inspection of Passenger Elevators during the Quarter ending March 31, 1905.

Number inspected	1,098
Found to be in good order and fit for use	1,092
Found not in compliance with the law	6

Disposition of Cases Found Not in Compliance with the Law.

Nature.	Pending January 1, 1905.	Received Since.	Total.	Law Complied With.	Pending March 31, 1905.
1. Defective safety appliances .....	..	..	..	..	..
2. No grating under overhead machinery	38	6	44	4	40
Totals	38	6	44	4	40

Iron and Steel Inspections Made during the Quarter ending March 31, 1905.

Beams	3,745
Columns	935
Lintels	573
Channels	687
Girders	1,028
Angles	262
Shoe plates	1,067
Trusses	51
Ties, caps, separators	195
Bases	133
T-bars	250
Miscellaneous	18

Total..... 8,944

Total number of iron and steel inspections during the quarter.....	8,944
Total number of construction inspections during the quarter.....	70,660
Applications for ordinary repairs made on construction slip blanks: Pl., 190; Bld., 793; Bay, 245.....	1,228
Estimated cost of repairs on construction slip blanks: Pl., 33,930; Bld., 111,966; Bay, 78,432.....	224,328

Location of New Buildings Commenced and Completed during the Quarter ending March 31, 1905.

Wards.	Commenced.	Completed.
First	2	2
Second	2	2
Third	1	..
Fourth	1	2
Fifth .....	..	1
Sixth	3	..
Seventh	8	9
Eighth	139	112
Ninth	31	8
Tenth	4	2
Eleventh .....	..	1
Twelfth	4	3
Thirteenth .....	..	5
Fourteenth	5	5
Fifteenth	6	2
Sixteenth	6	15
Seventeenth	28	16
Eighteenth	12	15
Nineteenth	1	4
Twentieth	1	2
Twenty-first	9	2
Twenty-second	41	15
Twenty-third	7	..
Twenty-fourth	54	134
Twenty-fifth	66	13
Twenty-sixth	145	152
Twenty-seventh	28	15
Twenty-eighth	41	18
Twenty-ninth	191	72
Thirtieth	150	57
Thirty-first	99	59
Thirty-second	29	..
Total.....	1,114	743

Location of Alterations to Buildings Commenced and Completed during the Quarter ending March 31, 1905.

Wards.	Commenced.	Completed.
First	10	2
Second	2	2
Third	13	3
Fourth	3	7
Fifth	10	6
Sixth	9	8
Seventh	22	5
Eighth	68	5
Ninth	11	6
Tenth	38	5
Eleventh	15	7
Twelfth	18	2
Thirteenth	30	18
Fourteenth	24	27
Fifteenth	13	21
Sixteenth	91	75
Seventeenth	54	57
Eighteenth	40	18
Nineteenth	33	23
Twentieth	7	7
Twenty-first	4	5
Twenty-second	21	5
Twenty-third	28	7
Twenty-fourth	17	16
Twenty-fifth	11	10
Twenty-sixth	10	7
Twenty-seventh	76	56
Twenty-eighth	19	6
Twenty-ninth	30	9
Thirtieth	23	9
Thirty-first	29	14
Thirty-second	51	10
Thirty-third	15	..
Total.....	838	453

New buildings in progress.....	7,189
Alterations in progress.....	2,808
New buildings commenced.....	1,114
New buildings completed.....	743
Alterations commenced.....	838
Alterations completed.....	453

Number of Buildings Inspected and Total Number of Inspections Made during the Quarter ending March 31, 1905, in Relation to Plumbing and Drainage.

Nature.	Tenements. As to Plumbing and Drainage.	Miscellaneous. As to Plumbing and Drainage.	Totals.
Number of buildings under inspection January 1, 1905.....	956	2,763	3,719
Number of buildings commenced during the quarter..	512	1,371	1,883
Number of buildings completed during the quarter..	391	592	983
Number of buildings under inspection March 31, 1905..	1,077	3,542	4,619

Total number of inspections during the quarter..... 27,084

Comparative Statement for the Quarter ending March 31, 1905.

	1904.	1905.	Increase.
Number of new buildings and alterations for which permits were issued.....	2,570	3,518	948
Number of new buildings completed.....	495	743	248
Number of alterations completed.....	383	453	70
Violations reported by the Inspectors.....	729	750	21
Notices issued during the quarter.....	1,006	967	..
Complaints lodged with the Department.....	345	211	..
Unsafe buildings made safe or taken down.....	83	113	30
Violations forwarded for prosecution.....	41	3	..
Unsafe building cases forwarded for prosecution.....	1	1	..
Fire-escape cases forwarded for prosecution.....	1	4	3
Number of fire-escape violations.....	75	17	..
Number of passenger elevators examined.....	1,473	1,098	..
Violations removed	433	590	157
Estimated cost of new buildings and alterations.....	\$7,765,381 00	\$12,679,190 00	\$4,913,809 00

Bureau of Buildings, Borough of Brooklyn.

Number of employees on December, 1904, pay-roll.....	92
Number of employees on March, 1905, pay-roll.....	93

Appointments—	
1 Inspector of Carpentry and Masonry.....	\$1,200 00
1 Inspector of Plumbing.....	1,200 00

Transfers—	
1 Clerk	\$1,500 00

Dismissals—	
1 Inspector of Carpentry and Masonry.....	\$1,500 00

Statement of Finances for Quarter Ending March 31, 1905.

Amount of salary appropriation.....	\$151,725 00
Pay-rolls for January, February and March.....	35,343 07
Balance.....	\$116,381 93
Contingencies and emergencies appropriation.....	\$6,000 00
Vouchers certified to Comptroller for months of January, February and March, 1905.....	439 99
Balance.....	\$5,560 01

PETER J. COLLINS,

Superintendent of Buildings, Borough of Brooklyn.

James J. Byrne, Chief Clerk.

DEPARTMENT OF PUBLIC WORKS.

Hon. MARTIN W. LITTLETON, President, Borough of Brooklyn:

Dear Sir—In reporting upon and reviewing the work of the year 1904, I beg merely to state at the outset that in work actually performed by the Borough Departments, it is unequalled in magnitude by the work of any previous year in this borough. The reports of the Assistant Commissioner, of the Chief Engineer of Highways, of the Superintendent of Sewers, of the Superintendent of Public Buildings and Offices, and of the General Bookkeeper, submitted herewith, indicate in detail the accomplishments of the several individual bureaus under the jurisdiction of the Department of Public Works.

It is not necessary to repeat herein the facts regarding the general policy pursued to effect reductions in cost through encouraged and increased competition, as set forth in the quarterly reports of the year, which policy has been characterized particularly, first, by the introduction of cement sewer pipe in competition with the vitrified pipe previously arbitrarily specified, resulting in a reduction of 43 per cent. during the year in the cost of smaller pipe sewers, and, second, by the rejection of proposals for highway work when such proposals were known to be in excess of what such work, if economically prosecuted, should properly cost, and by a modification of contract whereby the contractors were released from the previously enforced but superfluous retirement of twenty per cent. of the cost of the work retained for a year after the final completion of the work, in addition to the filing of a bond guaranteeing such work, we have succeeded in forcing the price of paving work to a minimum, and have established record low prices. To be specific, as stated in the quarterly report for quarter ending September 30, the price of 12-inch pipe sewer laid in 1903 was \$2.19. A figure of \$1.25 for 12-inch pipe sewer laid was received on December 15, 1904. As regards asphalt economies, the following table will indicate what has been accomplished:

Asphalt Paving Complete Per Square Yard, Including Concrete, Average Price.

	1903.	1904.	Reduction.
On railroad streets.....	\$2 42	\$1 99	18 per cent.
On other streets.....	2 05½	1 66	19 per cent.

Contracts apparently awarded during 1903, and appearing in the report as being in effect (whereas in reality there was no money available from the 1903 fund from which to register them) made it necessary to either cancel such contracts as having been

illegally and without warrant entered into, or else to set aside \$132,000 from our repaving bond fund to meet the cost of doing the work. This latter course was adopted and the repaving of

Forty-fifth street, from Second avenue to Sixth avenue;
Forty-sixth street, from Third avenue to Fourth avenue;
Forty-seventh street, from Third avenue to Sixth avenue;
Wyckoff avenue, from Hart street to Queens County line;
Central avenue, from Flushing avenue to Myrtle avenue;
—was accomplished.

It was also necessary to readvertise and charge to the 1904 repaving bond fund the work of repaving Greene avenue, Lewis avenue and Hancock street, which work was contracted for in 1903, but which the contractors were not required that year to perform. On account of thus permitting the repairs to these streets to be postponed, the asphalt abutting the section in need of repair at the time the 1903 contract was awarded broke away, deteriorated to such an extent that by the time the weather of 1904 was such as to permit of the carrying on of such work the area in need of repairs had increased to such an extent as to make necessary the readvertising of the work to meet the new conditions. This neglect increased the cost of the work 185 per cent., in spite of the fact that the square yard price for this work was 17 per cent. less in 1904 than it was in 1903. This work is completed.

Considerable trouble was occasioned, time occupied and appropriation consumed straightening out the proceedings in connection with the registration of contracts which upon assuming office I found had been entered into in 1903 and charged to a theoretical balance; these matters have, however, all been adjusted.

The early setting in of severe winter weather necessitated a sudden cessation of work, and hurried orders to close up till spring prevented the completion of much of the work we had hoped to finish during 1904. However, a record mileage has been established, and it is to be considered that this result was accomplished in spite of the early winter, the strikes and the complications resulting from the Labor Law, which it was endeavored to enforce until the decision of the Hon. Justice White determined the unconstitutionality of the Labor Law, as set forth in the report of the third quarter of 1904: "During nearly the entire month of July (constituting one-third of the most important quarter of the year when viewed from the standpoint of actual results) the work on many of the contracts was practically at a standstill as a result of the said enforcement of the Labor Law."

The instructions of the Corporation Counsel to cancel contracts upon which there had been violations of the Labor Law was complied with by canceling the contract for the repaving of Olive street. Other contracts were not canceled for the reason that it was desired to complete the maximum amount of work possible during the year, and wholesale cancellation of contracts during the time the Labor Law was being argued and considered by the courts could produce no advantageous results. The final disposition of the case by Honorable Justice White showed that the treatment of the matter, as set forth above, was the best, as cancellation of all contracts whereon it was alleged that the Labor Law had been violated would have produced complications when the law was decided to be unconstitutional in addition to seriously interfering with the prosecution of the work. I argued against appeal from this decision for the reason that it meant interminable litigation and consequent delay. Vouchers that had been held up pending Honorable Justice White's decision were immediately passed and forwarded for payment, and what is most desired by the people and by the officers was secured—results.

In 1903 the total mileage paved and repaved under the jurisdiction and direction of the Department of Public Works was 68.37 miles. I have the honor to report that during 1904 the total mileage paved and repaved under the jurisdiction and direction of this Department was 69.86 miles, an increase of 1.49 miles over 1903.

It is a subject for congratulation that the matter of improving Bedford avenue, from Eastern parkway to Flatbush avenue, was straightened out by you so soon after assuming office, so as to enable us to make the contract for regulating, grading, curbing and laying cement sidewalks thereon. This most desirable improvement will render accessible a large and growing section of the City and will provide by the connection it has with old Bedford avenue a straight, smooth highway, five miles long, penetrating, reaching and connecting up important isolated portions of our borough.

The securing of a fund for the improving of Atlantic avenue guarantees to Brooklyn a highway at right angles to Bedford avenue and reaching still other important parts of the City. The installation of improved pavement thereon, in conjunction with the removal of the old steam railroad tracks, will effect a discontinuance of an eyesore of many years' duration that should greatly enhance valuations in the vicinity of Atlantic avenue, from Flatbush avenue to the City line, a distance of over 5½ miles.

During 1905 another section of the city will be the scene of a great improvement in the installation of a smooth and modern pavement on Broadway. It is the intention to improve that important thoroughfare throughout as great a length as the available funds will permit.

In considering the attached report of the Chief Engineer of Highways, I beg to present the following table, which shows at a glance the rapidity with which our borough is being well paved, and the undesirable cobble pavement is being eliminated. You will note that the latter has been reduced to 113.73 miles on December 31, 1904, from 153.95 on January 1, 1904, and asphalt and granite have reached 211.59 and 140.36, respectively, as against 166.19 and 132.13, respectively, during the same period:

	December 31, 1903.	December 31, 1904.
Asphalt	166.19	211.59
Granite	132.13	140.36
Cobble	153.95	113.73
Belgian	43.02	41.92
Macadam	88.78	96.16
Brick	4.93	4.40
Trap block	1.24	1.24
Medina block	2.16	2.98
Wood	0.82	2.00
	593.22	614.38

Proceeding at the pace maintained in 1904 the borough should be entirely free from cobble pavements in less than three years.

The mileage of paved streets in the borough has increased 21.16 miles during 1904, as against 16.69 miles in 1903, an excess of 27 per cent.

I would respectfully call to your attention the Chief Engineer's statement on page 6 of his report, regarding the comparison of the paved mileages for 1903 and 1904. This result is secured by including in both years the mileage paved by the Department of Parks, which pavement did not proceed under the jurisdiction of this Department (hence it should not be included), and the totals do not include the mileages paved by the railroad companies, which were done under the supervision and direction of this Department (hence should be included as properly as is the pavement laid by any private contract over which we exercise a similar jurisdiction). The Park Department might lay an unprecedented amount of pavement, but it should not be credited to this Department, any more than an omission to pave should reflect discreditably on any other Department, separate and distinct in every particular, and between which no official connection exists. It might be included to produce large appearing results, but not to assist in securing fair comparisons or justifiable commendation. Likewise, as stated, the total indicated by the Chief Engineer of Highways does not include the pavement laid by the railroad companies, which proceeded under our supervision and which the railroad companies laid at the behest and direction of this Department, and in this connection I beg to direct your attention to the amount of repaving work done by the railroad companies—a total of 109,198 square yards in 1904, as against 72,964 in 1903, or, computing on a basis of a roadway 30 feet wide, this yardage is equivalent to 6.20 miles in 1904, as against 4.15 miles in 1903, an increase of approximately 50 per cent.

Reducing and modifying the figures given by the Chief Engineer of Highways by deducting the mileage laid by the Park Department each year and adding that laid by the railroads to each year, the results would be as follows:

	1903.	1904.
Total paved mileages.....	68.37	69.86

In the repair division of the Bureau of Highways the same economy evidenced in other branches of the borough government is plainly discernible. The people have received more for less money than ever in the past. The maintenance of asphalt pavements, where the contractors' guarantee has expired, cost in 1903 \$78,142.87, and there were 1,227,034 square yards to maintain and repair. In 1904 the total cost was \$53,852.42, expended for the same purpose on the 1,275,088 yards to be thus maintained—a reduction of 31 per cent. in cost and an increase of almost 4 per cent. in the area to be maintained. Viewing it from another standpoint, the average cost per yard to maintain the asphalt pavements in 1903 was 6.37, and in 1904 it was 4.22 cents a square yard—it thus costing 50 per cent. more in 1903 than in 1904.

The installation and maintenance of sidewalks is a work of some magnitude, as will be seen from the following, which indicates the activity along this line. The total number of square feet of bluestone and cement sidewalks laid during 1904 was 2,210,143 square feet, which is equivalent to a sidewalk 5 feet wide and 84 miles long.

A noteworthy improvement completed by the Highways Bureau is that of macadamizing Kings highway. This road was improved to a width of 16 feet from Flatbush avenue to Eastern parkway—a distance of nearly 3 miles. The construction of this road, taken in conjunction with the Bay Ridge parkway, Sixty-fifth street, Seventy-ninth street and Eightieth street, form a curved connection with all the important roads leading from the centre of the city to the ocean, intercepting Fort Hamilton avenue, Eighteenth avenue, Twenty-second avenue, Coney Island boulevard or Ocean parkway, Ocean avenue, Flatbush avenue, Eastern parkway, etc., thus making available for intercommunication all of the fan-like system of highways and boulevards named. The value of such an improvement to the residents of the Bay Ridge, Gravesend, Flatbush, Flatlands and New Lots section is apparent, and affords direct, smooth and improved arteries to reach the business parts of the borough.

The highway report sets forth the transactions of the Bureau as regards the furnishing of assessment maps and lists in duplicate, plans of new work, miscellaneous plans, opening maps, change of grade maps, etc., as regards surveys for original improvements, reports on petitions, etc., and I would mention that the estimated cost of improvements petitioned for and thus reported on is \$4,763,000 for the year 1904.

The chemical and physical testing laboratory has done much to maintain the required standards of materials, as called for in the specifications. The analyses of asphalt and the tests of cement guarantee the excellence of the materials used, as any variation from the specifications would be promptly discovered. The samples are taken direct from the work so that at all times the quality of the articles is known, and improper material, if from any cause any such finds its way to the work, may be promptly rejected. During the year 1,429 hydraulic cements taken from the work have been tested, in addition to 662 asphalt and binder mixtures also taken from the streets upon which such asphalt and binder were being installed, and 153 miscellaneous samples. Twenty-one thousand cement briquettes were also broken in the testing laboratory during the year in ascertaining whether the specified requirements regarding tensile strength could be met by the cement delivered on the work. The value of such an institution in connection with the municipal work is appreciated by the contractors, inasmuch as it assists them in promptly learning of any variation in the manufacture or preparation of the materials that would affect the life and usefulness of the concrete or asphalt laid. The report of the Chemist, accompanying the Chief Engineer of Highways' report, recites some of the errors that might unintentionally creep into the manufacture of paving materials that are quickly discovered by the tests applied in the laboratory.

The openings made in the pavements to permit the corporations, contractors and plumbers to install, maintain or repair subsurface constructions constitute a temporary interference to travel and a permanent injury to pavements, which, however, is unavoidable. During the year 7,100 cuts were made by plumbers for sewers and water-mains, and 71,172 cuts were made by the corporations, which is the equivalent, as the Chief Engineer of Highways points out, to a trench 84 miles long. The Water Supply Department opened 37 miles of pavement, in addition to the foregoing; and the conditions attending the replacement of a considerable portion of the latter which is still fresh in the minds of all who were subjected to the more or less justifiable criticisms current at that time, furnishes one of the most weighty of arguments in favor of placing the Water Supply Department under the jurisdiction of the Borough President, so that the latter may be empowered by the provisions of the Charter to compel the prompt and proper replacement of pavement disturbed by the Water Department.

What the Chief Engineer of Highways says regarding the difficulty of securing competent draughtsmen cannot be questioned, and has handicapped, to a certain extent, the work of the Topographical Bureau. The new topographical work of Queens and Richmond, and the call for men of this profession to carry on the large work of the Board of Education, taken in conjunction with the unprecedented call of the manufacturing establishment, architects and the larger contractors, has created a dearth of available material that makes extremely difficult the Civil Service's function of providing such men. The work of the Topographical Bureau has, however, been carried on most efficiently and the results accomplished are in keeping with the great strides which now characterize the progress of all municipal improvements.

The Seeley Street Bridge was completed and placed in use during the year and the general architectural effect has been greatly enhanced by the acquisition by the Board of Estimate and Apportionment of the property for parking purposes on the south side of the bridge.

The general result of the highway work, measured from both the quantity and quality standpoint, is most gratifying, and as regards the paved thoroughfares of our borough a few more years of as ardent and effective work as that of 1904 will make our borough one of the best paved of any city in the country.

Bureau of Sewers.

During the year 1904 33.278 miles of sewers were built, ranging in size from 9 inches in diameter to 180 inches in diameter, of which 1.75 miles were reconstructed sewers, which would not increase the net sewer mileage of the borough. The number of miles of sewers therefore is now

Mileage, January 1, 1904	703.301
Plus mileage constructed during 1904	31.528

Mileage December 31, 1904..... 734.829

The estimated value of sewer work under the jurisdiction of the Bureau of Sewers during the year 1904, is \$5,747,231.89.

In connection with the other sewer work of the borough, there were constructed during 1904 393 receiving basins, bringing the total number of receiving basins in the borough up to a grand total of 8,863.

The foregoing statements of the work done during 1904 comprehend the greatest amount of work completed by our Sewer Bureau in any one year. Comparing same with the next largest year, 1903, we find as follows:

	1904.	1903.	Excess, Per Cent.
Miles completed during year	33.278	20.482	62.5
Sewer basins constructed	393	242	52

The construction of sewers in this borough since 1900 has proceeded at the following rates, the figures given under each heading indicating miles:

Year.	Pipe.	Brick.	Reinforced Concrete.	Cast Iron Pipe.	Steel.	Reconstructed Sewer Included in Previous Columns.
1900.....	11.508	6.831	.....	.....	18.511	1.719
1901.....	9.024	6.027	.....	.....	15.051	.....
1902.....	13.900	3.800	.....	.....	17.700	.....
1903.....	11.186	8.889	.....	.....	20.48	.041
1904.....	21.904	10.708	0.647	0.019	33.278	1.750

During the year 4,526 sewer connections were made, as against 2,444 made during 1903, and 4,537 made during 1902 and 1903 together.

The report of the Superintendent of Sewers contains tables showing the work performed during the year; contracts entered into; contracts completed and amounts paid thereon; the streets and number of feet of sewer built therein; mileages of sewers built under assessment proceedings and under private contract; mileages of sewers of each size, etc., which data it is needless to review or reiterate at this time.

As pointed out by the Chief Engineer of Sewers in his report attached to the report of the Superintendent, the four contracts that are especially important from among the list of sewers in various stages, preliminary to actual construction, are:

1. The Nostrand avenue sewer, between Midwood and Hawthorne streets, etc.
2. The Seventh avenue sewer, between Seventy-ninth street and Ninety-second street, etc.
3. The Flatbush avenue sewer, between Nostrand avenue and Avenue N., etc.
4. The Quay street sewer, between East river and West street, etc.

These four contracts, totaling up in estimated cost to \$614,000, I will comment on as follows:

1. The Nostrand avenue sewer, between Midwood street and Hawthorne street, contemplates also the construction, in conjunction with it, the sewers designated, authorized and let for Hawthorne street, between Nostrand avenue and New York avenue; New York avenue, between Hawthorne street and Martense street, and Martense street, between New York avenue and Bedford avenue. The present system of sewers in the section of Flatbush that includes the above named streets consists of separate drains for house sewage and for storm water. The completion of this contract, upon which work will be started in the spring of 1905, will be a great boon to the affected section.

2. The sewer designed for Seventh avenue, between Seventy-ninth and Ninety-second streets, includes a drainage system also for Tenth avenue, between Seventy-ninth and Eighty-sixth streets. Eleventh avenue, between Seventy-ninth and Eighty-sixth streets. Twelfth avenue, between Seventy-ninth and Eighty-sixth streets. Thirteenth avenue, between Eighty-second street and Eighty-sixth street. Fourteenth avenue, between Eighty-third street and Eighty-sixth street. Seventy-ninth street, between Seventh avenue and Thirteenth avenue. Eighty-fifth street, between Seventh avenue and Fourteenth avenue. Eighty-second street, between Seventh avenue and Twelfth avenue. Eighty-fourth street, between Seventh avenue and Fourteenth avenue. Eighty-third street, between Seventh avenue and Fourteenth avenue. Eighty-sixth street, between Seventh avenue and Fourteenth avenue, and outlet sewers in

Parrott place, between Seventh avenue and Ninety-second street. Tenth avenue, between Eighty-sixth street and Seventh avenue. Gubner street, between Eighty-sixth street and Seventh avenue. DeRussey street, between Eighty-sixth street and proposed street through northern portion of Dyker Beach Park. Eleventh avenue, between Eighty-sixth street and proposed street through northern portion of Dyker Beach Park. Twelfth avenue, between Eighty-sixth street and proposed street through northern portion of Dyker Beach Park. Fourteenth avenue, between Seventy-ninth street and Eighty-third street. Fourteenth avenue, between Eighty-sixth street and proposed street through northern portion of Dyker Beach Park. Seventy-ninth street, between Thirteenth avenue and Fourteenth avenue. Eightieth street, between Seventh avenue and Eleventh avenue. Eightieth street, between Thirteenth avenue and Fourteenth avenue. Eighty-first street, between Seventh avenue and Eleventh avenue. Eighty-first street, between Thirteenth avenue and Fourteenth avenue.

This, it will be seen, is an important piece of work, and has been delayed pending the authorization by the Board of Estimate and Apportionment of a change of grade in the streets of the territory affected. This change of grade was, as you know, recently approved by the Board of Estimate and Apportionment, so that the construction of the sewers may now be proceeded with and the danger, expense and continual annoyance of flooded district at Dyker Heights has been removed. Proposals for this work will be received in the spring.

3. Flatbush avenue, from Nostrand avenue to Avenue N, and outlet sewers in Avenue H, from Flatbush avenue to East Thirty-second street. East Thirty-second street, from Flatbush avenue to Avenue H. East Thirty-fourth street, from Avenue I to Flatbush avenue. Avenue I, from Flatbush avenue to East Thirty-fourth street. Avenue K, from Flatbush avenue to East Fortieth street. Flatlands avenue, from Flatbush avenue to East Fortieth street, and Flatbush avenue, east side, from Avenue N to East Forty-fifth street. It is needless to comment upon the importance and desirability of this construction. A knowledge of the section, its present sewer facilities, its contemplated and assured growth combine to increase the importance of this project.

4. Regarding the sewer in Quay street, from the East river to West street: West street, from Quay street to North Fifteenth street. North Fifteenth street, from West street to Engert avenue. Engert avenue, from North Fifteenth street to Humboldt street. Engert avenue, from Russell street to North Henry street. Wythe avenue, from Norman avenue to North Fifteenth street.

You will recall that, although it was presumed that this contract was let in 1903, an error made by the contractor in submitting his proposal in 1903 caused him to decline to accept the work and forfeit his deposit. I have taken occasion to so modify, alter and extend the work contemplated in this contract as to greatly increase the value of this sewer to the section it was intended to drain. It will soon be ready to advertise. The value of this particular sewer to the section it serves is so great that I am extremely anxious to expedite the work to the greatest degree.

I feel that I should add to these four contracts a fifth one that is worthy of special attention—the "Altering and repairing of the Johnson and Knickerbocker avenues sewers"—the estimated cost of which is \$150,000. The manner of original construction of this sewer as regards grades was such that it lost 40 per cent. in efficiency from the depositing of silt, etc. The plans have been redrawn, and now provide a self-scouring invert and a flat I-beam roof, thus increasing the area. The work of so altering this sewer as to give it its maximum and intended capacity will be proceeded with as soon as conditions permit.

Among the larger sewers upon which work was in progress on December 31, 1904, were the Bath avenue sewer, on which the contract price is \$208,628.90, and the extension of the sewer through the northern part of Dyker Beach Park, contracted for at a price of \$116,000, on both of which this Department and the contractors have been using their best efforts to complete as rapidly as possible.

The Ashford street sewer, the Pitkin avenue sewer and the East New York avenue sewer have been completed during the year in the East New York and Brownsville section. The Bay Ridge tunnel sewer in Tenth avenue, Sixty-second

street, Sixth avenue and Sixty-fourth street to New York Bay has also been completed. In my report for the third quarter of 1904 it was stated that only the completion of work in minor particulars remained to close this contract, and I am glad to report now that this work, costing \$865,000, is finished. The Sixtieth street sewer, the Nineteenth avenue sewer (better known perhaps as the Foster avenue sewer), the Fourteenth avenue and New Utrecht avenue sewer are now also classified with the closed contracts. Another sewer, which, while not comparing so favorably in size as some of our other sewers, but which nevertheless is an improvement that beneficially affects a great mass of our population, is the sewer with its branches installed in the Bowery and adjacent walks at Coney Island. The completion of this piece of work furnishes a sanitary improvement that should be far reaching in its effects, as it permits of the discontinuance and removal of the unsanitary substitute for sewers and cesspools upon which this largely patronized section depended. Cement walks laid where formerly the board walks obtained is a less vital but still important improvement that accompanied the sewer installation. These two measures, in conjunction with the enforcement of the Building Department's regulations regarding structures, add materially to the healthful qualities so desirable in and essential to such a resort.

I beg to refer merely by the distinguishing title to important sewer work now progressing. Foster avenue (abutting the section hereinbefore referred to as completed), East Fifth street, Ninety-second street tunnel (which is sufficiently completed to permit of the reception of drainage from Fort Hamilton), and Bath avenue, as well as the relief sewers in Fourth avenue, etc., and in Dean street, etc.

A matter which is but a detail in the general maintenance work of the Sewer Bureau, but which is important in the successful performance of the purposes of the sewer system, is that of keeping the receiving basins clean and capable of quickly taking and conveying to the sewers the storm water. On this account particular attention was devoted to the cleaning of catch basins, with the result that the largest number of basins in the history of the Sewer Bureau were cleaned, 15,543. This exceeds the number cleaned in 1903 by 3,327, or an increase of over 27 per cent., whereas weather conditions prohibited work of this character on seventy-three working days during 1904, as against thirty-eight such days in 1903.

During the year the several kinds of work of a maintenance character were carried on to the extent indicated in the following table, the comparative amounts of similar work for recent years being also indicated for purposes of comparison:

	1900.	1901.	1902.	1903.	1904.
Repairs to sewer connections.....	759	927	690	1,064	1,057
Basins examined.....	36,073	40,853	61,816	38,470	47,650
Basins cleaned.....	8,760	9,241	14,958	11,575	15,534
Basins cleaned of snow.....	467	.....	1,763	1,096	9,396
Deposit removed from basins, cubic yards.....	*.....	*.....	21,844	16,395	22,751
Sewers cleaned, linear feet.....	342,900	306,450	563,435	484,450	675,100

* No record.

The average cost per cubic yard for removing silt, etc., in cleaning catch basins, was reduced from \$1.20 in 1903 to \$1.17 in 1904.

In addition to thus reviewing the work of the past year, I beg to present the desirable and recommended work for the coming year, and to submit for your consideration the plans for work that is undisputably of the greatest importance to the entire borough. The subject of relief sewers has received a great amount of study. During the past year relief sewer constructions have progressed in Fourth avenue, Degraw street, Fifth avenue, Dean street, Baltic street, Nevins street, Butler street, etc., and the reconstruction of the outlet of the Vandervoort avenue sewer at Newtown creek, where, after much effort, an agreement was executed whereby the City secured the right to discharge into a private basin branching off of Newtown creek, has been completed. An overflow outlet into Newtown creek, between Meadow and Stagg streets, has also been installed. This work effects a vast improvement for the flooded district of the Eighteenth Ward, and the completion of the Johnson avenue and Knickerbocker avenue contract will bring still further relief to that section of the City. The securing of the necessary appropriations and the obtaining of easements for the Vandervoort avenue and Meadow street overflows are matters for congratulation.

The presence of flooded districts in various parts of the city which inconvenience such a number of residents of those sections, furnishes a basis for thousands of actions at law for the reimbursement from the City's treasury of amounts of damages incurred, or, as is the case most frequently, alleged to have been incurred, as the result of inadequate sewer facilities. The construction of the relief sewers planned would effect the discontinuance of such a condition, and the result of it, namely, the mulcting of the City of money for alleged damages from over-worked sewers, would be effectively stopped.

The municipal conditions in the matter of improved pavements render more or less inadequate these sewers constructed under the formulas designed to meet the conditions that existed twenty or even ten years ago. The asphalt, the tar and gravel-jointed granite and all modern improved impervious pavements conduct storm water almost immediately to the receiving basins, whereas, when the sewers were designed and installed, the cobblestone streets retarded and delayed the delivery of the rainfall to the catch basins, and, in addition, permitted a considerable portion of such rainfall to soak away between the stones, which portion, therefore, never reached the sewers, and hence did not have to be cared for by them.

The extent to which the influencing condition exists may be realized by referring to the tables of mileages of improved pavements given in that portion of this report that relates to the Bureau of Highways. The asphalt, the asphalt block, the granite and wood pavement to-day amounts to 357 miles, as against 117 miles ten years ago (of which a considerable portion was granite block on sand, which pavement is not impervious to water). Fifty-seven per cent. of this increase has been installed since 1901, and while this is true of the entire borough, its most potent and effective results are evidenced in those sections of the borough where the elevation of the streets is only 10 feet above tide. It is these land pockets that constitute the so-called flooded districts. Such topographical conditions necessitate the construction of sewers that at high tide become tide-locked, with the result that the flow in the sewers being interrupted, the rainfall ponds on the streets, entering cellars, etc., and furnishing grounds for suits.

To prevent the tide-locking of the sewers and the consequent interruption to the discharge of the storm water, I instructed the Chief Engineer of Sewers to design all new sewers that were to be installed in locations where the tide had to be reckoned with with a flat top and with a cunette invert. The advantages of this form are that the dry-weather flow is conveyed rapidly in the cunette and that the storm water can overflow to the greatly increased area of section above and flow to the outlet. The object desired and the aim of the design is to reduce the required head room; that it, the space required vertically, to a minimum, so that where necessary the flow line of the sewer may be elevated to such an extent as to bring the storm water flow line above the tide line at the outlet. This is the feature that prevents tide-locking. I furthermore directed that concrete (plain or steel) construction be used wherever possible, instead of brick.

Referring to my report for the third quarter of 1904 on the subject of concrete sewers, I beg to quote as follows:

"I would also state that with the present and what promises to be the future condition of the brick market, brick sewer construction will be seriously hampered and the cost thereof much increased, if not made prohibitive. I have, therefore, directed that all future sewer plans be prepared in such a manner that the sewers provided for thereby may be of concrete reinforced with steel where necessary. The possibility of constructing concrete sewers with unskilled labor, and thus be free from strikes and other hold-ups, so that the City's work may proceed steadily and uninterruptedly, as well as keeping the work independent of a possible brick famine, with its accompanying prohibitive prices, will permit the construction of sewers and securing of the relief they afford with dispatch and at a saving to the people of the city."

I will not go into the engineering formulae or methods of computation used in the design of the proposed relief sewers, except to state that, whereas the old existing sewers were calculated to care for a rainfall of 2 inches per hour, one-half of which it was allowed would reach the sewer immediately, the relief sewers are designed so as to divert one-half of the water to be cared for from the existing sewer and are computed on a basis of as high as 2.25 inches, reaching the sewers immediately after the rainfall.

I have used every effort to hasten the work of designing an adequate relief sewer system, but the magnitude of the undertaking has prevented an earlier completion of the scheme.

The following table summarizes the proposed constructions and permits one to see at a glance the particular sewer that will affect a certain defined section and shows the size of the sewers, with the estimated cost:

Section Affected.	Sewer to be Constructed in—	Diameter in Inches.	Estimated Cost.
Palmetto street and Hamburg avenue..	Central avenue, Evergreen Cemetery to Flushing avenue	48 to 132	
Knickerbocker avenue and DeKalb avenue	White street, Flushing to Johnson avenue	138	\$654,000 00
Knickerbocker avenue and Myrtle avenue	Myrtle avenue, Cypress avenue to St. Nicholas avenue; St. Nicholas avenue, Myrtle avenue to Scott avenue; Scott avenue, St. Nicholas avenue to Newtown creek..	168 to 180 180 to 192	\$1,077,000 00 a.....
(Wallabout) Walton street and Marcy avenue	Broadway, Moore street to Lynch street; Broadway to Harrison street; Tompkins avenue, Vernon avenue to Flushing avenue; Harrison avenue, Flushing to Division avenue; Division avenue, Harrison avenue to East river	48 to 54 66 30 to 72 72 to 120 126	\$575,000 00
Territory bounded by Greene avenue, Grand avenue, Fulton street, Broadway	Rockaway avenue, Fulton street to Chauncey street; Chauncey street, Broadway to Stuyvesant avenue; Stuyvesant avenue, Greene avenue, to Chauncey street; Van Buren street, Stuyvesant avenue to Tompkins avenue; Tompkins avenue, Greene avenue to Willoughby avenue; Willoughby avenue, Tompkins avenue to Classon avenue; Classon avenue, Willoughby avenue to Wallabout canal	30 42 to 120 120 150 186	
	Saratoga avenue, from Chauncey street, southerly; Ralph avenue, from Chauncey street to Herkimer street; Herkimer street, from Ralph avenue to Howard avenue..	b.....	\$2,140,000 00
	Stuyvesant avenue, from Chauncey street to Fulton street; Fulton street, from Stuyvesant to Utica avenue; Utica avenue, from Fulton street to Pacific street; Pacific street, from Utica to Buffalo avenue		
	Myrtle avenue, Clinton avenue to Classon avenue	30 to 48	
	Nostrand avenue, Degraw street to Prospect place; Prospect place, Nostrand avenue to Brooklyn avenue; Brooklyn avenue, Prospect place to Fulton street; Fulton street, from Brooklyn avenue to Tompkins avenue; Schenectady avenue, St. Mark's avenue to Pacific street; Pacific street, Schenectady avenue to Troy avenue; Troy avenue, Pacific street to Fulton street; Fulton street, Troy avenue to Tompkins avenue; Tompkins avenue, Fulton street to Greene avenue	42 to 48 48 to 60 72 72 48 54 66 to 72 72 108 to 120	\$410,000 00
	Prospect place, Grand avenue to Nostrand avenue; Nostrand avenue, Prospect avenue to Herkimer street; Bedford avenue, Brevoort place to Herkimer street; Herkimer street, Bedford avenue to New York avenue; New York avenue, Herkimer street to Fulton street; Fulton street, New York avenue to Marcy avenue; Marcy avenue, Fulton street to Green avenue	36 to 60 60 to 66 54 54 to 78 84 c.....	\$270,000 00
	Grand avenue, Putnam avenue to Greene avenue	d.....	\$25,000 00
Smith street, Hoyt street, Bond street..	Smith street, President street to Warren street; Warren street, Smith street to East river	15 to 66 66 to 78	\$185,000 00
(Navy Yard) Flushing avenue, Hudson avenue, Tillary street, North Oxford street	Myrtle avenue, Gold street to Carlton avenue; Gold street, Myrtle avenue to East river	36 to 108 114 to 126	\$365,000 00

Section Affected.	Sewer to be Constructed in—	Diameter in Inches.	Estimated Cost.
Union avenue, North Twelfth street, Roebling street	Lorimer street, Ten Eyck street to Newton street; Newton street, Lorimer street to North Twelfth street; North Twelfth street, Newton street to East river	18 to 102 102 120 to 138	
	Dobbins street, Meserole street to Calyer street; Calyer street, Dobbins street to East river	42 48 to 66	\$486,000 00
Third avenue, Butler street, Fourth avenue, Twenty-first street	Carlton avenue, Dean street to Prospect place; Prospect place, Carlton avenue to Sixth avenue; Sixth avenue, Prospect place to Twenty-first street; Twenty-first street, Sixth avenue to East river	36 to 48 60 to 78 84 to 132 138 to 156	\$1,140,000 00
Fourth avenue, Fifty-fifth street, Fifth avenue, Fifty-ninth street	Fifth avenue, Fifty-eighth to Fifty-fourth street; Fourth avenue, Fifty-eighth to Fifty-fourth street; Fifty-fourth street, Fifth avenue to East river	24 to 30 30 to 36 30 to 60	\$106,000 00
Carroll street, Fourth avenue	Carroll street, Fourth avenue to Gowanus canal	42	\$11,000 00

- a. Part to be paid by Queens County.
b. Present sewers to be enlarged to sewers varying in sizes from 30 to 54.
c. Enlarge present sewer to 66 inches.
d. Enlarge present sewer to 60 inches.

Relief sewer indicated in the above table for flooded section of Knickerbocker avenue, will provide for the care of the storm water now entering our borough from Queens County which is responsible, in a large degree, for certain flooded conditions in the Eighteenth Ward. This flood flows down the Myrtle avenue valley and is made up of the greater part of the storm watershed by 2,150 acres in Queens County. This proposed sewer has been designed in conjunction with the Engineers of Queens County and the cost of its construction should be paid for in part out of that borough's appropriation.

The main relief sewer in Division avenue; the sewer in Classon avenue, Willoughby avenue and Tompkins avenue; the Warren street sewer; the Gold street relief and the North Twelfth street, Newton street, Lorimer street proposed sewers are to be of the cunette section hereinbefore referred to.

The object in view in designing these relief sewers is to skirt the flooded section and prevent the storm water entering from the abutting higher section; to subdivide the low section so that facilities for promptly conducting the water from such section are provided, and to construct the outlet relief sewer of the section described so as to prevent what is unavoidable in the old form of sewers, namely, the interruption of discharge of the storm water by the action of the tide.

The estimated total cost of this relief sewer work is seven and one-half million dollars, so that even if funds sufficient to complete the work were available at the present time, the work outlined would require several years to complete. There is no reason, however, why a public construction so essential to the city's health and betterment should fail to be completed because of any difficulty in securing funds.

The Borough of Brooklyn has been well taken care of in the last few years, as regards appropriations to improve the character and quality of its streets and highways, and while not attempting to disparage the work of the past nor discourage the efforts to be put forth in the future in paving matters, I do firmly maintain that the health of the city and the welfare of its people is dependent, in a greater degree, upon sufficient and scientific and sanitary sewer systems than it is upon the greater beauty or smoothness of asphalt pavements over cobble or dirt roads. It is my intention to have the plans and specifications covering the within described relief sewers completed without delay, consuming in their preparation only that amount of time which is necessary to guarantee accuracy, computation and delineation. Then, year upon year, an appropriation sufficient to cover the cost of the maximum amount of relief sewer construction compatible with good workmanship and proper supervision with the engineering forces at the Department's command, should be asked for, appropriated and applied to this important work until it is completed.

In my opinion, the appropriation for this purpose should be provided in the same manner as the repaving appropriations are provided. Relief sewers heretofore constructed have been paid for by the city at large and the awards and settlements now made in suits brought against the city for flooded premises are paid for by the city at large. Therefore, the cost of installing a system of sewers that would prevent the continuance of this latter expenditure should be borne by the entire city.

I beg to indorse the recommendation made by the Chief Engineer of Sewers in his report to the Superintendent of Sewers, and to commend to you the suggestion of making application to the Board of Estimate and Apportionment for a special appropriation of \$25,000 to be used in securing the necessary special data needed for the proper calculations of the sizes of these relief sewers. The sizes proposed now are those which the best information at hand indicate as being of the required capacities, but information secured especially for the work on hand may permit of a reduction in sizes from the sizes now planned, but which are believed to be adequate and safe.

Before closing my report upon sewer matters, I beg to refer to the work performed by the Twenty-sixth Ward and the Thirty-first Ward Disposal Works, where the total pumping of sewage reached 4,653,769.134 gallons during the year. Details as to material used, duty of the engines, etc., are clearly indicated.

Bureau of Public Buildings and Offices.

The work of constructing the new Kings County Hall of Records is the largest single contract under the jurisdiction of the Bureau of Public Buildings and Offices, and said work is now well towards completion. During the year 1904, contracts amounting to \$182,000 have been entered into in connection with the work of construction of the new and reconstruction of the old Hall of Records. This work will cost, complete, about \$650,000. The general contractor is almost finished with his part of the work, but the work of delivering some of the furnishings and attachments, such as the metal filing cases, has been somewhat delayed.

The Kings County Jail on Raymond street has been receiving attention concurrently at the hands of the Bureau of Public Buildings and Offices and the Grand Jury, during the entire year, and it is believed that now the former has assumed and completed contracts to meet every reasonable recommendation of the latter received to date. Roofs, toilets, kitchen, bathrooms, etc., have all received attention, and many minor maintenance matters have been disposed of as the occasion arose. The plumbing has been thoroughly reconstructed under an appropriation of \$20,000, by the Board of Estimate and Apportionment, so that now said plumbing is wholly and thoroughly sanitary, and of a type and character which it is believed is best adapted for the governing conditions (which are more or less exacting) of such an institution. The comment and criticism anent the cleaning of the jail concerns a matter not within the authority of this Department, and has not, therefore, been considered by it.

In July, a contract was entered into to remove the decayed and disintegrated stone work of the Borough Hall. Several pieces had dropped to the street, and the chiselling out of all the stone that an inspection showed to be decayed was deemed advisable. This is practically the first attention of such a nature the Borough Hall has received since it was erected in 1859.

I beg to particularly direct your attention to that part of the Superintendent's report that describes the improvement installed in the offices of the Registrar of Water Rates in the Municipal Building, work which if contracted for would have cost \$1,500, and which did cost only \$895.30 by having the work done by our own forces. The photograph accompanying the report shows how advantageously the forces in the Registrar's office may now be distributed, thus facilitating the transaction of business.

The Disciplinary Training School has received continued attention at the hands of the Superintendent of Public Buildings and Offices, every effort being put forth to comply with the requests of the Superintendent of the School. The good work done by the school merits every encouragement, and such expenditures as will add to the convenience or comfort or efficiency of the Training School should be made.

The new Court Building on Gates avenue was completed in October, at a cost of \$50,000. This court was erected on the site of an old police station which was vacated in 1896. Wilkenson & Magonigle were the contractors. The completion of this building is a very noteworthy addition to the Court-house Buildings of the Borough.

The third of the interior bath buildings was opened on September 26, 1904, and is erected on Montrose avenue. This bath cost \$97,000, and will accommodate 4,000 persons per day. The report of the Superintendent of Public Buildings and Offices contains a wealth of details regarding this bath building which it is needless to recount here, and the photographs illustrating the public buildings constructed or in course of construction are admirable and instructive.

The Huron street bath building should be the next one completed, and will make the fourth structure completed and devoted to this purpose.

The Duffield street bath is not progressing with as great speed as is desirable, but it is expected that before long these conditions will have been corrected.

It is expected that during 1905 three additional bath buildings will be provided for, so that by the end of our present term the borough will have eight interior bath buildings.

The actual attendance at the three public baths now in operation during 1904 was 864,246, and one of the baths—the Montrose avenue bath—was in operation only during the last quarter of the year. At the Hicks street bath the average daily attendance for the whole year was 1,303.

The six public comfort stations have had a total attendance of 10,363,481, the Borough Hall station and the Lorimer street station each having an average daily attendance in excess of 7,600. The Superintendent of Public Buildings and Offices calls attention to the fact that the annual attendance at the Borough Hall station approximated 3,000,000, which is the capacity of the Charing Cross comfort station in London, the largest city in the world.

The five free floating baths were thoroughly renovated during the year, at a cost of \$4,838, and during the ninety days these baths were in operation the number of bathers was 757,872, an average of 8,421 per day. The operating expenses amount to approximately one cent per bather. It is a matter of congratulation that no one was injured at any of the five floating baths during 1904. This is the first time in some years that so satisfactory a record has been made, and it is directly due to the rigor with which the rules have been enforced.

I refrain from reviewing further the contracts and the numerous pieces of work that have contributed to make a busy year for the Bureau of Public Buildings and Offices, but beg to respectfully refer you to the painstaking report of the Superintendent. Minute details of construction and operations are clearly set forth, with the result that the report is very comprehensive. The photographs convey in many instances a much clearer idea of the work under consideration than would a long and tedious description. Sufficient to say that all of the borough and county buildings, the Firemen's Hall, the Wallabout Market and the District Court buildings have each received such attention as was needed.

Assistant Commissioner.

The report of the Assistant Commissioner indicates that 350 contracts were consummated during 1904, involving an expenditure of \$3,492,761.95. These contracts are numbered consecutively in a tabulation attached to his report, wherein the title of each contract, the number of bids received, amount of security and estimated cost of the work computed from the figures submitted in the lowest bid are set down.

The report of the Superintendent of Incumbrances attached to the Assistant Commissioner's report shows that the number of complaints, from all sources, were 501 less than the number received during 1903, indicating that the Inspectors of that Bureau are

exercising a vigilance that results in the removal of the cause for complaint rather than removing the matter complained of after a complaint has been filed.

The detail figures in the transactions of the Assistant Commissioner's office may be found under their appropriate headings in his report, submitted herewith.

General Bookkeeper.

All data regarding the financial transactions of the constituent bureaus of this department are indicated under appropriate titles, in addition to being recapitulated for the whole department, so that information concerning the individual orders, bills, vouchers, etc., may be studied and considered as well as the operations of the department. In so far as the usefulness of a General Bookkeeping Department is concerned, the methods instituted this year afford means of continually keeping in touch with available funds and incurred liabilities that under the system that was in effect prior to January 1, 1904, would not afford. One of the first acts of this administration was, as you well know, the transfer of the Bookkeeping Department from its inconvenient and almost inaccessible location in the Municipal Building to its present location in an office adjoining this office. This arrangement makes possible consultation on matters of finance that the former isolated location prohibited. The advisability of the change is indicated by the facilitation experienced in our departmental dealings.

We have added to the books formerly kept by the Bookkeeper, a "Contract Book," wherein is shown at all times the contracts under way, the amount of each, and the payments to date on each. In addition to indicating at a glance the financial status of each contract, it prohibits duplication in passing vouchers and estimates, and in other respects assists in maintaining the essential feature of accuracy in accounts, which if not possible under the former system, must at least have been secured with greater difficulty.

The General Bookkeeper states in his report that the system at present obtaining is in advance of any system in effect at any prior period.

Each of the reports submitted herewith contains statements by the Bureau heads of the earnestness and interest in the borough affairs shown by the men under them, without which it would be difficult to maintain the high standard and accomplish the satisfactory results that have been secured during the year 1904.

I beg to express to the Bureau heads and through them to the individuals under them, my appreciation of their good work.

Respectfully submitted,

J. C. BRACKENRIDGE,

Commissioner of Public Works, Borough of Brooklyn.

ANNUAL REPORT OF THE CHIEF ENGINEER, BUREAU OF HIGHWAYS, BOROUGH OF BROOKLYN, NEW YORK CITY, FOR THE YEAR ENDING DECEMBER 31, 1904.

City of New York, Borough of Brooklyn,
Office of Commissioner of Public Works, Bureau of Highways,
Chief Engineer's Office, Municipal Building,
January 3, 1905.

J. C. BRACKENRIDGE, Esq., Commissioner of Public Works, Borough of Brooklyn:

Dear Sir—I herewith submit a statement of the operations of this Bureau for the year ending December 31, 1904:

All of the resolutions passed by the Board of Estimate and Apportionment left over from the previous year have been advertised, and contracts made for the work, with the exception of Kills path, which resolution was declared defective by the Corporation Counsel. All resolutions passed by the Board of Estimate and Apportionment during the year have been advertised, and bids received for carrying out the work, with the exception of those passed by the Board in the latter part of December. Surveys have been made for some of these, and the work is going on on all, and they will be advertised during the winter so that work can be begun early next season.

The following table shows in detail the number of contracts made by this Bureau and registered by the Comptroller during the year:

Number of Contracts.	Nature of Contracts.	Street Improvement Fund.	Repaving Streets, Sections 48 and 169, Chapter 466, Laws of 1901.	Labor, Maintenance and Supplies, 1904.	Revenue Bond Fund.	Opening, Extending, Laying Out and Improving Bedford Avenue, Chapter 764, Laws of 1900.
17	Asphalt, regulating, grading and paving.....	\$143,436 68	.....	.....	.....	.....
43	Asphalt repaving .....	.....	\$674,852 00	.....	.....	.....
1	Asphalt block, regulating, grading and paving.....	11,147 13	.....	.....	.....	.....
5	Asphalt block repaving.....	.....	150,718 40	.....	.....	.....
2	Granite block, regulating, grading and paving.....	6,698 20	.....	.....	.....	.....
10	Granite block repaving.....	.....	184,650 50	.....	.....	.....
3	Wood block repaving.....	.....	78,649 50	.....	.....	.....
4	Macadam, regulating, grading and paving.....	75,922 50	.....	.....	.....	.....
1	Macadam repaving .....	.....	.....	\$3,528 00	.....	.....
4	Medina sandstone repaving.....	.....	68,377 30	.....	.....	.....
47	Regulating, grading, curbing, etc.....	401,883 91	.....	.....	.....	\$51,403 10
30	Cement sidewalks	79,706 61	.....	.....	.....	.....
4	Flagging	3,710 36	.....	.....	.....	.....
10	Fencing vacant lots.....	5,817 37	.....	.....	.....	.....
16	Grading lots	16,638 81	.....	.....	.....	.....
1	Furnishing and delivering forage.....	.....	.....	2,595 72	.....	.....
3	Furnishing and delivering sand.....	.....	.....	5,184 00	.....	.....
3	Furnishing and delivering broken trap rock and screenings.....	.....	.....	42,902 73	.....	.....
1	Furnishing and delivering paving pitch.....	.....	.....	3,045 00	.....	.....
1	Furnishing and delivering bridgestone flagstone.....	.....	.....	3,456 00	.....	.....
1	Furnishing and delivering curbstone.....	.....	.....	3,229 00	.....	.....
1	Furnishing and delivering granite bridgestone.....	.....	.....	508 03	.....	.....
1	Furnishing and delivering paving gravel.....	.....	.....	1,629 60	.....	.....
1	Furnishing and delivering coal.....	.....	.....	1,026 00	.....	.....
1	Furnishing and delivering yellow pine lumber.....	.....	.....	691 20	.....	.....
1	Repairing and maintaining asphalt pavements.....	.....	.....	65,250 00	.....	.....
1	Removing earth .....	.....	.....	.....	\$1,181 40	.....
213	Total.....	\$744,961 57	\$1,157,247 70	\$133,045 48	\$1,181 40	\$51,403 10

Summary.	
Number of Contracts.	
130	Street Improvement Fund
65	Repaving streets, sections 48 and 169, chapter 466, Laws of 1901
16	Labor, Maintenance and Supplies, appropriation of 1904
1	Revenue Bond Fund
1	Opening, extending, laying out and improving Bedford avenue, chapter 764, Laws of 1900
213	Grand total

\$744,961 57

1,157,247 70

133,045 48

1,181 40

51,403 10

\$2,087,839 25

I also show in detail the mileage of street work contracted during the year, as follows:

Mileage of Street Improvements Contracted During 1904.	
	Miles.
Asphalt	21.24
Granite	2.18
Macadam	3.57
Medina	1.17
Wood	1.18
Regulating, grading, etc.	17.01
	46.35

The above includes contracts awarded but not registered.

Authorized

5.49

Total.....

51.84

Pavement Laid on Completed Contracts.

	Miles.
Asphalt	40.31
Granite	6.98
Medina	0.82
Wood	1.18
Macadam	1.04
	50.33

Laid on Incompleted Contracts.

	Miles.
Asphalt	2.27
Granite	0.38
	2.65

There was Laid by the Repair Gangs.

	Miles.
Granite	1.45
Macadam	3.28
Belgian	0.09
	4.82

Total of Completed Pavements Laid by this Bureau.

	Miles.
Asphalt	42.58
Granite	8.81
Medina	0.82
Wood	1.18
Macadam	4.32
Belgian	0.09
	57.80

There was Also Laid Under Private Contract (Including Park Department).

	Miles.
Asphalt	2.82
	2.82

There was Also Laid by Public Contract (Out of Common Land Fund, Late Town of Gravesend).

	Miles.
Macadam	3.51
	3.51

—or a grand total of new pavements laid in the borough of 64.13 miles, making the present pavement mileage as compared with December 31, 1903:

	December 31, 1903.	December 31, 1904.
Asphalt	166.19	211.59
Granite	132.13	140.36
Cobble	153.95	113.73
Belgian	43.02	41.92
Macadam	88.78	96.16
Brick	4.93	4.40
Trap block	1.24	1.24
Medina block	2.16	2.98
Wood	0.82	2.00
	593.22	614.38

There is Yet to be Done on Incompleted Contracts.

	Miles.
Asphalt	3.78
Medina	0.09
Regulating, grading, etc.	1.30
Macadam	13.13
	18.30

The Mileage of Contracts Now in Force is

	Miles.
Asphalt	5.98
Medina	0.49
Regulating, grading, etc.	4.71
Macadam	0.93
	12.11

Mileage on Contracts Awarded but not Registered.

	Miles.
Asphalt	2.19
Regulating, grading, etc.	0.77
Macadam	0.84
	3.80

Mileage on Contracts Authorized.

	Miles.
Asphalt	1.48
Regulating, grading, etc.	4.01
	5.49

Summary of Work Left Over.

	Miles.
Incomplete contracts	18.30
Contracts not begun	12.11
Contracts awarded but not registered	3.80
Contracts authorized	5.49
	39.70

Deducting the mileage of regulating, grading, etc., there are left 17.08 miles of pavement to be completed this year.

Attention is called to the fact that the total mileage of pavements in the borough has increased from 576.53 miles in 1902 and 593.22 miles in 1903 to 614.38 miles in 1904. This shows an increase during the year of:

	Miles.
1904.....	614.38
1903.....	593.22
	21.16

against an increase of:

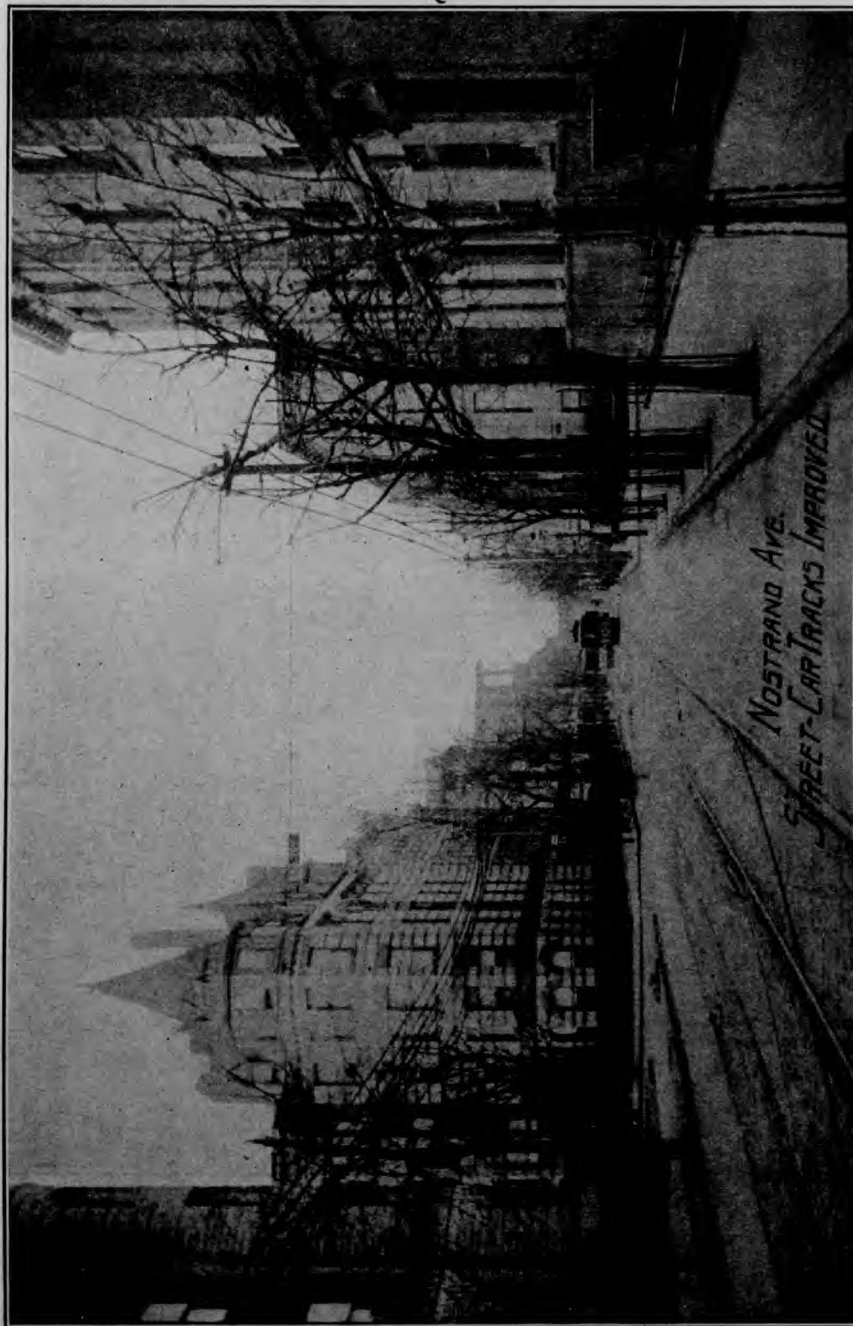
	Miles.
1903.....	593.22
1902.....	576.53
	16.69

This will indicate that the demand for pavements is increasing, even though the total cost is paid for by the property-owners, as the increase in pavements represents the amount of the new pavements laid.

It will also be noticed that the total amount of pavements laid by the Bureau and by private contracts amounts to 64.13 miles, against 65.99 miles in 1903, a loss of 1.86 miles.

Although this is slightly less than the amount laid in 1903, it is more than 50 per cent. more than has ever been laid in any one year before. You will remember the trouble that arose in the early summer on account of the attempt to enforce the eight-hour provision of the Labor Law on contract work. This delayed the carrying out of our contracts very materially, as during the month of July two of the asphalt contractors did almost no work. The weather conditions also were such in December that very little was done. A heavy snowfall took place on the 5th of the month, so that all outside work was brought abruptly to a standstill. Had it not been for these two causes the amount of work done in 1904 would have been considerably in excess of that of 1903.

The private work referred to, as well as that paid for out of the Common Lands Fund of the late Town of Gravesend, not being contracted for by this Bureau, was carried out under the supervision of the Assistant Engineers of the Bureau and the Inspectors, so that in every respect, except the payment, it was similar to work performed by the Bureau.



Repaving.

Although, as has been said, more than 20 miles of new pavements were laid during the season, the greater part of the work of this Bureau has been, as usual, in replacing the old and worn out pavements. Brooklyn, for many years, has had the

reputation of being the worst paved city in the country, and deservedly so. If, however, the work carried on during the last three years can be continued a short time longer, it will be changed from the worst to one of the best paved cities in the country. For the first time in the history of the city cobblestone pavements take third place, having at the present time less than 114 miles, while asphalt has nearly 212 miles and granite 140 miles. It is the exception now to see a cobblestone street, rather than the rule, as was the case in previous years. The condition of the cobblestone pavement itself is also very much better than previously, as the worst streets have been repaved, and others have been repaired.

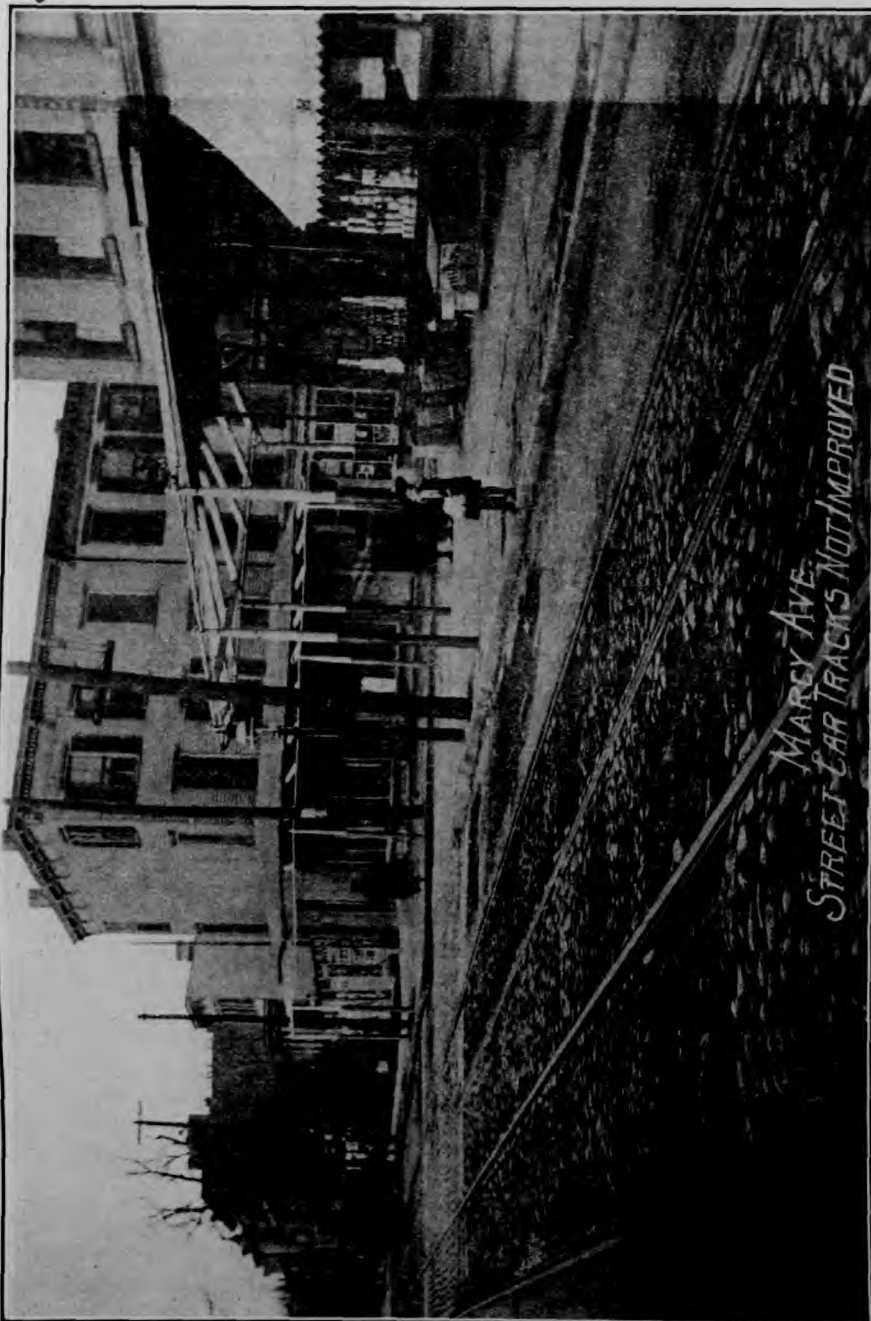
The most important repaving work instituted this year has been the beginning of the entire repaving of Atlantic avenue, a contract having been carried out this last year for repaving it from East New York avenue to Berriman street, the portion originally paved with granite in the Twenty-sixth Ward. An appropriation has been made for repaving the remainder; that is, from Flatbush avenue to East New York avenue. The work of the Atlantic Avenue Improvement Commission has been so far completed that nothing prevents the repaving of the portion east of Nostrand avenue, and the contract will be made for this very soon. Before the end of this year the entire work of the Improvement Commission on Atlantic avenue will be carried out, and the entire street can be repaved. Until this is done, the work of the Atlantic Avenue Improvement Commission must be considered incomplete, and when done it will be the carrying out of the most important improvement that has been instituted in street work in Brooklyn for many years.

Other important work has been the repaving of a great many railroad streets. This is a work that has been in the past neglected, and the railroad streets have gradually become the worst paved streets in the borough. Many of these, however, have been paved during the last two or three years, so that a wonderful change has been made in their conditions. One of the most notable instances of this is Nostrand avenue, which has been paved from Malbone street to Flatbush avenue, under petition from the property owners and at their expense, and has been repaved north of Malbone street for its entire length. Contract has also been made for repaving Lee avenue, which is a continuation of Nostrand avenue, and when completed with Driggs avenue will make a line of modern pavement from Flatbush avenue to Greenpoint, a distance of 6½ miles. Work has also been begun on the repaving of Marcy, Tompkins and Sumner avenues, between Fulton street and Broadway, and carried out to such an extent that probably the present year will see all of these streets repaved for their entire length.

The work of the railroad companies in repaving between their rails with granite blocks on concrete, with either tar and gravel or cement joints, has made these railroad streets when completed better than they have ever been before, and has worked a complete transformation in the character of the streets.

The total amount of money paid out on estimates for work performed during the year, both for original improvement and repaving is:

On final estimates.....	\$2,692,834 50
On partial estimates.....	262,605 25
A total of.....	\$2,955,439 75



Asphalt Pavements.

During the year 45.4 miles of asphalt pavements have been laid, showing that the people still desire that material. The work has been done by the same contractor as during the previous year, and the character has been the same.

The average cost for sheet asphalt during 1904, consisting of 2-inch wearing surface, 1-inch binder and 5 inches of Portland cement concrete foundation, has been \$1.66 per square yard for streets upon which there are no railroad tracks, and \$1.99 per square yard for streets where railroad tracks have been located, as against \$2.05½ and \$2.42, respectively, in 1903.

Your attention is called to the fact that the bids received for paving with asphalt on December 7, 1904, averaged \$1.41 per square yard complete, including the necessary

grading. This is the lowest price ever received for asphalt pavement in this borough, and can only be attributed to the lively competition between the different companies.

Asphalt Block Pavements.

On certain streets where it was considered that the grade was too heavy for sheet asphalt, asphalt block has been laid. This is a pavement that always gives good satisfaction and is less slippery than sheet asphalt.

The price for this pavement in 1904 has averaged \$2.71, against \$2.55 per square yard in 1903.

Asphalt Repairs.

The repairs of the asphalt streets, out of guarantee, during the past year have been in charge, for the first time, of Mr. E. J. Fort, Assistant Engineer.

The total number of yards out of guarantee during the year was 1,275,088, and the cost of keeping this pavement in repair was \$53,852.42, or an average cost of 4.22 cents per square yard. In 1903 there were maintained 1,227,034 square yards at a total cost of \$78,142.87, or an average cost of 6.37 cents per square yard. The price paid per cubic foot for material, including the labor of laying, was, in 1904, for wearing surface 85 cents, for binder 30 cents, and for wearing surface laid under the Burnham method 50 cents, as against 95 cents for wearing surface and 40 cents for binder in 1903. It will be seen, therefore, that the unit price was about 12 per cent. lower in 1904 than in 1903, and that 50,000 yards more were maintained at a cost of \$25,000 less in 1903, so that the cost per square yard was reduced from 6.37 cents to 4.22 cents.

There are three streets that were laid in 1897 where the pavements were repaired, namely, Berry street, Leonard street and Throop avenue, where the cost has been excessive. These streets, however, did not cost as much in 1904 as in 1903. The average cost of repairs on these three in 1904 was 13.9 cents. If these three streets were eliminated from the total cost, the cost per yard would be reduced to a little over three cents.

There are also several streets paved with asphalt which were paved some sixteen or seventeen years ago, the asphalt being laid over the wood pavement then existing on the street. These streets are:

Pierrepont street, from Fulton street to 50 feet west of Willow place.

Cumberland street, from DeKalb avenue to Lafayette avenue.

Clinton street, from Pierrepont street to Atlantic avenue.

Schermerhorn street, from Nevins street to Flatbush avenue.

These streets have cost from 17 cents to 31 cents per square yard during the past year, but while kept passable they have not been in good condition. I would recommend that these four streets be repaved as soon as possible, as it is only a matter of a short time when this will be absolutely necessary, and the large cost of repairs is only temporary.

One street, namely Eighth avenue, from Union street to President street, cost practically 66 cents per square yard, but this street was almost entirely repaved, so that another year the cost will be very slight.

While the method adopted at present for making repairs is very satisfactory, I believe the only true solution of this work is to have an asphalt plant owned and controlled by the City, so that all repairs can be made promptly whenever necessary. A little delay in making repairs to asphalt pavements often increases the cost 15 or 20 per cent., and if this work is entirely in the control of the Department it can be attended to promptly. A report of mine on the establishment of a municipal asphalt repair plant, made in 1903, is on file in the office of the Commissioner of Public Works.

Granite Pavements.

During the past year there have been laid 7.3 miles of granite pavements under contracts. This work has all been done with a concrete base, with the exception of one or two contracts carried over from the previous year, and under a petition of the property owners. All of our present contracts are being carried out on a concrete base. The average cost for this pavement laid on six inches of Portland cement concrete, with tar and gravel joints, has been \$3.46 per square yard as compared to \$3.59 in 1903.

Medina Sandstone.

The medina sandstone pavements have given such satisfaction that it was deemed advisable to continue them during the past year. This stone comes to this market by the way of the Erie canal, and sometimes there is a delay in obtaining it early or late in the season. It has all been laid on a concrete foundation with Portland cement joints.

The average cost for the year has been \$3.58 per square yard as against \$3.68 in 1903.

Wood Pavements.

The use of the creosoted wood blocks has been continued during the season, some twenty thousand yards having been laid. The specifications have been practically the same as that of the previous year, and the average cost has been \$3.04 against \$3.03 in 1903.

Local Improvements.

The work of improving the streets where the entire cost is paid for by the property owners has been continued to a great extent during the past season. The total number of streets on which contracts have been made and authorized are 72. Of these 15 have been completed and 21 begun, the others being held over for completion next year.

The most important contract made for original improvements is that of regulating, grading, curbing and laying sidewalks on Bedford avenue, from Flatbush avenue to Eastern parkway. This work was authorized under a special act of the Legislature, and has been pending for a number of years. The work was let in the early summer, and is nearly all completed. It is expected that it will be finished early enough the coming season so that the pavement itself can be laid during 1905. This is an important improvement, not only for the section immediately benefited, but for the borough at large, as it will make a direct connection for the people of the Twenty-third and Twenty-fourth Wards, and the entire Eastern District, with Flatbush, so that communication can be easily had with the Boulevard and Coney Island. This one contract was two miles long, and involves an expenditure of \$51,403.16.

Sidewalks.

The sidewalks of the Borough of Brooklyn, taken as a whole, are probably as bad as any city of the country. A great many of them were laid fifty or more years ago, and have had very few repairs made since. Consequently, they are out of shape, broken, and generally in bad condition.

By a ruling of the Corporation Counsel in 1903 it was made the duty of the Bureau of Highways to care for all sidewalks that had once been laid under proper specifications. No special appropriation was made for this work, but during the past year a large amount of reflagging has been done, and new flags were laid where necessary. The total amount is as follows:

In the newer parts of the borough new walks are being laid constantly and in large quantities. During the year 1904 there were laid:

	Square Feet of Bluestone Walk.
Under public contract.....	22,444
Under private contract.....	58,354
Total.....	80,798

During 1903 there were laid 180,965 square feet by public and private contract.

During 1904 there were laid:

	Square Feet of Cement Sidewalk.
Under public contract.....	265,475
Under private contract.....	1,160,295
Total.....	1,425,770

During 1903 there were laid under both kinds of contracts 1,920,864 square feet, but the amount laid under public contract during 1904 was 265,475 square feet as against 225,101 in 1903.

The above figures refer to the walks laid by contracts made for sidewalks only. There were laid in addition to the above:

On contracts for regulating, grading and paving, etc.—38,871 square feet of stone sidewalks, and 664,704 square feet of cement sidewalks, a total under public contract of 35.6 miles of walk five feet wide.

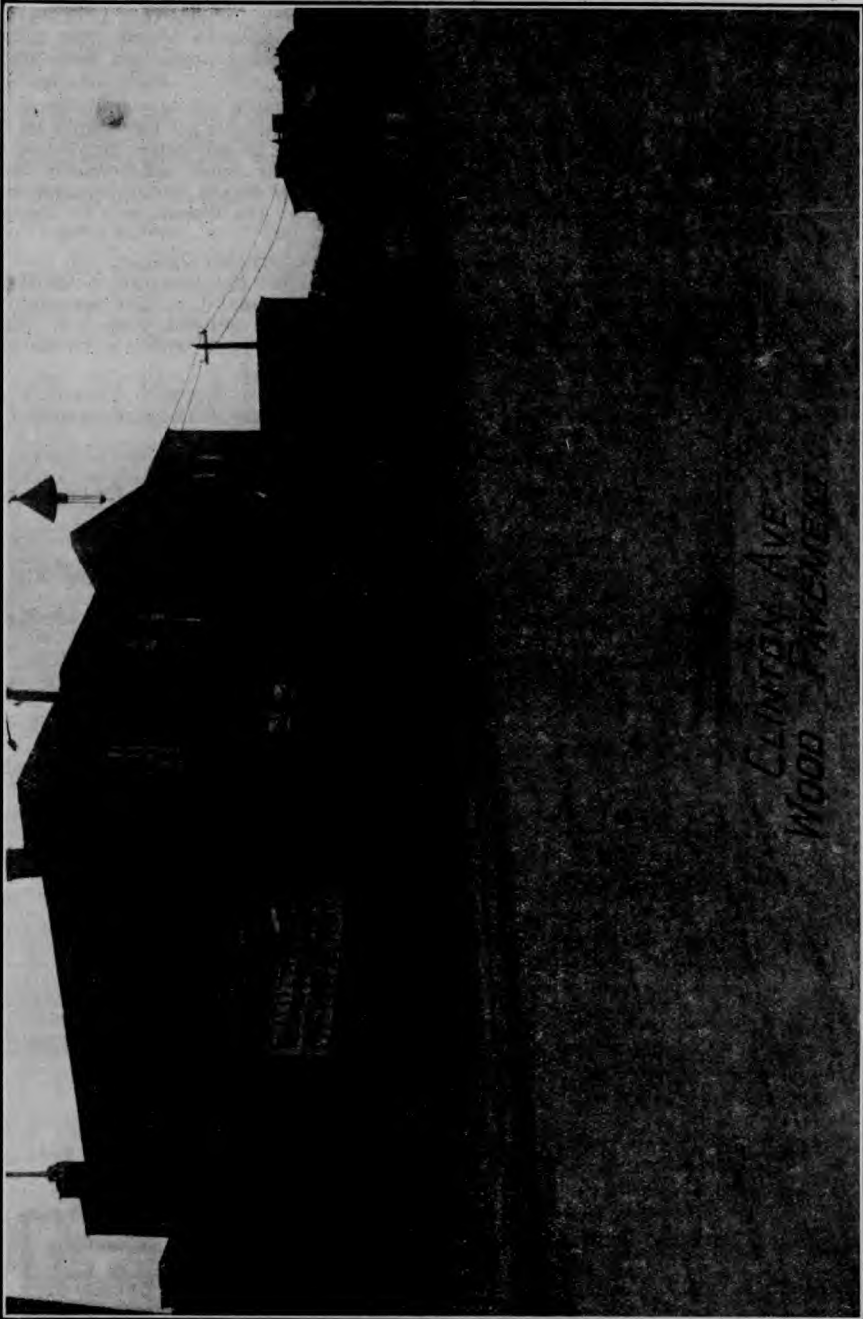
There were also laid by the repair gangs:
11,874 square feet of old and new cement walk.
18,000 square feet of new bluestone flagging.
142,006 square feet of old bluestone walk.

The above figures illustrate very plainly the popularity which the cement sidewalks have attained, as you will notice that only a little over five per cent. of the total amount of walk has been flagged, which some ten years ago was almost the only material used. This is due to the following causes:

The difficulty of obtaining bluestone flagging in the large quantities required for the sidewalks in the rapidly growing sections of the borough.

The decreased cost of laying cement sidewalks over bluestone, the bluestone walks costing from 50 to 75 cents more than cement.

The smoother and generally better appearance which the cement sidewalk has, and which adds greatly to the appearance of a street.



Fencing.

During the year there has been constructed 13,396 linear feet of wood fences.

Map Room.

The work of the Map Room has been in charge of Mr. W. R. Tenney, Topographical Draughtsman.

On account of the large amount of original improvements carried out, the work in the Map Room has increased very much, because of the number of assessment lists to be prepared. The following is the work done during the past year, in addition to which a large amount of routine work has been carried on:

Assessment Maps and Lists in Duplicate.

Grading and paving	89
Cement sidewalks	20
Flagging sidewalks	4
Fencing vacant lots	10
Grading lots	6

Total..... 129

Plans of New Work.

Grading and paving	17
Repaving	72
Laying cement sidewalks	157
Flagging sidewalks	5
Fencing vacant lots	33
Grading lots	9

Total..... 293

Miscellaneous Plans, etc.

Proposed change of grade.....	21
Profiles in duplicate for Board of Assessors.....	89
Specifications prepared (six copies each).....	103
Proposed parks and playgrounds.....	16
Number of plans filed.....	185
Blueprints	892
Tables, tracings, etc.....	97

Total..... 1,403

The 129 assessment maps and lists mentioned above embrace 1,041 City blocks and include 10,011 lots.

In addition to the above, all the opening maps, change of grade maps and many paving plans on file in this office have been renumbered and reindexed, making a total of 2,400 maps thus changed.

Surveys.

During the last year the surveys of the Bureau have been under the charge, as before, of Mr. H. J. Barker, Assistant Engineer, with the exception of the original improvement work, which, on account of its amount, and also the amount of repaving work, has been nearly all done by the City Surveyors.

All of the petitions for original improvements are referred to Mr. Barker for a preliminary report, from which reports are made to the Local Board. During the year the following reports have been made to me on these petitions:

Character of Improvement.	Number of Estimates.	Year 1904. Cost.
Regulating and grading.....	81	\$630,200 00
Grading, curbing, sidewalks, etc.....	99	881,200 00
Grading and paving, asphalt.....	80	1,313,700 00
Paving, asphalt	83	1,218,600 00
Grading and paving, granite.....	22	338,400 00
Grading and paving, belgian.....	1	1,000 00
Grading and paving, macadam.....	25	379,900 00
Total.....	391	\$4,763,000 00

The Laboratory.

The work of the Laboratory has been in charge of Mr. W. H. Broadhurst, Chemist, who has been extremely busy, owing to the large amount of work that has been done. I annex hereto his report, which will show all details.

The work of the past year has demonstrated very clearly the value of this Laboratory, as careful watch has been kept over the asphalt work, and also the concrete. Any little error, which is always liable to creep in in an asphalt mixing, has been promptly detected and corrected before any material wrong had been done. Without this constant check, occasional bad pavements might be laid, no matter how careful the contractors may be with their work. The contractors themselves also recognize the value of the Laboratory, and are always very prompt to make any necessary corrections.

During the year 21,000 cement briquettes have been broken, in addition to the large number of asphalt samples tested.

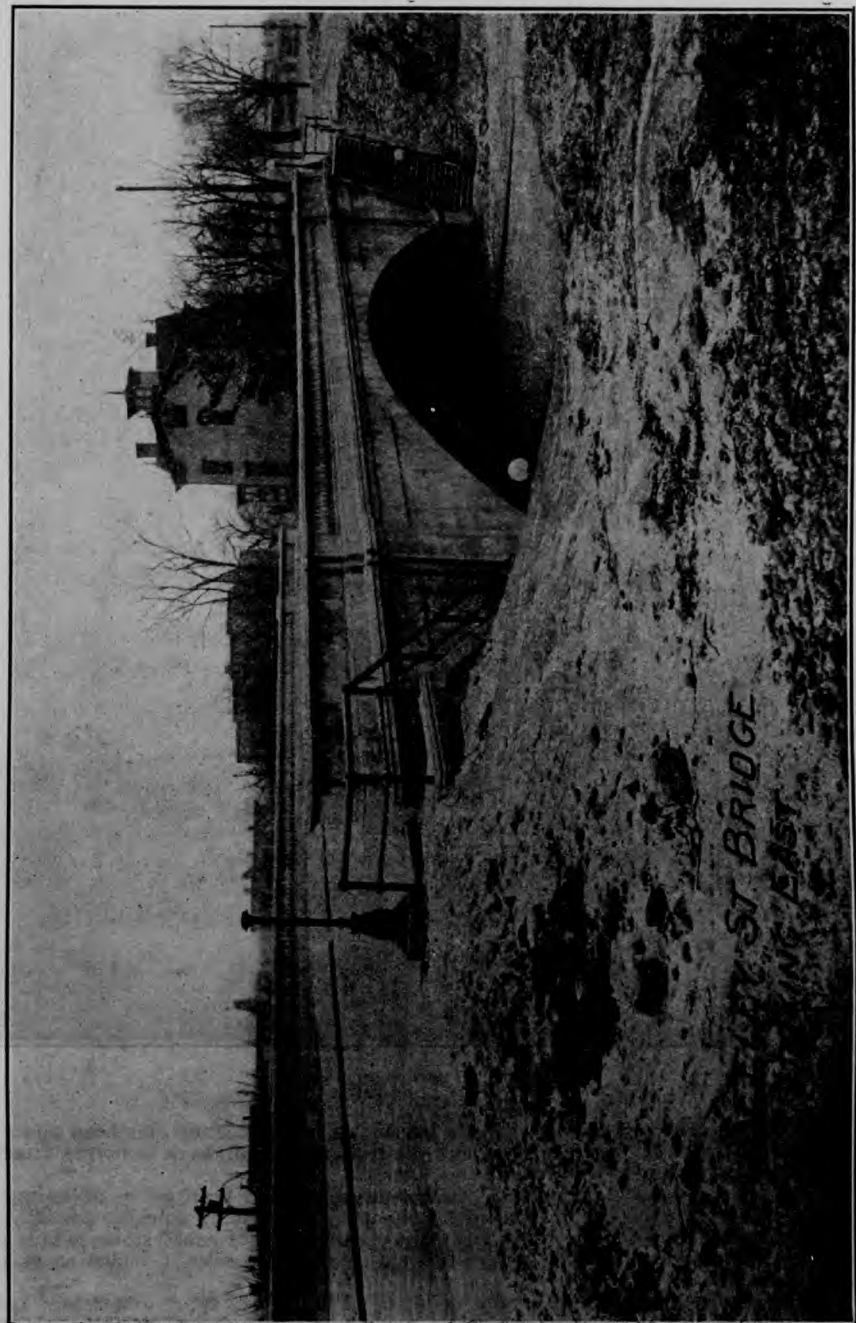
Corporation Work.

The work performed on the streets by the street car companies, electric light companies, telephone company, etc., is all under the charge of Mr. C. R. Van Buskirk, Assistant Engineer.

A very large amount of work has been performed by these different corporations, as will be seen by Table No. 12, which shows it in detail.

The Brooklyn Rapid Transit Company has laid practically 100,000 square yards of granite pavement on concrete base, with either tar or gravel or cement joints between their rails and tracks, on streets that have been improved with a new pavement.

When a street car track is repaved outside the rails, unless it be repaved inside as well, the street looks unfinished and the job seems only half completed. The work done by this company has added very much to the general appearance and utility of our railroad streets.



The Coney Island and Brooklyn Railroad Company had laid an improved pavement between their tracks and rails on Franklin avenue and on Ninth street.

Openings in Pavements.

The placing under ground of the wires of the different corporations and the large amount of building that has been done during the past year has caused a great many openings in the pavements. These have been repaired as promptly as possible, but all of them are not under the jurisdiction of this Bureau. These openings seem necessary, although there is no question that they are not only an obstacle to traffic on the street, but do a permanent damage to the pavements, as it is impossible to repave the openings so that the pavement is as good as it was before. They seem, however, to be a necessary evil.

During the year there have been made 7,100 cuts in the different pavements by plumbers, for sewer and water mains, and 71,172 cuts made by the corporations, involving 84 miles of trench, if they were all reduced to one opening. In addition to this, the Water Supply Department has opened 37 miles of pavements for laying their mains, so that there has been opened during the past year 121 miles of trenches in the pavements, or about one-fifth of the total length of pavements.

Topographical Bureau.

The work of the Topographical Bureau, as in previous years, has been in charge of Mr. George J. Bischof, Assistant Engineer.

The work of this Bureau consists almost entirely in preparing maps and information for street opening proceedings. The Bureau has been hampered very much during the past year by lack of men, as the organization of forces for this kind of work in other boroughs has drawn considerably from our Bureau, and it has been extremely difficult to get men to fill their places, so that as much work has not been accomplished as otherwise would have been.

I submit herewith the report of Mr. Bischof, which shows in detail everything that has been done. It will be seen that there have been furnished 9 rule maps, 28 draft damage maps, 40 draft benefit maps and 39 final damage and benefit maps, the final damage maps being furnished in duplicate and the final benefit maps in triplicate.

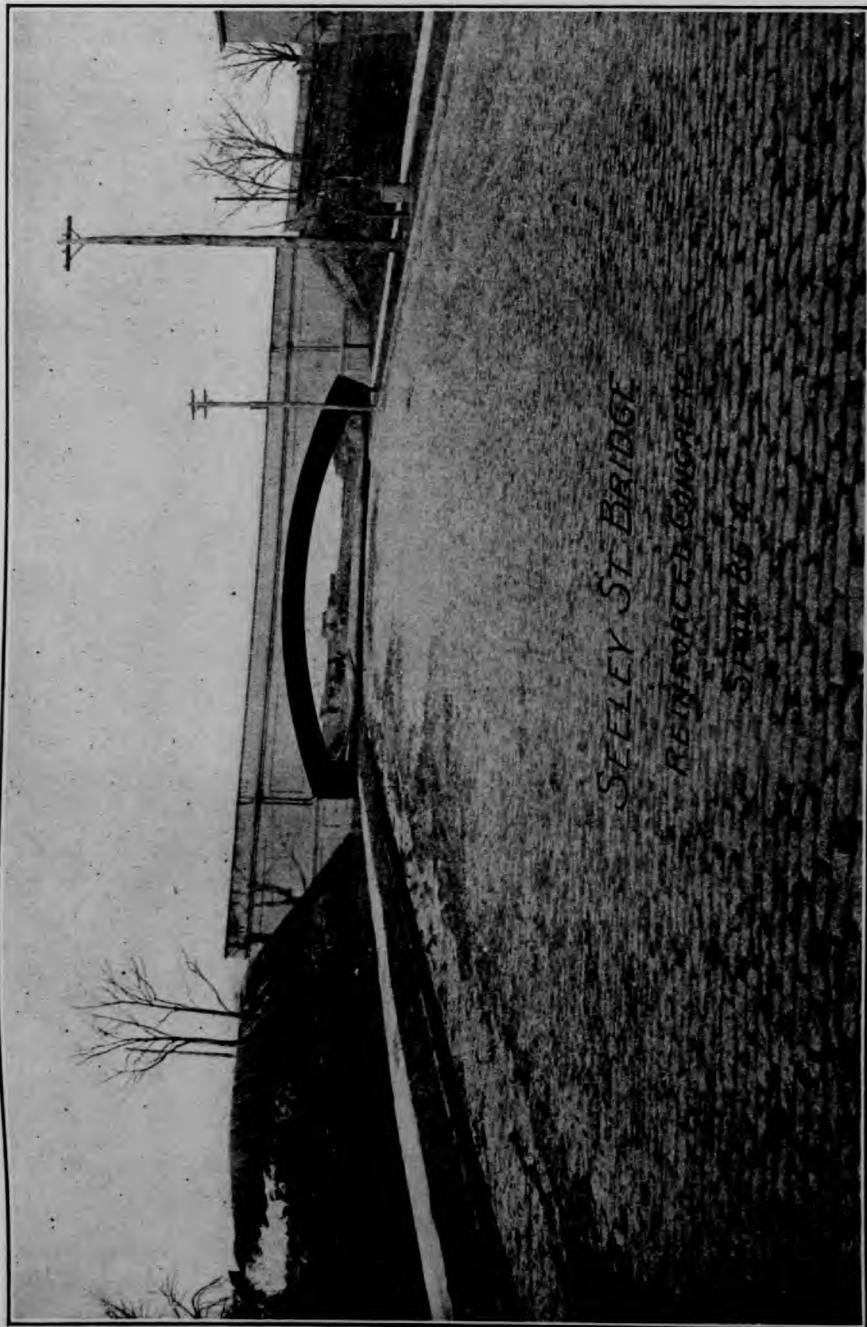
It will also be noticed, on January 1, 1904, there were 141 street opening proceedings pending in this Bureau. During the year 15 have been initiated, 4 discontinued and 34 confirmed, leaving, on the 1st of January, 1905, 118 proceedings pending. This is a gain of 23 for the year.

Seeley Street Concrete Bridge.

The reinforced concrete bridge on Seeley street, over Prospect avenue, was finished early in the season, and I show herewith two prints of the same, which gives a good idea of the bridge and what is accomplished by its construction.

The Board of Estimate and Apportionment has laid out as public places the ground on the south side of the bridge on both sides of Prospect avenue, which is shown in one of the prints, which will serve to preserve the architectural effect of the bridge and make a very beautiful spot in the city.

The details of the bridge were given in my report for last year, and need not be repeated here.



General Repairs.

The general work of repairing the pavements and dirt roads has been under the charge of Assistant Engineer Fort, and his report of detail work is hereto attached, to which I would refer you for all particulars.

The change in the character of the pavement that has been going on during the last few years has materially changed the character of the work done by this Division. For instance, on January 1, 1902, there were 216.8 miles of cobblestone pavement in the borough, and on the 1st of January, 1905, only 113.7 miles, a reduction of 103.1 miles in three years.

Five years ago it was necessary to use all of the money appropriated for "Labor, Maintenance and Supplies," for general repair work in order to keep the streets in decent condition, but on account of the large amount of new pavements this is no longer necessary, and work of a new character has been initiated, such as the repairs to dirt and macadam roads in the suburban districts.

The most striking instance of this is shown in Kings Highway, which was macadamized by the Bureau 16 feet wide from Flatbush avenue to Eastern parkway, a distance of about three miles. Kings Highway is an old road that has existed for two or three hundred years in the Town of Gravesend and Flatlands, and runs through a farming section. The macadamizing of this will allow the farmers access to the City over paved roads, which will be very much appreciated during the spring, when dirt roads are muddy and in many instances almost impassable. I know of no improvement that could have done the Town of Flatlands so much good as this, and this portion of the borough has received very little attention since consolidation. The people are certainly entitled to all that has been given them.

It is proposed to continue the work in the suburban towns to even a greater extent the coming season, and it is expected to organize gangs of men to keep the macadam roads cleaner than they have ever been kept before. A new steam road roller for repairs to macadam roads and other road machinery has been purchased, so that the Department will be in a better condition to perform this work than it ever has been before.

It is also hoped that before the end of the coming season all of our stone pavements will be in passable condition and free from the many holes that have made the pavements of Brooklyn disgraceful in past years.

It must be remembered, however, that the construction of new and improved pavements makes the people more urgent in their demand for all pavements to be of that character, and also to have the old pavements put in still better condition, as streets which would be considered good a few years ago are now, and properly, held to be absolutely bad. The people are becoming educated to the desire for new and improved pavements, and it is hoped that in a few years the Bureau will be able to satisfy all their demands.

Mr. Fort's report shows in detail the work performed by this Division.

The work of pavements laid by contract has been under the direction of Assistant Engineers Joseph Strachan, C. D. Pollock, George Berry and J. C. Sheridan, and I wish to commend them especially for their efficiency and general interest in their work. To them is due entirely the good character of the work which was obtained during the past year.

In closing this report I wish to thank yourself and the Borough President, as well as the other borough heads, for the uniform courtesy with which I and my Bureau have been treated during the year.

All of which is respectfully submitted.

GEO. W. TILLSON, Chief Engineer.

List of Tables Accompanying Report.

1. Diagram showing mileage of pavements from January 1, 1880, to January 1, 1905.
2. Table showing mileage and percentage of the various pavements in the City, and Borough of Brooklyn, from January 1, 1880, to January 1, 1905.
3. Table showing the area of the different Wards of the Borough of Brooklyn.
4. Table showing amount of asphalt laid on completed contracts during the year ending December 31, 1904.
5. Table showing amount of stone pavement laid on completed contracts during the year ending December 31, 1904.
6. Table showing streets graded, curbed, guttered and macadamized on contracts completed during the year ending December 31, 1904.
7. Table showing streets upon which work was in progress December 31, 1904.
8. Table showing streets upon which contracts were in force and work not begun December 31, 1904.
9. Table showing contracts awarded but not certified.
10. Table showing improvements authorized by the Board of Estimate and Apportionment for which bids have not been received December 31, 1904.
11. Table showing cost of maintaining asphalt pavements during 1904.
12. Table showing work done by corporations during 1904.

No. 1

Diagram Showing Mileage of Pavements
From Jan. 1st 1880 to Jan. 1st 1905

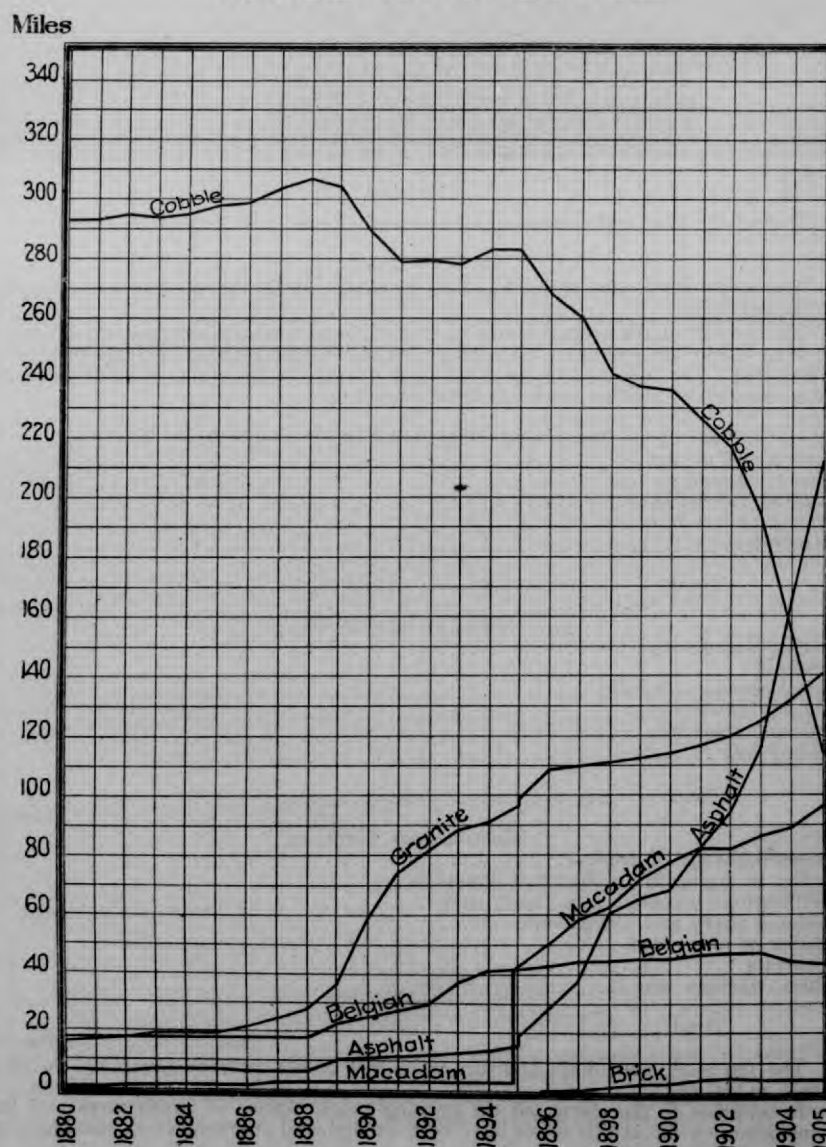


TABLE No. 2.

Showing Mileage and Percentage of the Various Pavements in the City and Borough of Brooklyn, from January 1, 1880, to January 1, 1905.

Year.	Asphalt.		Granite.		Cobble.		Belgian.		Macadam.		Brick.		Medina.		Wood.		Total.
	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	Miles.	Per Cent.	
January 1, 1880.....	7.129	2.130	16.630	4.950	292.928	87.250	17.200	5.120	0.798	0.230	.....	.....	.....	.....	1.050	0.320	335.735
January 1, 1881.....	7.039	2.080	17.050	5.060	293.458	88.210	17.200	5.110	0.798	0.230	.....	.....	.....	.....	0.720	0.210	336.265
January 1, 1882.....	6.659	1.970	17.430	5.140	295.548	87.170	17.250	5.090	1.398	0.420	.....	.....	.....	.....	0.720	0.210	339.005
January 1, 1883.....	7.379	2.170	19.230	5.660	294.348	86.630	17.250	5.070	1.588	0.470	.....	.....	.....	.....	.....	.....	339.795
January 1, 1884.....	7.379	2.160	19.230	5.630	295.718	86.660	17.250	5.060	1.688	0.490	.....	.....	.....	.....	.....	.....	341.265
January 1, 1885.....	7.379	2.140	19.280	5.580	299.078	86.760	17.250	5.040	1.688	0.480	.....	.....	.....	.....	.....	.....	344.675
January 1, 1886.....	6.459	1.860	22.050	6.350	299.658	86.310	17.360	5.000	1.688	0.480	.....	.....	.....	.....	.....	.....	347.215
January 1, 1887.....	6.459	1.820	24.410	6.870	304.398	85.650	17.360	4.870	2.816	0.770	.....	.....	.....	.....	.....	.....	355.375
January 1, 1888.....	6.459	1.790	27.070	7.490	307.871	85.160	17.360	4.800	2.816	0.760	.....	.....	.....	.....	.....	.....	361.508
January 1, 1889.....	10.597	2.810	36.382	9.640	304.865	80.720	23.029	6.090	2.816	0.740	.....	.....	.....	.....	.....	.....	377.689
January 1, 1890.....	10.847	2.820	58.252	15.060	289.211	74.770	25.652	6.630	2.816	0.720	.....	.....	.....	.....	.....	.....	386.778
January 1, 1891.....	11.676	2.970	74.425	18.780	279.915	70.630	27.480	6.930	2.816	0.690	.....	.....	.....	.....	.....	.....	396.312
January 1, 1892.....	12.069	2.970	81.528	20.070	280.543	69.080	29.229	7.210	2.816	0.670	.....	.....	.....	.....	.....	.....	406.185
January 1, 1893.....	13.049	3.100	88.792	21.060	279.263	66.240	37.646	8.930	2.816	0.670	.....	.....	.....	.....	.....	.....	421.566
January 1, 1894.....	14.078	3.250	91.029	20.980	284.136	65.480	41.851	9.640	2.816	0.650	.....	.....	.....	.....	.....	.....	433.910
January 1, 1895.....	18.845	3.880	98.870	20.340	284.321	58.490	42.157	8.670	41.876	8.620	.....	.....	.....	.....	.....	.....	486.069
January 1, 1896.....	27.570	5.530	109.131	21.900	269.102	54.000	42.833	8.590	49.406	9.910	0.321	0.070	.....	.....	.....	.....	498.363
January 1, 1897.....	38.162	7.420	110.552	21.480	261.486	50.800	44.463	8.640	58.893	11.440	1.105	0.220	.....	.....	.....	.....	514.661
January 1, 1898.....	61.590	11.750	111.165	21.210	241.784	46.120	44.351	8.460	62.825	11.990	2.440	0.470	.....	.....	.....	.....	524.155
January 1, 1899.....	65.990	12.256	112.870	20.962	237.960	44.193	45.330	8.418	72.520	13.469	3.780	0.702	.....	.....	.....	.....	538.450
January 1, 1900.....	68.820	12.559	114.620	20.916	236.850	43.224	45.330	8.273	78.570	14.339	3.780	0.689	.....	.....	.....	.....	547.970
January 1, 1901.....	82.260	14.664	117.140	20.881	227.300	40.518	46.860	8.353	82.310	14.673	5.110	0.911	.....	.....	.....	.....	560.980
January 1, 1902.....	95.140	16.790	119.870	21.160	216.800	38.260	47.390	8.360	82.150	14.490	5.310	0.940	.....	.....	.....	.....	566.660
January 1, 1903.....	117.410	20.370	125.470	21.760	193.830	33.620	47.570	8.250	87.060	15.100	4.930	0.860	0.180	0.030	0.080	0.010	576.530
January 1, 1904.....	166.190	28.015	132.130	22.273	153.950	25.952	44.260	7.461	88.780	14.966	4.930	0.831	2.160	0.364	0.820	0.138	593.220
January 1, 1905.....	211.590	34.440	140.360	22.846	113.730	18.511	43.160	7.025	96.160	15.651	4.400	0.716	2.980	0.485	2.000	0.326	614.380

a Includes 0.13 miles oblong trap.

b Includes 0.78 miles trap block.

c Includes 1.09 miles trap block.

d Includes 1.24 miles trap block.

e Includes 1.24 miles trap block.

TABLE No. 3.

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

	Block Area.	Street Area.	Park Area.	Cemetery Area.	Canal Area.	Miscellaneous.	Total Area, Acres.
First	163.3	66.9	2.8	.....	.....	.....	233.0
Second	66.8	30.9	.....	.....	.....	.....	97.7
Third	106.8	54.6	.....	.....	.....	.....	161.4
Fourth	71.3	40.0	.....	.....	.....	.....	111.3
Fifth	83.8	35.6	.....	.....	.....	.....	119.4
Sixth	201.9	101.0	.....	.....	.....	.....	302.9
Seventh	311.7	146.8	.....	.....	.....	.....	458.5
Eighth	929.3	436.2	15.6	462.1	.....	.....	1,843.2
Ninth	356.8	195.1	271.7	.....	.....	.....	623.6
Tenth	215.9	94.7	1.9	.....	6.2	.....	318.7
Eleventh	115.7	68.9	28.7	.....	.....	39.3 Navy Yard.....	252.6
Twelfth	453.4	161.1	5.3	.....	2.5	40.8 Atlantic Basin.....	663.1
Thirteenth	152.7	77.6	.....	.....	.....	.....	230.3
Fourteenth	186.7	95.9	.....	.....	.....	.....	282.6
Fifteenth	159.7	85.1	.....	.....	.....	.....	244.8
Sixteenth	157.3	87.5	.....	.....	.....	.....	244.8
Seventeenth	553.3	253.9	9.1	.....	7.0	.....	823.3
Eighteenth	568.6	271.7	6.9	.....	25.8	.....	873.0
Nineteenth	223.2	151.8	0.04	.....	4.3	17.3 Wallabout Market, 17.2 United States Hospital	413.84
Twentieth	205.1	118.1	14.9	.....	.....	96.8 Navy Yard, 28.6 Wallabout Market	461.5
Twenty-first	324.4	158.8	.....	.....	.....	.....	483.2
Twenty-second	584.9	282.7	482.8	.....	11.2	.....	1,361.6
Twenty-third	488.9	239.3	7.8	.....	.....	.....	736.0
Twenty-fourth	799.7	286.7	12.1	.....	.....	.....	1,198.5
Twenty-fifth	367.2	197.4	3.2	.....	.....	.....	567.8
Twenty-sixth	2,343.6	1,155.4	27.3	.....	47.0	16.9 reservoir lands.....	3,590.2
Twenty-seventh	261.5	128.4	10.8	.....	.....	.....	400.7
Twenty-eighth	502.3	267.5	2.8	111.8	.....	.....	884.4
Twenty-ninth	2,439.7	1,269.3	.....	54.2	.....	36.8 Kings County Hospital, etc....	3,800.0
Thirtieth	3,326.9	1,589.7	346.0	32.0	.....	109.5 Fort Hamilton.....	5,404.1
Thirty-first	4,132.3	1,999.9	.....	.....	180.1	.....	6,312.3
Thirty-second	3,565.1	1,825.3	.....	.....	89.1	.....	5,479.5
Acres	24,417.8	11,973.8	1,049.74	660.1	373.2	403.2.....	38,977.84
Square miles	38.156	18.865	1.640	1.030	0.582	0.630.....	60.903

a Includes east side lands.

b Does not include marsh land nor islands in Jamaica Bay which belong to this ward.

TABLE
Statement Showing Amount of Asphalt Laid on Completed

	Fund Paid From.	Character.	Foundation.	Thickness.	
				Binder.	Wearing Surface.
Atlantic avenue, East New York avenue to Atkins avenue.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Ainslee street, Marcy avenue to Bushwick avenue.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
Avenue G, Ocean avenue to Coney Island avenue.....	Private Contract.....	Venezuela	5-inch concrete...	1-inch	2-inch
Baltic street, Hicks street to Columbia street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Emmett street, Atlantic avenue to Amity street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Bergen street, Smith street to Fourth avenue and Flatbush avenue to Carlton avenue.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Bushwick avenue, Eastern parkway to Jamaica avenue.....	Park Department.....	Asphalt block..	4-inch concrete...	5/8-inch	3-inch
Butler street, Smith street to Bond street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Verandah place, Clinton street to Henry street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Carroll street, Van Brunt street to Henry street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Carroll street, Court street to Smith street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
President street, Hamilton avenue to Clinton street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
President street, Court street to Bond street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Caton avenue, St. Paul place to Brighton Beach Railroad.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Chestnut street, Jamaica avenue to Atlantic avenue.....	Street Improvement.....	Trinidad	5-inch concrete...	1-inch	2-inch
Clifford place, Calyer street to Meserole avenue.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
Columbus place, Herkimer street to Atlantic avenue.....	Street Improvement.....	Genasco	5-inch concrete...	1-inch	2-inch
Crooke avenue, Parade place to Brighton Beach Railroad.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
DeKoven court, East Seventeenth street to Brighton Beach Railroad.....	Private Contract.....	Venezuela	5-inch concrete...	1-inch	2-inch
Ditmas avenue, Ocean avenue to East Sixteenth street.....	Private Contract.....	Trinidad	5-inch concrete...	1-inch	2-inch
Division avenue, Lee avenue to Broadway.....	Repaving Bond Fund.....	Genasco	5-inch concrete...	1-inch	2-inch
Marcy avenue, Broadway to Middleton street.....	Repaving Bond Fund.....	Genasco	5-inch concrete...	1-inch	2-inch
Dixon place, York street to Sands street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Duffield street, Myrtle avenue to Fulton street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
High street, Bridge street to Navy street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Dorchester road, East Sixteenth street to East Seventeenth street.....	Private Contract.....	Trinidad	5-inch concrete...	1-inch	2-inch
Dresden street, Jamaica avenue to Atlantic avenue.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
East Seventh street, Reeve place to Ocean parkway.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
East Seventeenth street, Avenue G to Foster avenue.....	Private Contract.....	Venezuela	5-inch concrete...	1-inch	2-inch
East Eighteenth street, Avenue G to Foster avenue.....	Private Contract.....	Venezuela	5-inch concrete...	1-inch	2-inch
East Nineteenth street, Avenue G to Foster avenue.....	Private Contract.....	Venezuela	5-inch concrete...	1-inch	2-inch
East Thirty-second street, Clarendon road to Newkirk avenue.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Eckford street, Driggs avenue to Greenpoint avenue.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Essex street, Arlington avenue to Jamaica avenue.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Fiftieth street, Third avenue to Sixth avenue.....	Repaving Bond Fund.....	Asphalt block..	4-inch concrete...	5/8-inch	3-inch
Fifty-fifth street, Third avenue to Fifth avenue.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Flatbush avenue, Twenty-ninth Ward line to Nostrand avenue.....	Repaving Bond Fund.....	Obispo	5-inch concrete...	1-inch	2-inch
Fourteenth street, Third avenue to Hamilton avenue.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Lorraine street, Court street to Columbia street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Wolcott street, Dwight street to Richards street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Fortieth street, Second avenue to Third avenue.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Fortieth street, Third avenue to Fourth avenue.....	Repaving Bond Fund.....	Asphalt block..	4-inch concrete...	5/8-inch	3-inch
Forty-fifth street, Second avenue to Sixth avenue.....	Repaving Bond Fund.....	Asphalt block..	4-inch concrete...	5/8-inch	3-inch
Forty-sixth street, Third avenue to Fourth avenue.....	Repaving Bond Fund.....	Asphalt block..	4-inch concrete...	5/8-inch	3-inch
Forty-seventh street, Third avenue to Sixth avenue.....	Repaving Bond Fund.....	Asphalt block..	4-inch concrete...	5/8-inch	3-inch
Franklin avenue, Jefferson avenue to Wallabout street.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Furman avenue, Bushwick avenue to Manhattan Beach Railroad.....	Street Improvement.....	Genasco	5-inch concrete...	1-inch	2-inch
Greene avenue, Franklin avenue to Lewis avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Lewis avenue, Greene avenue to Halsey street.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Hancock street, Nostrand avenue to Ralph avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Grove street, Broadway to Central avenue.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Quincey street, Nostrand to Reid avenue and Ralph avenue to Broadway.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Gunther place, Atlantic avenue to 45 feet north.....	Street Improvement.....	Trinidad	5-inch concrete...	1-inch	2-inch
Hendrix street, Pitkin avenue to Dumont avenue.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Hill street, Railroad avenue to Euclid avenue.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Hope street, Union avenue to Roebling street.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
Powers street, Union avenue to Catherine street.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
Maujer street, Union avenue to Leonard street.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
Howard avenue, Madison street to Fulton street.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Hull street, Fulton street to Broadway.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Huron street, West street to Oakland street.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Irrington place, East Seventeenth street to Brighton Beach Railroad.....	Private Contract.....	Venezuela	5-inch concrete...	1-inch	2-inch
Jefferson avenue, Patchen avenue to Central avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Johnson avenue, Leonard street to Manhattan avenue.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
McKibbin street, Broadway to Bushwick avenue.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
Stagg street, 120 feet west to 315 feet east of Bushwick avenue.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
Ten Eyck street, Bushwick avenue to 130 feet west.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
Lawton street, Broadway to Bushwick avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Lenox road, Rogers avenue to Nostrand avenue.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Lenox road, Nostrand avenue to New York avenue.....	Street Improvement.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Linden avenue, Rogers avenue to Nostrand avenue.....	Street Improvement.....	Trinidad	5-inch concrete...	1-inch	2-inch
Linden avenue, Rogers avenue to east side of Canarsie road.....	Street Improvement.....	Trinidad	5-inch concrete...	1-inch	2-inch
Madison street, Stuyvesant avenue to Bushwick avenue.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Woodbine street, Broadway to Knickerbocker avenue.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Moffat street, Broadway to Central avenue.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch

Contracts During the Year Ending December 31, 1904.

Pavement Replaced.	Pavement, Square Yards.	Price Per Square Yard, Including Foundation.	Curb. Linear Feet.		Excavation. Cubic Yards.	Embankment. Cubic Yards.	Length.	Width of Roadway.	Inspection.		Total Cost.	When Commenced.	When Finished.	Contractor.
			New.	Old.					Amount.	Per Cent.				
Granite	31,509	\$1 81	9,635	803	....	....	6,725	80	\$516 00	0.73	\$70,518 65	Sept. 14, 1904	Nov. 1, 1904	Uvalde Asphalt Paving Company.
Cobble	11,775	1 98	5,490	1,418	....	....	3,566	30	253 58	0.79	32,085 33	May 24, 1904	Sept. 7, 1904	E. Bermudez Asphalt Paving Company.
.....	9,409	....	....	....	....	....	2,312	d44	.....	.....	.....	.....	.....	Uvalde Asphalt Paving Company.
Cobble	1,241	2 05	1,555	181	....	....	{ 463	{ 24	60 00	0.87	6,872 44	Aug. 29, 1904	Sept. 24, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble	1,105														{ 412	{ 24
Cobble	8,359	2 20	7,670	513	....	....	4,125	33, 34	224 00	0.79	28,197 00	Sept. 20, 1904	Dec. 21, 1904	Brooklyn Alcatraz Asphalt Company.
Brick	11,500	....	....	....	....	....	2,500	42	.....	.....	.....	.....	.....	Hastings Pavement Company.
Cobble	4,227	1 91	2,958	119	....	....	{ 1,283	{ 30	136 00	1.00	13,668 20	May 26, 1904	July 28, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble	863														{ 511	{ 15
Cobble	4,952	1 72	2,730	234	....	....	1,486	30	104 00	0.87	11,995 45	Sept. 5, 1904	Oct. 3, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble	1,680	2 04	8,882	310	....	....	{ 506	{ 30	543 00	1.28	42,451 59	Nov. 10, 1903	July 21, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble	27,817														{ 2,347	{ 30
Cobble	5,726	1 87	2,123	....	180	....	{ 66	{ 39	12 00	1.54	782 92	May 31, 1904	July 13, 1904	Uvalde Asphalt Paving Company.
.....	288														{ 30	{ 39
.....	8,922	2 39	5,063	16	4,184	....	2,653	30	208 00	0.70	29,469 34	Dec. 21, 1903	Aug. 29, 1904	Cranford Company.
Cobble	1,042	1 69	463	301	....	....	393	24	20 00	0.79	2,554 10	Nov. 7, 1904	Nov. 19, 1904	E. Bermudez Asphalt Paving Company.
.....	1,227	2 11	2,748	....	....	....	368	30	16 00	0.51	3,098 76	Oct. 3, 1904	Oct. 19, 1904	Cranford Company.
.....	2,976	1 87	2,167	....	850	....	839	32	124 00	1.59	7,783 86	Apr. 19, 1904	July 15, 1904	Uvalde Asphalt Paving Company.
.....	1,101	....	....	....	....	....	335	30	.....	.....	.....	.....	.....	Uvalde Asphalt Paving Company.
.....	4,565	....	....	....	....	....	1,194	24	.....	.....	.....	.....	.....	Cranford Company.
Cobble	5,125	2 83	5,717	1,718	....	....	{ 2,078	{ 34	184 00	0.49	37,308 71	Oct. 3, 1904	Dec. 3, 1904	Cranford Company.
Cobble	5,028														{ 2,357	{ 30, 34
Cobble	592	1 94	3,889	427	....	....	{ 526	{ 10	232 00	1.16	19,920 59	June 8, 1904	Aug. 5, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble	3,882														{ 1,186	{ 30
Cobble	2,969	....	....	....	....	....	{ 1,146	{ 23, 24	.....	.....	.....	.....	.....	Cranford Company.
.....	1,001														{ 260	{ 34
.....	7,381	2 06	2,168	....	2,839	....	2,191	30	236 00	1.05	22,367 51	June 20, 1904	Aug. 9, 1904	Uvalde Asphalt Paving Company.
.....	3,576	1 80	2,152	....	1,172	....	991	32	92 00	1.15	7,947 07	Sept. 12, 1904	Oct. 29, 1904	Uvalde Asphalt Paving Company.
.....	3,012	....	....	....	....	....	785	34	.....	.....	.....	.....	.....	Uvalde Asphalt Paving Company.
.....	3,098	....	....	....	....	....	919	34	.....	.....	.....	.....	.....	Uvalde Asphalt Paving Company.
.....	3,958	....	....	....	....	....	1,027	34	.....	.....	.....	.....	.....	Uvalde Asphalt Paving Company.
.....	4,178	1 88	2,119	146	5,430	....	1,163	32	160 00	1.44	11,115 68	May 31, 1904	Sept. 10, 1904	Uvalde Asphalt Paving Company.
Cobble.....	7,962	1 83	5,235	509	....	....	2,963	24	196 00	0.91	21,471 46	Sept. 21, 1904	Nov. 19, 1904	Uvalde Asphalt Paving Company.
Cobble.....	3,999	1 81	1,791	602	....	....	1,200	30	48 00	0.49	9,903 34	Oct. 26, 1904	Nov. 15, 1904	Uvalde Asphalt Paving Company.
Cobble.....	7,198	2 65	553	3,742	....	....	2,158	30	184 00	0.75	24,194 86	Oct. 3, 1904	Dec. 20, 1904	Continental Asphalt Paving Company.
Cobble.....	4,757	2 08	274	2,562	....	....	1,427	30	132 65	1.09	12,142 69	May 3, 1904	July 25, 1904	Brooklyn Alcatraz Asphalt Company.
Macadam	12,680	2 02	....	....	....	....	2,393	64	276 00	1.06	26,042 00	Oct. 19, 1904	Dec. 10, 1904	Interstate Paving Company.
Cobble.....	4,693	1 96	3,279	4,392	....	....	{ 1,400	{ 30	284 00	0.90	31,465 80	July 18, 1904	Sept. 22, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble.....	5,729														{ 2,120	{ 24
Cobble.....	1,941	1 96	718	718	....	....	{ 722	{ 30	56 00	0.90	6,221 55	May 18, 1904	July 22, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble.....	2,403														{ 689	{ 30
Cobble.....	2,282	2 46	252	1,122	....	....	689	30	136 00	1.85	7,355 12	June 13, 1904	July 30, 1904	Hastings Pavement Company.
Cobble.....	9,789	2 50	2,819	8,624	....	....	{ 2,940	{ 30	540 00	0.86	62,522 55	July 6, 1904	Nov. 11, 1904	Continental Asphalt Paving Company.
Cobble.....	2,307														{ 695	{ 30
Cobble.....	7,394	2 70	7,260	3,688	....	....	{ 2,220	{ 30	.....	.....	.....	.....	.....	Cranford Company.
Cobble.....	11,458														{ 5,545	{ 32, 34
.....	710	2 43	2,429	....	241	....	211	30	12 00	0.56	2,135 35	Sept. 7, 1904	Oct. 24, 1904	Cranford Company.
Asphalt	4,235	2 26	....	....	936	....	.....	..	428 00	2.41	17,726 50	Aug. 22, 1904	Dec. 6, 1904	Cranford Company.
Asphalt	2,242														{ 1,841	{ 25, 30
Asphalt	1,216	1 96	....	....	....	....	{ 5,829	{ 34	396 00	0.55	72,271 45	Apr. 22, 1904	June 25, 1904	Uvalde Asphalt Paving Company.
Cobble.....	5,810														{ 1,841	{ 25, 30
Cobble.....	21,802	2 33	50	....	85	....	{ 65	{ 30	12 00	1.53	786 13	Oct. 19, 1904	Nov. 21, 1904	Cranford Company.
.....	218														{ 65	{ 30
.....	5,643	2 01	....	....	....	....	2,084	24	52 00	0.45	11,439 75	June 8, 1904	July 6, 1904	Uvalde Asphalt Paving Company.
.....	2,665	2 06	....	....	....	....	1,001	24	20 00	0.36	5,479 25	June 15, 1904	July 11, 1904	Uvalde Asphalt Paving Company.
Cobble.....	6,610	2 01	12,062	751	....	....	{ 1,945	{ 30	520 00	0.87	59,676 97	June 17, 1904	Sept. 13, 1904	E. Bermudez Asphalt Paving Company.
Cobble.....	11,845														{ 3,637	{ 24, 30
Cobble.....	3,414	1 77	3,117	2,743	....	....	{ 1,036	{ 30	.....	.....	.....	.....	.....	Cranford Company.
Cobble.....	12,911														{ 3,391	{ 34
Cobble.....	12,569	1 97	5,401	903	....	....	3,272	34	152 00	0.47	32,330 78	Apr. 13, 1904	May 14, 1904	Cranford Company.
Cobble.....	6,611	2 09	3,546	463	....	....	2,005	30	192 00	1.04	18,445 39	Aug. 18, 1904	Oct. 3, 1904	Cranford Company.
.....	1,101	....	....	....	....	....	335	30	.....	.....	.....	.....	.....	Uvalde Asphalt Paving Company.
Cobble.....	15,762	2 04	6,200	2,188	....	....	4,346	30, 34	184 00	0.45	41,250 33	Sept. 13, 1904	Nov. 7, 1904	Cranford Company.
Granite	833	2 10	6,064	427	....	....	{ 475	{ 30	176 00	0.59	29,959 44	May 9, 1904	June 25, 1904	E. Bermudez Asphalt Paving Company.
Cobble	7,746														{ 2,338	{ 30
Granite	1,553	1 85	1,081	....	....	....	{ 463	{ 30	.....	.....	.....	.....	.....	Cranford Company.
Cobble	463														{ 138	{ 30
Cobble.....	1,377	1 94	2,1480	....	990	....	541	23	16 00	0.41	3,887 62	Oct. 24, 1904	Nov. 22, 1904	Cranford Company.
.....	2,900	1 84	2,1514	....	870	390	745	35	148 00	2.12	6,958 20	Nov. 12, 1903	June 20, 1904	Uvalde Asphalt Company.
.....	2,913	....	....	....	....	....	749	35	56 00	0.84	6,691 25	May 6, 1904	Aug. 27, 1904	Brooklyn Alcatraz Asphalt Company.
.....	3,511	1 92	2,1825	....	....	250	{ 750	{ 42	196 00	1.14	17,183 74	Apr. 19, 1904	Nov. 25, 1904	Cranford Company.
.....													
Cobble.....	14,143	192	9,276	4,560	....	....	{ 3,813	{ 30,34	748 00	1.20	62,061 09	Nov. 11, 1903	May 18, 1904	Uvalde Asphalt Paving Company.
Cobble.....	10,528														{ 3,179	{ 30
Cobble.....	6,119	1 68	1,305	2,338	....	....	1,825	30	80 00	0.59	13,525 15	Oct. 18, 1904	Nov. 12, 1904	E. Bermudez Asphalt Paving Company.

	Fund Paid From.	Character.	Foundation.	Thickness, Binder.	Wearing Surface.
Marcy avenue, Monroe to Madison and Putnam to Macon.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Monitor street, Nassau avenue to Norman avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Russell street, Meeker avenue to Norman avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Norman avenue, Diamond street to Sutton street.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
North Henry street, Nassau avenue to Norman avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Morgan avenue, Stagg street to Metropolitan avenue.....	Street Improvement.....	Bermudez	5-inch concrete...	1-inch	2-inch
Nostrand avenue, Willoughby avenue to Hancock street.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Nostrand avenue, Park place to Sterling place.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Nostrand avenue, Sterling place to Eastern parkway.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
North Henry street, Driggs avenue to Richardson street.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
North Oxford street, Flushing avenue to Myrtle avenue.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Ocean place, Herkimer street to 285 feet south.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Gunther place, Herkimer street to 290 feet south.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Ocean place, Atlantic avenue to 50 feet north.....	Street Improvement.....	Trinidad	5-inch concrete...	1-inch	2-inch
Ovington avenue, Third avenue to Fifth avenue, except 200 feet east of E. C. L. Fourth avenue to 200 feet west of W. C. L. Fifth avenue.....	Street Improvement.....	Genasco	5-inch concrete...	1-inch	2-inch
Ovington avenue, Third avenue to Fifth avenue, except 200 feet east of E. C. L. Fourth avenue to 200 feet west of W. C. L. Fifth avenue.....	Street Improvement.....	Asphalt block..	4-inch concrete...	b 1/2-inch	3-inch
Palmetto street, Central avenue to Myrtle avenue.....	Repaving Bond Fund.....	Genasco	5-inch concrete...	1-inch	2-inch
Pilling street, Broadway to Evergreen avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Stone avenue, Fulton street to Broadway.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Somers street, Fulton street to Eastern parkway.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Powell street, East New York avenue to Dumont avenue.....	Street Improvement.....	Bermudez	5-inch concrete...	1-inch	2-inch
Prospect place, New York avenue to Brooklyn avenue.....	Repaving Bond Fund.....	Genasco	5-inch concrete...	1-inch	2-inch
Pulaski street, Nostrand avenue to Reid avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Tompkins avenue, Kosciusko street to Pulaski street.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Ditmars street, Broadway to Myrtle avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Putnam avenue, Reid avenue to Broadway.....	Repaving Bond Fund.....	Bermudez	5-inch concrete...	1-inch	2-inch
Railroad avenue, Jamaica avenue to Glenmore avenue.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Raymond street, Park avenue to DeKalb avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Bolivar street, Hudson avenue to St. Edwards street.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Renssen street, Clinton street to westerly end.....	Repaving Bond Fund.....	Alcatraz	Belgian.....	...	2-inch
Ridgewood avenue, Jamaica avenue to Enfield street, except between Cleveland street and 100 feet west of Dresden street.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Ridgewood avenue, Cleveland street to 100 feet west of Dresden street.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Shepherd avenue, Arlington avenue to Jamaica avenue.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Rochester avenue, Fulton street to St. Mark's avenue.....	Repaving Bond Fund.....	Genasco	5-inch concrete...	1-inch	2-inch
Rutland road, Rogers avenue to Nostrand avenue.....	Street Improvement.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Rutledge street, Harrison avenue to Kent avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Sackett street, Hoyt street to Ferry place.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
St. Edwards street, Willoughby street to Flushing avenue.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Leo place, Myrtle avenue to St. Edwards street.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
St. John's place, Nostrand avenue to New York avenue.....	Private Contract.....	Venezuela	5-inch concrete...	1-inch	2-inch
St. Paul's place, Fort Hamilton avenue to Church avenue.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Seeley street, Coney Island avenue to Eighteenth street.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Seventh avenue, Fourteenth street to Twentieth street.....	Repaving Bond Fund.....	Wood block...	4-inch concrete...	b 1/2-inch	3 1/2-inch
Seventh avenue, Thirty-ninth street to Forty-first street.....	Street Improvement.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Seventy-second street, Second avenue to Third avenue.....	Street Improvement.....	Asphalt block..	4-inch concrete...	b 1/2-inch	3-inch
Seventy-third street, Sixth avenue to Tenth avenue.....	Street Improvement.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Sheridan avenue, Glenmore avenue to Atlantic avenue.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Fifty-first street, Wythe avenue to Union avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Fifty-fourth street, Kent avenue to Union avenue.....	Repaving Bond Fund.....	Trinidad	5-inch concrete...	1-inch	2-inch
Sterling place, Underhill avenue to Washington avenue.....	Repaving Bond Fund.....	Genasco	5-inch concrete...	1-inch	2-inch
Sumner avenue, Gates avenue to Lafayette avenue.....	Repaving Bond Fund.....	Wood block...	4-inch concrete...	b 1/2-inch	3 1/2-inch
Surf avenue, West Fifth street to West Twentieth street.....	Repaving Bond Fund.....	Venezuela	Granite.....	1-inch	2-inch
Taylor street, Washington avenue to Wythe avenue.....	Repaving Bond Fund.....	Asphalt block..	4-inch concrete...	b 1/2-inch	3-inch
South First street, Kent avenue to Wythe avenue.....	Repaving Bond Fund.....	Asphalt block..	4-inch concrete...	b 1/2-inch	3-inch
Tenth avenue, Fifteenth street to Prospect avenue.....	Street Improvement.....	Venezuela	5-inch concrete...	1-inch	2-inch
Tompkins avenue, Madison street to Kosciusko street.....	Repaving Bond Fund.....	Venezuela	5-inch concrete...	1-inch	2-inch
Tompkins avenue, Madison street to Fulton street.....	Repaving Bond Fund.....	Genasco	5-inch concrete...	1-inch	2-inch
Twelfth street, Seventh avenue to Eighth avenue.....	Repaving Bond Fund.....	Asphalt block..	4-inch concrete...	b 1/2-inch	3-inch
Seventeenth street, Third avenue to Sixth avenue.....	Repaving Bond Fund.....	Asphalt block..	4-inch concrete...	b 1/2-inch	3-inch
Van Buren street, Tompkins avenue to Stuyvesant avenue.....	Repaving Bond Fund.....	Wood block...	4-inch concrete...	b 1/2-inch	3 1/2-inch
Vanderbilt street, Prospect avenue to Coney Island avenue.....	Street Improvement.....	Trinidad	5-inch concrete...	1-inch	2-inch
Walworth street, DeKalb avenue to Myrtle avenue.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Warwick street, Jamaica avenue to Belmont avenue.....	Street Improvement.....	Trinidad	5-inch concrete...	1-inch	2-inch
Waverly avenue, Gates avenue to Atlantic avenue.....	Repaving Bond Fund.....	Alcatraz	5-inch concrete...	1-inch	2-inch
Windsor place, Eighth avenue to Ninth avenue.....	Street Improvement.....	Alcatraz	5-inch concrete...	1-inch	2-inch

REFERENCES—*a* Concrete curb. *b* 1 to 4 mortar bed.
* 827 square yards, 219 linear feet belgian.

c Graded only.

d 14-foot parkway.

e 4,770 square yards, 1,450 linear feet laid in 1903.

f 4,150 square

TABLE
Statement Showing Amount of Stone Pavement Laid on

	Fund Paid From.	Character.	Foundation.	Filling in Joints.
Adams street, Johnson street to Tillary street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Adams street, Concord street to Sands street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Concord street, Liberty street to Adams street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Concord street, Pearl street to Jay street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel

Pavement Replaced.	Pavement, Square Yards.	Price Per Square Yard, Including Foundation.	Curb, Linear Feet.		Excavation, Cubic Yards.	Embankment, Cubic Yards.	Length, Feet.	Width of Roadway.	Inspection, Per Cent.		Total Cost.	When Commenced.	When Finished.	Contractor.
			New.	Old.					Amount.	Per Cent.				
Cobble.....	2,360	2 15	1,951	203	....	....	1,094	34	72 00	0.95	7,554 10	Sept. 5, 1904	Sept. 26, 1904	Uvalde Asphalt Company.
Cobble.....	2,166						649	30						
Cobble.....	8,271	2 09	5,547	5,097	....	....	2,429	30	324 00	0.62	51,969 79	July 18, 1904	Sept. 28, 1904	Cranford Company.
*Belgian, Cobble.....	7,186						1,907	34						
Cobble.....	2,168						649	30						
.....	4,778	206	2,538	....	2,654	....	1,429	30	120 00	0.70	17,021 98	May 2, 1904	July 16, 1904	E. Bermudez Asphalt Paving Company.
Cobble.....	7,981	2 31	5,782	979	....	....	3,752	34	520 00	2.00	25,926 20	July 4, 1904	Sept. 13, 1904	Cranford Company.
Cobble.....	770	1 86	792	1,244	....	....	401	34	120 00	2.11	5,691 60	Nov. 1, 1904	Dec. 3, 1904	Uvalde Asphalt Paving Company.
Belgian	1,902	1 45	....	....	....	....	894	34						
Cobble.....	4,916	1 69	1,626	1,027	....	....	1,469	30	108 00	0.98	11,015 45	Oct. 27, 1904	Nov. 17, 1904	E. Bermudez Asphalt Paving Company.
Cobble.....	5,667	1 65	3,184	107	....	....	1,647	34	208 00	1.49	13,912 55	Nov. 7, 1904	Dec. 19, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble.....	978	1 85	1,134	47	....	....	293	30	16 00	0.31	5,091 73	Oct. 21, 1904	Oct. 28, 1904	Cranford Company.
Cobble.....	995						298	30						
.....	233	233	153	....	75	....	70	30	12 00	1.48	810 75	Oct. 20, 1904	Nov. 19, 1904	Cranford Company.
.....	3,743	1 90	23,002	....	2,430	....	1,123	30	216 00	1.36	15,849 00	May 17, 1904	Dec. 10, 1904	Cranford Company.
.....	1,200	2 17					361	30						
Cobble.....	8,987	2 03	4,720	444	....	....	2,708	30	112 00	0.46	24,215 86	Sept. 29, 1904	Nov. 26, 1904	Cranford Company.
Cobble.....	4,021						1,204	30						
Cobble.....	5,218	2 12	5,343	2,742	....	....	1,331	34	304 00	0.70	43,175 13	Dec. 3, 1903	May 24, 1904	Cranford Company.
Cobble.....	7,057						1,748	34						
.....	11,563	1 96	6,605	....	4,889	....	3,435	30	448 00	1.14	39,292 82	June 27, 1904	Oct. 18, 1904	E. Bermudez Asphalt Company.
Cobble.....	2,745	1 94	665	785	....	....	721	34	36 00	0.53	6,722 80	Nov. 8, 1904	Dec. 21, 1904	Cranford Company.
Cobble.....	20,000						5,573	34						
Cobble.....	948	1 94	9,045	3,532	....	....	446	34	440 00	0.75	58,374 25	June 10, 1904	Sept. 8, 1904	Cranford Company.
Cobble.....	1,132						423	24						
Cobble.....	10,880	1 72	3,844	1,879	....	....	2,875	34	160 00	0.64	24,867 55	Sept. 14, 1904	Oct. 25, 1904	E. Bermudez Asphalt Company.
.....	15,804	2 05	8,922	....	10,093	....	4,732	30	284 00	0.60	47,280 25	May 31, 1904	Oct. 1, 1904	Uvalde Asphalt Paving Company.
Cobble.....	5,467	2 29	4,969	459	....	....	2,398	24	260 00	1.06	24,511 45	Apr. 20, 1904	Oct. 6, 1904	Cranford Company.
Cobble.....	2,383						820	24, 30						
Belgian	3,481	1 60	1,350	510	....	....	1,133	24 30	140 00	1.94	7,227 45	Apr. 18, 1904	July 15, 1904	Brooklyn Alcatraz Asphalt Company.
.....	18,131	2 14	8,319	....	8,468	....	4,832	34	512 00	0.86	59,539 17	June 20, 1904	Sept. 24, 1904	Uvalde Asphalt Paving Company.
Cobble.....	4,093	1 94	3,327	1,420	....	....	1,223	30	144 00	0.66	21,659 33	Aug. 10, 1904	Sept. 10, 1904	Uvalde Asphalt Paving Company.
Cobble.....	4,391						1,318	30						
Cobble.....	6,994	2 04	2,562	693	....	....	1,837	34	88 00	0.49	17,808 12	Sept. 1, 1904	Oct. 22, 1904	Cranford Company.
.....	2,656	1 97	1,420	....	4,140	....	746	32	172 00	1.69	10,152 25	May 11, 1904	Sept. 24, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble.....	11,009	2 00	4,910	733	....	....	2,942	34	116 00	0.41	28,441 72	May 9, 1904	July 2, 1904	Cranford Company.
Cobble.....	8,581	2 55	8,309	568	....	....	4,463	32	212 00	0.65	32,844 80	Sept. 8, 1904	Nov. 12, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble.....	7,755	2 04	4,240	818	....	....	2,255	34, 24	92 00	0.38	24,561 78	Oct. 11, 1904	Nov. 11, 1904	Brooklyn Alcatraz Asphalt Company.
Cobble.....	1,406						489	24						
.....	676	.....	....	....	....	....	660	9 1/2	.....	.....	.....	.....	.....	Uvalde Asphalt Paving Company.
.....	5,493	1 87	22,601	....	1,000	160	1,538	32	156 00	1.11	13,997 09	Apr. 7, 1904	July 15, 1904	Uvalde Asphalt Paving Company.
.....	4,047	2 03	1,463	635	212	1,598	1,211	30	210 00	1.90	11,035 54	Dec. 10, 1903	Aug. 4, 1904	Uvalde Asphalt Paving Company.
Cobble.....	5,976	3 11	2,703	929	....	....	1,989	42	240 00	1.00	24,061 85	Sept. 13, 1904	Nov. 19, 1904	U. S. Wood Pres. Company.
.....	2,578	2 06	909	....	....	460	560	42	56 00	0.84	6,694 00	May 9, 1904	Sept. 10, 1904	Brooklyn Alcatraz Asphalt Company.
.....	2,569	2 46	1,446	....	1,055	....	723	32	128 00	1.40	9,155 83	Nov. 1, 1904	Dec. 16, 1904	Hastings Pavement Company.
.....	7,110	1 86	....	....	....	....	2,315	30, 32	92 00	0.66	13,878 50	May 30, 1904	Sept. 6, 1904	Brooklyn Alcatraz Asphalt Company.
.....	5,206	2 10	3,628	....	4,248	....	1,842	24	148 00	0.73	20,179 10	Sept. 1, 1904	Oct. 20, 1904	Uvalde Asphalt Paving Company.
Cobble.....	11,569	2 03	7,319	399	....	....	3,990	24, 30	144 00	0.44	32,774 67	May 5, 1904	June 25, 1904	Cranford Company.
Cobble.....	9,878	2 85	7,429	1,187	....	....	4,721	30	232 00	0.59	39,177 21	Sept. 5, 1904	Nov. 12, 1904	Cranford Company.
Cobble.....	3,561	1 77	1,432	450	....	....	942	34	60 00	0.72	8,439 28	Oct. 28, 1904	Dec. 21, 1904	Cranford Company.
Cobble.....	2,465	3 12	2,018	202	....	....	1,161	34	220 00	2.00	11,043 50	Nov. 15, 1904	Dec. 17, 1904	U. S. Wood Pres. Company.
Granite	17,861	1 70	2,804	2,899	....	....	3,705	60	568 00	1.74	32,586 78	June 29, 1904	Sept. 10, 1904	Uvalde Asphalt Paving Company.
Cobble.....	2,992	2 59	1,873	572	....	....	781	34	236 00	1.60	14,739 42	June 28, 1904	July 30, 1904	Hastings Pavement Company.
Cobble.....	1,191						443	24						
.....	4,174	2 10	1,765	....	7,786	....	893	42	100 00	0.67	14,829 00	May 23, 1904	Aug. 4, 1904	Uvalde Asphalt Paving Company.
Cobble.....	4,190	2 15	3,273	360	....	....	1,948	34	160 00	1.20	13,324 05	Oct. 3, 1904	Nov. 19, 1904	Uvalde Asphalt Paving Company.
Cobble.....	3,513	2 77	2,685	501	....	....	1,627	34	44 00	0.33	13,365 44	Sept. 12, 1904	Oct. 21, 1904	Cranford Company.
Cobble.....	2,383	2 43	4,330	1,400	....	....	2,119	30	544 00	1.70	31,954 79	Oct. 26, 1903	Mar. 5, 1904	Hastings Pavement Company.
Cobble.....	7,082						2,145	30						
Cobble.....	11,575	3 13	5,312	796	....	....	3,091	34	280 00	0.63	44,198 00	Oct. 6, 1904	Nov. 26, 1904	U. S. Wood Pres. Company.
.....	2,941	1 90	21,631	....	1,169	....	873	30	36 00	0.51	7,070 42	Oct. 30, 1903	June 7, 1904	Cranford Company.
Cobble.....	3,296	1 94	2,222	221	....	....	1,245	24	96 00	1.02	9,413 03	July 7, 1904	Aug. 13, 1904	Brooklyn Alcatraz Asphalt Company.
.....	10,678	2 02	26,686	....	5,742	....	3,516	30	460 00	1.24	37,036 61	Nov. 24, 1903	Aug. 13, 1904	Cranford Company.
Cobble.....	3,134	1 94	1,811	198	....	....	1,002	27, 30	88 00	1.02	8,604 07	June 29, 1904	Aug. 22, 1904	Brooklyn Alcatraz Asphalt Company.
.....	2,418	1 92	1,437	....	1,111	....	714	30	57 86	0.84	6,893 46	Apr. 21, 1904	Aug. 11, 1904	Brooklyn Alcatraz Asphalt Company.

yards, 1,100 linear feet laid in 1903.

g Laid 1903.

h Surf avenue, West Nineteenth street to West Twentieth street, 1,226 square yards, 243 linear feet laid on requisition.

No. 5.

Completed Contracts During the Year Ending December 31, 1904.

Pavement Replaced.	Pavement, Sq. Yards.	Price Per Sq. Yard, Including Foundation.	Curb, Linear Feet.		Excavation, Cubic Yards.	Embankment, Cubic Yards.	Length, Feet.	Width of Roadway.	Inspection, Per Cent.		Total Cost.	When Commenced.	When Finished.	Contractor.
			New.	Old.					Amount.	Per Cent.				
Cobble	1,879	....	....	....	....	....	....	30	.....	.....	.....	.....	.....	.....
Cobble	....	\$4.00	2,894	293	....	....	1,085	31, 32	\$420.00	2.34	\$17,968.15	Aug. 3, 1904	Nov. 26, 1904	J. Charles Wechsler.
Granite	1,469	....	....	....	....	....	681	30	.....	.....	.....	.....	.....	.....
Cobble	....	....	....	....	....	....	....	30	.....	.....	.....	.....	.....	.....

	Fund Paid From.	Character.	Foundation.	Filling in Joints.
Beaver street, Flushing avenue to Belvidere street.....	Repaving Bond.....	aGranite	6-inch concrete	Tar and gravel
Bleecker street, Knickerbocker avenue to Myrtle avenue.....	Street Improvement.....	Granite	Sand	Sand
Central avenue, Flushing avenue to Myrtle avenue, except portions now paved with asphalt.....	Repaving Bond.....	aGranite	6-inch concrete	Tar and gravel
Central avenue, Palmetto street to Chauncey street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Cook street, Manhattan avenue to Bogart street.....	Repaving Bond.....	Medina	6-inch concrete	Cement
Rock street, Bogart street to Morgan avenue.....	Repaving Bond.....	aGranite	6-inch concrete	Tar and gravel
Waterbury street, Grand street to Ten Eyck street.....	Repaving Bond.....	Granite	6-inch concrete	Gravel
Division avenue, Kent avenue to Berry street.....	Repaving Bond.....	Medina	6-inch concrete	Cement
Eagle street, Oakland street to Provost street.....	Street Improvement.....	Granite	6-inch concrete	Tar and gravel
First street, Bond street to Gowanus canal.....	Labor, Maintenance and Supplies, 1904.....	Belgian	Sand	Sand
Fifteenth street, Hamilton avenue to Sixth avenue.....	Repaving Bond.....	Medina	6-inch concrete	Cement
Forty-third street, east side First avenue to west side First avenue.....	Street Improvement.....	Granite	6-inch concrete	Tar and gravel
Green street, West street to end of pavement, between Oakland street and Provost street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Hanover place, Livingston street to Fulton street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Hudson avenue, Nassau street to Willoughby street.....	Labor, Maintenance and Supplies, 1904.....	Granite	6-inch concrete	Tar and gravel
Humboldt street, Stagg street to Meserole street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Imlay street, Hamilton avenue to Williams street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
John street, Pearl street to Jay street.....	Labor, Maintenance and Supplies, 1904.....	Granite	Sand	Sand
Kent street, West street to East river.....	Labor, Maintenance and Supplies, 1904.....	Granite	Sand	Sand
King street, Conover street to Ferris street.....	Labor, Maintenance and Supplies, 1904.....	Granite	Sand	Sand
King's highway, East New York avenue to Blake avenue.....	Labor, Maintenance and Supplies, 1904.....	Granite	Sand	Sand
Liberty street, High street to Fulton street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Lorraine street, Columbia street to Otsego street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Montgomery street, Washington avenue to Franklin avenue.....	Labor, Maintenance and Supplies, 1904.....	Granite	Sand	Sand
Meserole street, Union avenue to Waterbury street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
New Jersey avenue, Atlantic avenue to 80 feet south of Belmont avenue.....	Street Improvement.....	Granite	Sand	Sand
Nostrand avenue, Malbone street to Flatbush avenue.....	Street Improvement.....	Granite	Sand	Sand
Nostrand avenue, Eastern parkway to Malbone street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Pacific street, Utica avenue to Rochester avenue.....	Labor, Maintenance and Supplies, 1904.....	Granite	Sand	Sand
Plymouth street, Bridge street to Hudson avenue.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
President street, Nevins street to Third avenue.....	Labor, Maintenance and Supplies, 1904.....	Granite	Sand	Sand
Prospect avenue, Vanderbilt street to Eleventh avenue.....	Street Improvement.....	Granite	Sand	Sand
Prospect street, Washington street to Bridge street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Rogers avenue, Malbone street to Flatbush avenue.....	Street Improvement.....	Granite	Sand	Sand
Rutledge street, Harrison avenue to Broadway.....	Repaving Bond.....	Medina	6-inch concrete	Cement
Scholes street, Bushwick avenue to Waterbury street.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel
Second avenue, Twelfth street to Thirteenth street.....	Labor, Maintenance and Supplies, 1904.....	Granite	Sand	Sand
Varick avenue, Metropolitan avenue to Flushing avenue.....	Two-thirds Repaving Bond, one-third Street Improvement.....	Granite	Sand	Sand
Wyckoff avenue, Hart street to County line.....	Repaving Bond.....	Granite	6-inch concrete	Tar and gravel

References—
a Second hand granite.
b 1,328 feet graded.

c 9,465 square yards, 2,870 linear feet laid in 1903.
d Laid in 1903.

e 6,500 square yards, 2,000 linear feet, laid in 1903.
f 4,600 square yards, 1,763 linear feet, laid in 1903.

TABLE
Showing Streets Graded, Curbed, Guttered and Macadamized

	Fund Paid From.	Character.	Macadam Pavement, Square Yards.	Brick Gutter Pavement, Square Yards.
Ashford street, Glenmore avenue to Pitkin avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Blake avenue, Van Sicklen avenue to New Lots road.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Dean street, Rochester avenue to Utica avenue.....	Street Improvement.....	Regulating, grading and curbing.....	....	....
Douglass street, Underhill avenue to Washington avenue.....	Street Improvement.....	Regulating, grading and curbing.....	....	....
East Seventeenth street, Albemarle road to Beverley road.....	Street Improvement.....	Regulating, grading, curbing, gutter and sidewalks....	....	366
Eighth street, Eighth avenue to Prospect Park, West.....	Street Improvement.....	Regulating, grading, curbing, gutter and sidewalks....	....	470
Eighty-second street, Tenth avenue to Twelfth avenue.....	Street Improvement.....	Regulating, grading, curbing and gutter.....	....	667
Eighty-third street, Fourth avenue to Twelfth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Eighty-fourth street, Third avenue to Fourth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Eighty-fourth street, Seventh avenue to Thirteenth avenue.....	Street Improvement.....	Regulating, grading, curbing, gutter and sidewalks....	....	1,624
Eighty-fifth street, Seventh avenue to Thirteenth avenue.....	Street Improvement.....	Regulating, grading, curbing, gutter and sidewalks....	....	1,704
Eleventh avenue, Seventy-ninth street to Eighty-sixth street.....	Street Improvement.....	Regulating, grading, curbing, gutter and sidewalks....	....	1,131
Fifty-first street, Sixth avenue to Eighth avenue.....	Street Improvement.....	Regulating, grading, curbing and gutters.....	....	992
Fifty-first street, First avenue to New York Bay.....	Street Improvement.....	Regulating and grading....	....	....
Fifty-second street, Sixth avenue to Fort Hamilton avenue.....	Street Improvement.....	Regulating, grading and curbing.....	....	....
First avenue, Sixty-sixth street to Ninety-second street.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Flatbush avenue, Twenty-ninth and Thirty-second Ward line to Avenue N.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Fountain avenue, Belmont avenue to Atlantic avenue.....	Street Improvement.....	Regulating, grading and curbing.....	....	....
Hemlock street, Fulton street to Atlantic avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Hendrix street, Vienna street to Sewerage Purification Works.....	Labor, Maintenance and Supplies..	Macadam.....	3,543	....
King's highway, Flatbush avenue to Blake avenue.....	Labor, Maintenance and Supplies..	Macadam.....	25,800	....
King's highway, Bay avenue to Ocean avenue.....	Common Land.....	Macadam.....	2,764	....

	Fund Paid From.	Character.	Macadam Pavement, Square Yards.	Brick Gutter Pavement, Square Yards.
Maple street, Rogers avenue to Nostrand avenue.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....	....	537
Midwood street, Rogers avenue to Nostrand avenue.....	Street Improvement.....	Regulating, grading, curbing, gutters and sidewalks.....	....	531
Milford street, Pitkin avenue to New Lots road.....	Street Improvement.....	Regulating and grading.....	....	....
Montauk street, Pitkin avenue to New Lots road.....	Street Improvement.....	Regulating and grading.....	....	....
Morgan avenue, Metropolitan avenue to Meeker avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Neck road, Ocean parkway to Van Sicklen street.....	Common Land.....	Macadam	4,970	....
Neck road, Ocean avenue to Ocean parkway.....	Common Land.....	Macadam	7,090	....
Neck road, Ocean avenue to Ryder's lane.....	Common Land.....	Macadam	5,068	....
Norwood avenue, Jamaica avenue to Atlantic avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Pine street, Fulton street to Ridgewood avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Prospect avenue, south of Eleventh avenue.....	Special Revenue.....	Grading .....	....	....
Rochester avenue, St. Mark's avenue to East New York avenue.....	Street Improvement.....	Regulating, grading and curbing .....	....	....
Rutland road, Kingston avenue to Albany avenue.....	Street Improvement.....	Regulating, grading, curbing and gutter.....	....	838
Hawthorne street, Kingston avenue to Albany avenue.....				
Kingston avenue, Rutland road to Hawthorne street.....	Street Improvement.....	Regulating, grading and curbing .....	....	....
Sherlock place, Herkimer street to Atlantic avenue.....	Street Improvement.....	Macadam	8,389	1,815
Seventy-first street, Third avenue to Shore road.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Seventy-third street, Fourteenth avenue to Fifteenth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Seventy-third street, Tenth avenue to Fort Hamilton avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Seventy-third street, Sixth avenue to Fort Hamilton avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	1,028
Seventy-seventh street, Fourth avenue to Fifth avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Thirty-ninth street, old City line to Fort Hamilton avenue.....	Street Improvement.....	Regulating, grading, curbing and sidewalks.....	....	....
Van Sicklen street, Village road to Kings highway.....	Common Land.....	Macadam	6,580	....
Village road, Van Sicklen street to Van Sicklen street.....	Common Land.....	Macadam	4,933	....
Avenue T, Van Sicklen street to Gravesend avenue.....	Common Land.....	Macadam	828	....
Fennimore street, Flatbush avenue to Rogers avenue.....	Labor, Maintenance and Supplies..	Macadam	6,800	....

a Concrete curb. b Laid on sand.

TABLE No. 7.
Showing Streets Upon Which Work Was in Progress December 31, 1904.

	Kind of Improvement.	Total Amount Pavement, Square Yards.	Total Amount Laid, Square Yards.	Total Length, Feet.	Length Completed, Feet.	Grading Completed, Cubic Yards.	Contractor.
Avenue G, Ocean avenue to Flatbush avenue.....	Asphalt.....	9,224	.....	2,434	.....	2,000	Cranford Company.
Bedford avenue, Eastern parkway to Flatbush avenue	Regulating, grading, curbing and sidewalks....	.....	.....	11,367	.....	15,000	Walter L. Castle.
Bergen street, Franklin avenue to Bedford avenue; Bergen street, Kingston avenue to Schenectady avenue	Asphalt.....	5,870	3,800	3,013	1,800	.....	Cranford Company
Bristol street, East New York avenue to Hunterfly road	Regulating, grading, curbing and sidewalks....	.....	.....	2,366	.....	.....	Hy. Newman.
Church avenue, Flatbush avenue to Brooklyn ave- nue	Regulating, grading, curbing and sidewalks....	.....	.....	4,100	.....	1,000	National Trading Com- pany.
Clarendon road, Flatbush avenue to East Thirty- seventh street	Regulating, grading, curbing and sidewalks....	.....	.....	4,170	.....	10,000	Bedford Construction Company.
Clifton place, Grand avenue to Bedford avenue; Clifton place, Nostrand avenue to Marcy ave- nue	Asphalt.....	11,260	9,200	2,990	2,500	.....	Uvalde Asphalt Paving Company. George & Farrell.
Cooper street, Broadway to Hamburg avenue.....	Granite.....	4,960	4,000	2,447	2,000	.....	D. Douglass.
Douglass street, Plaza street to Underhill avenue..	Regulating, grading and curbing.....	.....	.....	495	.....	8,000	D. Norton.
East Twenty-first street, Cortelyou road to Dor- chester road	Regulating, grading and curbing.....	.....	.....	635	.....	1,500	D. Norton.
Eighteenth street, Third avenue to Sixth avenue..	Asphalt Block.....	7,140	5,000	2,142	1,600	.....	Kelly Asphalt Block Company.
Fifteenth avenue, Sixty-seventh street to Seventy- fifth street	Curbing and sidewalks.....	.....	.....	2,060	.....	.....	M. F. Hickey.
Flatbush avenue, Nostrand avenue to Avenue N..	Macadam.....	35,770	.....	6,815	.....	.....	James P. Graham.
Fourteenth avenue, Sixty-ninth street to Seventy- fifth street	Regulating, grading, curbing and sidewalks....	.....	.....	1,535	.....	.....	J. J. Cain.
Freeman street, Oakland street to Provost street...	Asphalt.....	2,050	.....	615	.....	.....	Cranford Company.
Greenwood avenue, Coney Island avenue to Graves- end avenue	Regulating, grading, curbing and sidewalks....	.....	.....	2,450	.....	1,500	Bedford Construction Company.
Halsey street, Sumner avenue to Stuyvesant ave- nue; Sumner avenue, Fulton street to Gates avenue	Asphalt.....	8,260	5,000	3,855	2,500	.....	Cranford Company.
Humboldt street, Grand street to Stag street; Humboldt street, Meserole street to Flushing avenue; Moore street, Graham avenue to Bush- wick avenue; Debevoise street, Graham avenue to Bushwick avenue.....	Asphalt.....	18,430	10,000	5,513	3,000	.....	East Bermudez As- phalt Company.
Huntington street, Hamilton avenue to Smith street	Asphalt.....	2,990	.....	1,120	.....	.....	Brooklyn Alcatraz As- phalt Company.
Kenmore place, Farragut road to Avenue G.....	Regulating, grading, curbing and sidewalks....	.....	.....	858	.....	.....	Bedford Co nstruction Company.
Knickerbocker avenue, Putnam avenue to Moffatt street	Asphalt.....	11,481	2,300	3,050	600	9,000	Cranford Company.
Ninety-fourth street, Fourth avenue to Shore road.	Regulating, grading, curbing and sidewalks....	.....	.....	2,378	.....	3,000	Ficklen & Stobaugh.
Ninety-seventh street, Fourth avenue to Shore road	Regulating, grading, curbing and sidewalks....	.....	.....	1,581	.....	.....	Ficklen & Stobaugh.
St. Mark's avenue, old City line to East New York avenue	Asphalt.....	2,550	.....	665	.....	.....	Cranford Company.
Second street, Smith street to Bond street.....	Asphalt.....	4,020	.....	1,296	.....	.....	Brooklyn Alcatraz As- phalt Company.
Second avenue, Sixty-sixth street to Shore road....	Sidewalks.....	.....	.....	9,200	.....	.....	J. Schneider & Son.
Seventy-third street, Fifteenth avenue to New Utrecht avenue	Regulating, grading, curbing and sidewalks....	.....	.....	824	.....	4,000	P. O'Hara.
Seventy-fifth street, Second avenue to Shore road..	Regulating, grading and curbing.....	.....	.....	1,818	.....	10,000	Robertson & Gerhart.
Sixth avenue, Sixty-fifth street to Fort Hamilton avenue	Regulating, grading and curbing.....	.....	.....	11,500	.....	20,000	D. Norton.
Sixth street, Sixth avenue to Eighth avenue.....	Asphalt.....	4,940	.....	1,483	.....	.....	Brooklyn Alcatraz As- phalt Company.
Sixty-second street, Third avenue to Fifth avenue.	Regulating and grading.....	.....	.....	1,517	.....	4,000	Vofrie & O'Hearn.
Sixteenth avenue, Main street to Gravesend Bay...	Regulating, grading and curbing.....	.....	.....	3,516	.....	12,500	Behan & Cavanagh.
Truxton street, Fulton street to 194 feet east of Sackman street	Asphalt.....	3,310	.....	795	.....	.....	Cranford Company.
Utica avenue, Twenty-ninth and Thirty-second Ward line to Flatbush avenue.....	Regulating and grading.....	.....	.....	6,000	.....	43,000	Fred. Lucke.
Vandam street, Meeker avenue to Bridgewater street	Regulating and grading.....	.....	.....	1,064	.....	14,000	Behan & Cavanagh.
Waverly avenue, Myrtle avenue to Gates avenue..	Asphalt.....	9,940	.....	2,982	.....	.....	Cranford Company.

Price.	Curb, Linear Feet.		Excavation, Cubic Yards.	Embankment, Cubic Yards.	Length, Feet.	Width Roadway, Feet.	Inspection.		Total Cost.	When Commenced.	When Finished.	Contractor.
	New.	Old.					Amount.	Per Cent.				
2.28	1,479	....	709	....	746	32	176.00	4.33	4,060.36	July 26, 1904	Nov. 28, 1904	Bedford Construction Company.
2.45	21,480	....	4,430	....	740	32	122.00	2.75	4,480.81	May 30, 1904	July 29, 1904	W. L. Castle.
....	....	....	20,163	....	1,934	30	.....	....	13,105.95	.....	.....	D. Douglass.
....	....	....	14,538	....	2,018	30	.....	....	9,449.70	.....	.....	D. Douglass.
....	6,551	....	6,192	8,010	3,391	30	452.00	3.16	14,296.55	May 24, 1904	Aug. 13, 1904	D. G. Pecora.
.95	....	....	....	....	2,794	16	.....	....	.....	.....	.....	Murphy Bros.
.84	....	....	....	....	3,989	16	.....	....	.....	.....	.....	Bracken-McAvney Co.
.84	....	....	....	....	3,258	14	.....	....	.....	.....	.....	Bracken-McAvney Co.
....	4,450	....	1,740	....	2,321	30	364.00	4.09	8,899.46	Oct. 7, 1903	May 17, 1904	McDermot & Foxton.
....	1,240	....	117	389	620	30	80.00	2.80	2,862.98	Sept. 19, 1904	Oct. 12, 1904	D. Douglass.
....	....	....	3,549	....	....	..	.....	....	1,171.17	May 12, 1904	July 18, 1904	P. O'Hara.
....	6,001	....	26,570	....	3,150	34	112.00	0.64	17,555.48	Sept. 15, 1904	Dec. 14, 1904	Albert Kaunitz.
b1.69	2,498	....	1,539	10,920	520,790	44, 32	308.00	5.77	5,342.83	June 2, 1903	July 2, 1904	D. Norton.
....	711	....	475	....	378	30	24.00	2.55	941.79	Aug. 17, 1904	Aug. 23, 1904	John Hanna.
{ .59 } { b1.25 }	5,430	....	19,815	....	2,842	32	816.50	4.30	18,955.21	Dec. 2, 1902	July 2, 1904	James P. Graham.
....	1,496	....	2,024	....	736	32	48.00	1.31	3,654.72	Oct. 7, 1904	Nov. 12, 1904	Ficklen & Stobaugh.
....	1,468	....	93	374	723	30	224.00	7.38	3,035.27	Nov. 9, 1903	May 14, 1904	Sam. Gallow.
b1.35	3,066	5	7,661	....	1,641	32	212.00	3.87	5,494.07	June 17, 1903	May 24, 1904	James P. Graham.
....	1,561	....	....	9,207	770	32	196.00	2.87	6,839.99	Dec. 7, 1903	June 21, 1904	D. Norton.
....	3,080	57	20	6,526	1,675	44	68.00	0.89	7,583.86	May 30, 1904	Oct. 26, 1904	Mangieri Company.
.95	....	....	....	....	3,700	16	.....	....	.....	.....	.....	Murphy Bros.
.95	....	....	....	....	2,786	16	.....	....	.....	.....	.....	Murphy Bros.
.84	....	....	....	....	466	16	.....	....	.....	.....	.....	Bracken-McAvney Co.
....	....	....	....	....	1,800	34	.....	....	.....	.....	.....	City Repair Gangs.

TABLE No. 7—(Continued).
SUMMARY.

Amount of Work Done on Incomplete Contracts.			Amount of Work to be Done on Incomplete Contracts.		
	Length, Miles.	Square Yards.		Length, Miles.	Square Yards.
Asphalt	1.969	30,300	Asphalt	3.676	64,025
Asphalt block	0.303	5,000	Granite	0.085	960
Granite	0.379	4,000	Asphalt block	0.103	2,140
	2.651		Macadam	1.297	35,770
				5.161	

TABLE No. 8.
Showing Streets Upon Which Contracts Are in Force and Work Not Begun December 31, 1904.

Character of Improvement.	Total Amount Pavement, Square Yards.	Grading.		Estimated Cost.	Contractor.	
		Excavation.	Embankment.			
Amboy street, East New York avenue to Sutter avenue	Regulating, grading, curbing and sidewalks....	....	557	372	\$5,020 70	T. J. O'Connor.
Bay Fifteenth street, Cropsey avenue to Eighty- sixth street	Macadam.....	9,140	1,130	1,250	17,047 50	Albert P. Coombes.
Christopher avenue, Riverdale avenue to New Lots road	Regulating, grading and curbing.....	....	2,025	761	3,916 13	Bedford Construction Company.
Coney Island avenue, 170 feet south of plaza at Fort Hamilton avenue to King's highway....	Regulating, grading, curbing and sidewalks....	....	11,530	23,650	36,104 00	Wilson Baillie Manufacturing Com- pany.
Douglass street, Court street to Bond street.....	Asphalt.....	6,490	....	....	15,308 50	Uvalde Asphalt Paving Company.
East Fourteenth street, Avenue C to Avenue D..	Asphalt.....	2,244	460	140	4,885 10	Cranford Company.
East Eighteenth street, Church avenue to Beverley road	Macadam.....	4,790	1,190	....	9,881 00	F. J. Gallagher.
East Twenty-eighth street, Newkirk avenue to Clarendon road	Regulating, grading, curbing and sidewalks....	....	418	6,819	6,119 85	Wilson Baillie Manufacturing Com- pany.
East Thirty-fifth street, Glenwood road to Avenue H	Regulating, grading and curbing.....	....	245	245	943 00	Bedford Construction Company.
Fourth avenue, 114 feet north of Butler street to 100 feet south of Degraw street.....	Asphalt.....	2,440	....	....	3,577 00	Cranford Company.
Franklin avenue, Atlantic avenue to Eastern park- way	Asphalt.....	6,290	....	....	17,003 50	Uvalde Asphalt Paving Company.
Franklin avenue, Eastern parkway to Washington avenue	Asphalt block.....	6,460	....	....	25,491 80	Hastings Paving Company.
Gates avenue, Bushwick avenue to Myrtle avenue.	Asphalt.....	6,940	....	....	20,840 20	Uvalde Asphalt Paving Company.
Gatling place, Eighty-sixth street to Ninety-second street	Regulating, grading, curbing and sidewalks....	....	8,655	4,448	7,284 28	P. J. Donlin.
Granite street, Bushwick avenue to tracks of Long Island Railroad at Evergreen avenue.....	Asphalt.....	1,730	1,405	28	5,283 26	Cranford Company.
Irving street, Van Brunt street to Columbia street; Sedgwick street, Van Buren street to Colum- bia street	Medina.....	3,920	....	....	16,846 50	George & Farrell.
Lee avenue, Penn street to Flushing avenue.....	Asphalt.....	2,980	....	....	8,696 00	Uvalde Asphalt Paving Company.
Lorimer street, Grand street to Broadway.....	Asphalt.....	3,820	....	....	12,401 50	Uvalde Asphalt Paving Company.
Marion street, Fulton street to Howard avenue...	Asphalt.....	11,740	....	....	26,216 40	Uvalde Asphalt Paving Company.
Navy street, Flushing avenue to Myrtle avenue...	Asphalt.....	3,360	....	....	10,264 00	Uvalde Asphalt Paving Company.
New York avenue, Avenue C to Newkirk avenue..	Macadam.....	5,630	....	....	7,150 10	James P. Graham.
Schenectady avenue, Fulton street to Eastern park- way	Asphalt.....	13,190	....	....	28,029 50	Brooklyn Alcatraz Asphalt Com- pany.
Sherman street, Ocean parkway to Reeve place...	Regulating, grading, curbing and sidewalks....	....	209	96	3,169 20	Wilson Baillie Manufacturing Com- pany.
Sterling place, Franklin avenue to Bedford avenue	Asphalt.....	1,520	....	....	3,398 00	Cranford Company.
Tenth avenue, Seventy-ninth street to Eighty-sixth street	Regulating and grading.....	....	9,430	4,349	1,886 00	Vofrie & O'Hearn.
Thirty-sixth street, Third avenue to Fifth avenue..	Medina.....	4,710	....	....	18,213 10	George & Farrell.
Bainbridge street, Reid avenue to Saratoga avenue	Asphalt.....	11,520	....	....	22,797 50	Cranford Company.

Character of Improvement.	Total Amount Pavement, Square Yards.	Grading.		Estimated Cost.	Contractor.
		Excavation.	Embankment.		
Hooper street, Wythe avenue to Bedford avenue..	Asphalt.....	2,270	....	5,173 00	Cranford Company.
Kent avenue, Lafayette avenue to Myrtle avenue; Graham street, Willoughby avenue to Myrtle avenue	Asphalt.....	7,250	....	15,314 20	Cranford Company.
Talman street, Bridge street to Jay street.....	Asphalt.....	850	....	2,414 60	Cranford Company.

Summary.

	Length, Miles.	Square Yards.	Cost.
Asphalt	5.446	84,634	\$201,602 26
Medina	0.493	8,630	35,059 60
Asphalt block	0.530	6,460	25,491 80
Macadam	0.928	19,510	34,078 60
Regulating and grading.....	4.710	.....	64,443 16
	12.107	.....	\$360,675 42

TABLE No. 9.

Showing Contracts Awarded But Not Certified December 31, 1904.

	Character of Improvement.	Pavement, Square Yards.	Grading, Cubic Yards.	Estimated Cost.	Contractor.
Amboy street, East New York avenue to Sutter avenue	Asphalt.....	4,490	....	\$6,312 50	Brooklyn Alcatraz Asphalt Company.
Avenue D, Rogers avenue to East Thirty-fourth street	Regulating, grading, curbing and walks.....	....	10,630	11,792 50	Seaboard Construction Company.
Bay Sixteenth street (now New Utrecht avenue), Cropsey avenue to Eighty-sixth street.....	Macadam.....	6,200	2,323	11,896 38	Bracken & McAveny Co.
Bay Seventeenth street, Cropsey avenue to Eighty- sixth street	Macadam.....	6,150	2,850	11,581 90	Bracken & McAveny Co.
Bay Twenty-third street, Cropsey avenue to Ben- son avenue	Regulating, grading, curbing and walks.....	....	1,465	3,970 35	N. Schneider's Son.
Clarendon road, Flatbush avenue to East Thirty- seventh street	Asphalt.....	19,600	....	27,260 00	Brooklyn Alcatraz Asphalt Company.
Dean street, Rochester avenue to Utica avenue....	Asphalt.....	2,710	....	3,837 50	Brooklyn Alcatraz Asphalt Company.
East Twenty-first street, Cortelyou road to Dor- chester road	Asphalt.....	2,040	....	2,860 00	Brooklyn Alcatraz Asphalt Company.
Hemlock street, Fulton street to Atlantic avenue..	Asphalt.....	2,230	....	3,824 60	United States and Venezuela Company.
Lorraine street, Court street to Smith street.....	Asphalt.....	860	....	1,729 50	Brooklyn Alcatraz Asphalt Company.
Ninety-first street, Second avenue to Third avenue. North Fifth street, Bedford avenue to Driggs ave- nue; North Sixth street, Bedford avenue to Driggs avenue	Regulating and grading.....	....	4,779	1,204 03	James Purcell.
Pierrepont street, Columbia Heights to 145 feet easterly	Asphalt.....	2,940	....	4,727 00	Brooklyn Alcatraz Asphalt Company.
Pine street, Fulton street to Ridgewood avenue....	Asphalt.....	650	....	987 00	Brooklyn Alcatraz Asphalt Company.
Sherman street, Ocean parkway to Reeve place....	Asphalt.....	2,070	....	3,561 40	Uvalde Asphalt Company.
Sixth street, Fifth avenue to Sixth avenue.....	Asphalt.....	3,570	....	5,052 50	Brooklyn Alcatraz Asphalt Company.
Starr street, Irving avenue to Knickerbocker ave- nue	Asphalt.....	2,400	....	3,850 70	Cranford Company.
Whipple street, Throop avenue to Broadway.....	Regulating, grading and curbing.....	....	986	1,891 28	John E. Quinn.
	Asphalt.....	1,430	....	2,141 90	Cranford Company.

Summary.

	Miles.	Square Yards.	Cost.
Asphalt	2.193	44,990	\$66,144 60
Regulating and grading, etc.....	0.766	.....	18,858 16
Macadam	0.842	12,350	23,478 28
Totals.....	3.801	.....	\$108,481 04

TABLE No. 10.

Showing Improvements Authorized by the Board of Estimate and Apportionment for Which Bids Have Not Been Received, December 31, 1904.

	Character of Improvement.	Estimated Cost.	Length, Linear Feet.	Area, Square Yards.
Ashford street, Liberty avenue to Glenmore avenue.....	Regulating, grading, curb and walk.....	\$1,800 00	425	....
Avenue I, Gravesend avenue to Ocean parkway.....	Regulating, grading, curb and walk.....	5,000 00	1,380	....
Beverley road, East Second street to Ocean parkway.....	Regulating, grading, curb and gutter.....	4,800 00	1,050	....
Bristol street, East New York avenue to Hunterfly road.....	Asphalt	19,900 00	2,370	7,900
Chestnut street, Liberty avenue to Belmont avenue.....	Regulating, grading, curb and asphalt.....	12,400 00	1,240	4,140
Eightieth street, Second avenue to Third avenue.....	Curb and asphalt.....	7,300 00	720	2,560
Eighty-fifth street, First avenue to Fourth avenue.....	Regulating, grading, curb and gutters.....	14,400 00	2,260	....
Fountain avenue, Atlantic avenue to Belmont avenue.....	Asphalt	17,700 00	2,240	7,500
Jerome street, Pitkin avenue to New Lots avenue.....	Regulating, grading, curb and walk.....	14,700 00	2,900	....
Lincoln road, Rogers avenue to Nostrand avenue.....	Regulating, grading, curb, gutters and walk.....	5,300 00	740	....
Ninety-second street, Second avenue to Shore road.....	Walks	2,600 00	1,375	....
Park place, Grand avenue to Classon avenue.....	Curb and asphalt.....	8,500 00	845	3,170
Sixty-third street, Fourth avenue to Fifth avenue.....	Regulating, grading, curb and gutters.....	3,600 00	744	....
Seventy-fourth street, Second avenue to Seventh avenue.....	Regulating, grading, curb, gutters and walk.....	25,400 00	3,750	....
Seventy-fifth street, Second avenue to Fifth avenue.....	Regulating, grading, curb, gutters and walk.....	11,800 00	2,260	....
Seventy-seventh street, Second avenue to Fourth avenue.....	Regulating, grading, curb, gutters and walk.....	7,900 00	1,480	....
Sherlock place, Herkimer street to Atlantic avenue.....	Asphalt	2,900 00	372	1,240
Webster avenue, Coney Island avenue to Gravesend avenue.....	Regulating, grading, curb and walk.....	15,200 00	2,830	....

Summary.

	Miles.	Square Yards.	Cost.
Asphalt	1.475	26,510	\$68,700 00
Regulating and grading, etc.....	4.014	.....	112,500 00
Totals.....	5.489	26,510	\$181,200 00

TABLE No. 11.
Showing Cost of Maintaining Asphalt Pavements During 1904.

Time Out of Guarantee.	Square Yards.	Total Cost.	Cost Per Square Yard.	Cost Per Square Yard, Car Track Streets Excluded.	Cost Per Square Yard, Car Track Streets.
One year.....	112,657	\$85 95	....	....	\$0 010
Two years.....	458,527	13,122 00	\$0 028	\$0 023	086
Three years.....	192,717	3,109 04	016	016	035
Four years.....	209,937	10,250 66	049	049	061
Five years.....	45,124	1,583 05	035	023	108
Six years.....	41,187	2,136 92	052	052	....
Seven years.....	36,706	1,560 69	043	043	....
Eight years.....	27,419	2,777 74	101	053	146
Nine years.....	5,278	214 07	040	043	019
Ten years.....	29,069	2,899 02	099	177	003
Eleven years.....	87,442	11,873 42	136	131	214
Twelve years.....	20,504	3,909 12	190	190	....
Thirteen years.....	235	.....	....	....	....
Fourteen years.....	3,448	225 88	065	065	....
Fifteen years.....	4,838	104 86	021	021	....
Total.....	1,275,088	\$53,852 42	\$0 0422	....	....

Average cost—Car track streets excluded, 3.92 cents per square yard.
Average cost—Car track streets, 6.81 cents per square yard.
Average cost—All streets, 4.22 cents per square yard.

TABLE No. 12.
Showing Work Done by Corporations During the Year 1904—By Gas Companies.

	1-inch.	1 1/4-inch.	1 1/2-inch.	2-inch.	3-inch.	4-inch.	6-inch.	8-inch.	10-inch.	12-inch.	16-inch.	20-inch.	24-inch.	30-inch.	Total.
Brooklyn Union Gas Company.															
Total mileage of mains in system..	0.73	1.60	59.86	323.92	232.62	61.68	26.28	55.96	20.38	24.24	4.66	0.09	812.02
Mileage laid in 1904.....	1.12	12.28	0.62	....	0.75	....	0.94	....	....	15.71
Mileage removed in 1904.....	1.43	0.56	0.84	1.36	....	....	....	0.02	....	....	4.21
Brooklyn Borough Gas Company.															
Total mileage of mains in system..	0.63	0.35	16.55	11.97	8.69	0.72	2.30	0.05	....	....	....	41.26
Mileage laid in 1904.....	0.04	0.83	1.98	1.11	0.72	1.76	0.05	....	....	....	6.49
Flatbush Gas and Illuminating Company.															
Total Mileage of mains in system..	0.25	0.10	0.08	....	15.20	23.24	13.04	4.07	0.84	2.08	1.33	0.07	....	....	60.30
Mileage laid in 1904.....	2.25	0.27	0.48	....	....	....	....	....	....	3.00
Mileage removed in 1904.....
Kings County Gas and Illuminating Company.															
Total mileage of mains in system..	0.05	0.03	0.39	0.12	2.51	66.22	47.72	5.49	....	5.88	1.23	1.76	....	....	131.40
Mileage laid in 1904.....	0.03	0.16	0.12	....	0.73	2.01	0.02	....	....	....	....	....	....	3.07

By Railroads.

Company.	Mileage of Single Track in System.	Mileage of New Single Track Laid in 1904.	Mileage of Single Track Relaid in 1904.	Number of New Connections Between Existing Lines.	Number of Connecting Curves or Crossings Renewed.
*Brooklyn Rapid Transit Company.	538.69	6.00	22.00	28	43
Coney Island and Brooklyn Railroad Company	31.49	....	2.73	2	8
Van Brunt Street and Erie Basin Railroad Company	2.12	....	....	..	..
Totals.....	572.30	6.00	24.73	30	51

* This includes private rights of way.

By Electric Companies.

Company.	Total Number Miles Single Duct Subway in System.	Total Number Miles Iron Pipe Subway Laid in 1904.	Total Number Miles Single Duct Subway Laid in 1904.
Edison Electric Illuminating Company.....	210.53	14.69	16.15
New York and New Jersey Telephone Company	246.63	....	25.03
Flatbush Gas and Illuminating Company.....	27.94	....	3.12
Brooklyn Rapid Transit Company.....	315.45	....	142.88
Coney Island and Brooklyn Railroad Company	19.89	....	7.92
Totals.....	820.44	14.69	195.10

Company.	Brick.	Asphalt.	Macadam.	Granite on Concrete.	Granite on Sand.	Belgian.	Cobble.	Total.
*Brooklyn Rapid Transit Company.....	....	250	....	99,326	44,963	1,020	26,330	171,889
**Coney Island and Brooklyn Railroad Company.....	....	27	15	9,872	....	1,888	1,891	13,693
Edison Electric Illuminating Company.....	101	2,728	8,416	....	7,472	3,229	6,040	27,986
New York and New Jersey Telephone Company.....	217	1,072	988	....	7,027	1,168	3,601	14,073
Brooklyn Union Gas Company.....	347	653	....	....	3,070	2,703	29,784	36,557
Kings County Gas and Illuminating Company.....	....	....	920	....	....	523	....	1,443
Flatbush Gas and Illuminating Company.....	....	296	91	....	507	927	....	1,821
Brooklyn Borough Gas Company.....	....	28	995	....	223	....	....	1,246
Totals.....	665	5,054	11,425	109,198	63,262	11,458	67,646	268,708

* Streets that have been repaved between tracks with granite on concrete, with cement joints, during year 1904:
Adams street, Johnson street to Tillary street.
Adams street, Concord street to Sands street.
Atlantic avenue, Court street to Furman street.
Bergen street, Franklin avenue to Bedford avenue.
Bergen street, Kingston avenue to Schenectady avenue.
Boerum place, Atlantic avenue to Livingston street.
Concord street, Washington street to Adams street.
Concord street, Pearl street to Jay street.
Cooper street, Broadway to Hamburg avenue.
Division avenue, Driggs avenue to Lee avenue.
Division avenue, Roebling street to Harrison avenue.
Franklin avenue, Greene avenue to Gates avenue.

** Franklin avenue, Malbone street to Atlantic avenue.

Halsey street, Sumner avenue to Stuyvesant avenue.
Marcy avenue, Broadway to Middleton street.
Meserole street, Bushwick avenue to Union avenue.
Nostrand avenue, Willoughby avenue to Halsey street.
Putnam avenue, Fulton street to Nostrand avenue.
Ralph avenue, Macon street to St. Mark's avenue.
Raymond street, Park avenue to Myrtle avenue.
Reid avenue, Madison street to Fulton street.
South Fourth street, Bedford avenue to Union avenue.
State street, Furman street to easterly.
Sumner avenue, Fulton street to Gates avenue.
Tompkins avenue, Kosciuszko street to Pulaski street.
Tompkins avenue, Madison street to Fulton street.
Wyckoff avenue, Myrtle avenue to Flushing avenue.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN—CHEMICAL AND PHYSICAL TESTING LABORATORY—ANNUAL REPORT FOR THE YEAR ENDING DECEMBER 31, 1904.

Office of the President of the Borough of Brooklyn,
Chemical and Physical Testing Laboratory,
Municipal Building, Brooklyn, N. Y.,
January 2, 1905.

Mr. GEORGE W. TILLSON, Chief Engineer, Bureau of Highways:

Sir—I beg to submit the following report of the work of testing materials performed in the chemical and physical testing laboratory during the year 1904. A summary of the number of samples examined is as follows:

Samples Taken from Work During Construction.	
Hydraulic cements	1,429
Asphalt surface mixture	539
Binder mixtures	123
Miscellaneous samples	153
Total	2,244

In reviewing the work of the year, it is gratifying to note that the volume of work accomplished compares favorably with that done in 1903. Of hydraulic cements, 21,000 briquettes, or test-pieces, have been made and tested. Uniformity in testing has been constantly aimed at. Early in the year the Fairbanks Cement Testing Machine was remodelled and equipped with sub-base, worm gear attachment, bringing this very important apparatus thoroughly up to date. It is believed that the addition of this improved mechanism has entirely eliminated the personal equation of the operator at the machine in making tests for the determination of tensile strength. The average tensile strength of the several brands used in street construction during the year will be found in the accompanying table, reference to which is invited. Comparison of these figures with the average results obtained on the same brands during 1903 shows that the same high average of tensile strength has been maintained during the past year. The tests have shown the several brands of cement in current use to have developed a tensile strength in excess of the specification requirements, with a large margin of safety. The tests also, as a rule, have shown that the cement used has been uniform in quality and of high sand-carrying capacity; qualities denoting the highest excellence. The tensile

tests have been supplemented by normal pat tests, tests for "time of set," and determinations of "fineness." Accelerated pat tests have been made on samples which acted abnormally under the tensile and normal pat tests. This method has proved very satisfactory and has revealed defective material in many cases which would have passed the tensile test requirements.

The volume of work accomplished in the chemical laboratory has been equally gratifying. Samples of asphalt surface and binder mixtures have been taken daily from the material as it is delivered on the street and analyzed in the laboratory. The high standard of excellence required by the specifications has been maintained, both by means of tests and by inspections at the several asphalt plants, which latter work is considered equally important with the work of testing, supplementing that work and determining the cause for any discrepancy or irregularity which may have occurred. If the analysis shows that any discrepancy exists in the mixtures, an immediate inspection of the plant is made to determine and locate the cause of trouble, the methods of mixing being noted, weights checked and percentages calculated. Even though a correctly proportioned formula has been adopted, a defective mixture may result from such causes as the use of overheated sand, the use of a new grade of sand when proportioned by volume, the introduction of sediment from the bottom of the tank into the mixture, the use of damp limestone dust, or from the addition of short weight of asphaltic cement, resulting from the fact that a considerable amount of asphaltic cement which has become chilled on standing, due to delay or interruption of the work, clings to the sides of the bucket when dumped and for which no allowance is made. These errors result from carelessness or lack of knowledge, and though unintentional as a rule, result, nevertheless, in producing an irregular composition which seriously impairs the life of the pavement.

Valuable data has been obtained on the various grades of coal-tar used for grouting, by a special investigation, including both analyses and physical tests. Absorption tests and specific gravity determinations on asphalt blocks have supplemented the analytical examination. Asphalt block paving will undoubtedly be used more extensively in the future, and the information gained by the examination of blocks recently manufactured by a new company will have an important bearing on future work of this character. Examinations of samples of refined asphalt, asphaltic cement, flux, sand and inorganic dust taken from the materials in current use at the plants of the several asphalt paving companies in this borough have been made periodically during the year, and in addition, miscellaneous samples of various kinds have been investigated.

Respectfully,

W. H. BROADHURST, Chemist.

Table Showing Results of Tests of Hydraulic Cements Used in Street Construction, Borough of Brooklyn, During 1904.

Brand.		1 Day. Neat.	7 Days. Neat.	7 Days. * (3 to 1).	7 Days. † (2 to 1).	28 Days. Neat.	28 Days. (3 to 1).	28 Days. (2 to 1).
"Trowel"	242 lots averaged.....	275	709	227	360	849	275	396
"Atlas"	241 lots averaged.....	427	787	218	350	784	275	359
"Alpha"	175 lots averaged.....	352	742	279	386	790	287	....
"Lehigh"	124 lots averaged.....	290	573	213	360	....	....	....
"Vulcanite"	45 lots averaged.....	344	769	241	408	940	311	437
"Krause's"	35 lots averaged.....	339	724	252	380	....	....	....
"Star"	32 lots averaged.....	375	736	271	360	746	....	404
"Dragon"	31 lots averaged.....	362	701	234	311	718	264	373
"Nazareth"	31 lots averaged.....	287	680	228	343	764	....	349
"Pennsylvania"	30 lots averaged.....	319	658	216	480	....	....	....
"Helderberg"	29 lots averaged.....	214	756	213	325	....	....	....
"Giant"	24 lots averaged.....	363	757	252	433	761	357	413
"Northampton"	20 lots averaged.....	214	519	179	....	....	....	....
"Alsen"	19 lots averaged.....	243	700	201	....	....	....	....
"Iron Clad"	19 lots averaged.....	390	596	248	269	631	377	401
"Hudson"	17 lots averaged.....	314	573	200	....	634	244	....
"Reliance"	15 lots averaged.....	294	594	236	337	....	....	....
"Edison"	11 lots averaged.....	166	451	185	346	622	....	241
"Saylor's"	10 lots averaged.....	207	731	....	302	....	....	....
"Phoenix"	7 lots averaged.....	193	534	245	....	....	....	....
"Stettiner-Triangle"	1 lot averaged.....	296	520	....	249	639	....	316

* (3 to 1) equals standard crushed quartz, 3 parts by weight; cement 1 part by weight.

† (2 to 1) equals standard crushed quartz, 2 parts by weight; cement 1 part by weight.

TOPOGRAPHICAL BUREAU—OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, TOPOGRAPHICAL BUREAU, OFFICE OF THE ASSISTANT ENGINEER IN CHARGE—ANNUAL REPORT FOR THE TWELVE MONTHS ENDING DECEMBER 31, 1904.

December 31, 1904.

Mr. GEO. W. TILLSON, Chief Engineer:

Dear Sir—I transmit herewith respectfully the annual report of this Bureau for the twelve (12) months ending December 31, 1904.

The topographical work comprises the following general items: (1) Reports on legal status of streets; (2) the establishment of lines of streets, by laying out, closing, etc.; (3) the determination and changes in elevations of streets; (4) the preparation of certificates as to the dedication of streets; (5) furnishing maps used by the Commissioners of Estimate and Assessment in the matter of opening streets, public places, parks, markets, etc.; (6) preparation of maps for sewer easements, and (7) miscellaneous maps consisting of studies, general plans, etc.

This work comprises what is new, and what may be more particularly designated as the work of maintenance. Maintenance particularly consists in keeping the precise determination of street lines by preserving the stone monuments that fix them as to position and elevation. Further, in particular, preserving all older records, and in adding all new information obtainable in any item of topographical work.

The work of the Topographical Bureau is directly for the use of the Local Boards, the Board of Estimate and Apportionment, various other departments of the City, and for the Corporation Counsel's office in connection with condemnation proceedings in street openings. The result of our labors affects the map of the City, which is the basis of all improvements; hence the topographical work is of use not only to all local improvements, such as highways, sewers, but it affects the large departments, such as Taxes and Assessments, Bridges, Street Cleaning, Water, Gas and Electricity.

In accordance with the provisions of the Charter of the City, it is necessary, before any improvements can be made on a street, that the street be first a part of the street system of the City, and, secondly, that the City have rights to the street, either by cession, condemnation or dedication. This office makes the necessary reports, maps and plans.

Determination of Street Lines.

The determinations of street lines have received more attention than heretofore; where street monument stones are still in existence, accurate lines and traverses were run over them; in other cases the determination was more difficult, necessitating lengthy surveys, searches and computation. The progress of public and private improvements places street monument stones in great danger of being disturbed; much time was devoted to retain these stones in their true relative horizontal position, and when they had to be raised or lowered to determine the amount of change in elevation.

The precise determination of street lines as now practised may be said to be a new departure for the Borough of Brooklyn; heretofore the map of the City in many instances gave no block dimensions, and in almost every instance angles of street lines were omitted. Distances and angles now missing from the City map are determined as occasion arises; their omission is a constant source of indefiniteness and a cause of a great loss of time.

Two of the most important districts affected in the determination of street lines are (1) the district known as Catonville, and (2) the streets about the old city line of Brooklyn, between Nostrand and Troy avenues.

The determinations in these two districts involved considerable surveying, and a great amount of office computations, searches, etc. In these two instances a new departure was made by indicating on the maps all monuments for new street lines; it is hoped that time will be available in the near future to place all these street monuments in the ground. Without the placing of monuments for new street lines it is generally impossible to have their precise location on the ground determined.

Triangulation Work.

Triangulation work, covering the entire City of New York in all its boroughs, as authorized by the Board of Estimate and Apportionment, has now been carried on for some time under the supervision of members of the United States Coast and Geodetic Survey. Primary stations have been fixed, and secondary stations are now being selected. The completion of this work will be of great importance in fixing and tying in street lines of this borough; none of the street lines of Brooklyn have as yet been connected with the triangulation stations. It is hoped that an effort will soon be made to secure to Brooklyn the benefits of this triangulation work by providing the necessary means for utilizing it.

Changes in the Established Street System.

Changes made in the established street system are for elevations of streets and for lines of streets and for laying out public places, public parks, etc. After a public hearing the necessary preliminary plans are approved by the Local Board and then forwarded to the Board of Estimate and Apportionment, after whose approval copies of the map are prepared and placed on file, in accordance with the provisions of the Charter; the maps placed on file give precise detailed dimensions. With a few exceptions the preliminary maps for changes in elevation of streets were prepared by the Bureau of Highways.

Street Opening Work.

This office makes reports as to the legal status of streets and as to the advisability of initiating street opening proceedings.

The acceptance of affidavits proving easements to streets was continued during the year. A new feature was added, consisting of the preparation by this office of certificates as to the dedication of streets; these certificates usually entail considerable

labor, and as they were many in number, they added a new item of some moment to the previous work of the Bureau. Throughout the year the land located in a number of streets was also ceded to the City; this method is undoubtedly a thorough one, and in my judgment, is much to be preferred to the mere proof of a public easement in the street. By these methods, however, many street opening proceedings were avoided, with the corresponding saving of expense to the owner and expedition of improvements in the streets.

The most important item of street opening work for the year was undoubtedly the street as an approach to the Manhattan Bridge, extending from the intersection of Fulton street and Flatbush avenue to Nassau street; because of its general utility to the borough, this work is probably the most important that has been done for some years.

Records of Topographical Work.

The records were completed as time permitted and as necessity required. It is to be hoped that in the near future this office may again be enabled to resume the systematic general searches that had to be discontinued several years ago; the results of such work will be permanent and will produce economies in many directions.

As heretofore, the records of the Topographical Bureau were freely consulted by other Departments of the City government and by city surveyors, real estate men, lawyers and the general public.

Employees.

The employees were distributed as heretofore in the usual lines of filed and office work and attended to all the work of the Bureau. The Topographical Bureau comprises in all 38 employees, distributed as follows: 1 Assistant Engineer in charge, 4 Assistant Engineers, 1 Computer and Draughtsman, 8 Transitmen and Computers, 8 Topographical Draughtsmen, 1 Leveler, 6 Chainmen and Rodmen, 3 Axemen, 1 Junior Clerk, 1 Stenographer and Typewriter, 1 Clerk, 1 Assistant Foreman and 2 Laborers. Of these 38 employees, one (1), namely, a Transitman and Computer, has now been absent for several months.

By competition with other work the Bureau has lost several men during the year, who have not yet been replaced. So we have now a smaller working force than for the preceding year; this deficiency is a decided drawback to the work, and should be remedied at once.

Work Completed During the Year 1904.

The statement giving the work completed follows herewith. This statement takes no notice of unfinished work and does not contain much general routine work that cannot be well summarized.

The work accomplished is comprised under four general divisions as follows:

1x. To retain, determine and fix on the ground the lines of the existing street system, and to fix the new street lines as they are adopted.

2x. Maps affecting changes in the established street system of the city.

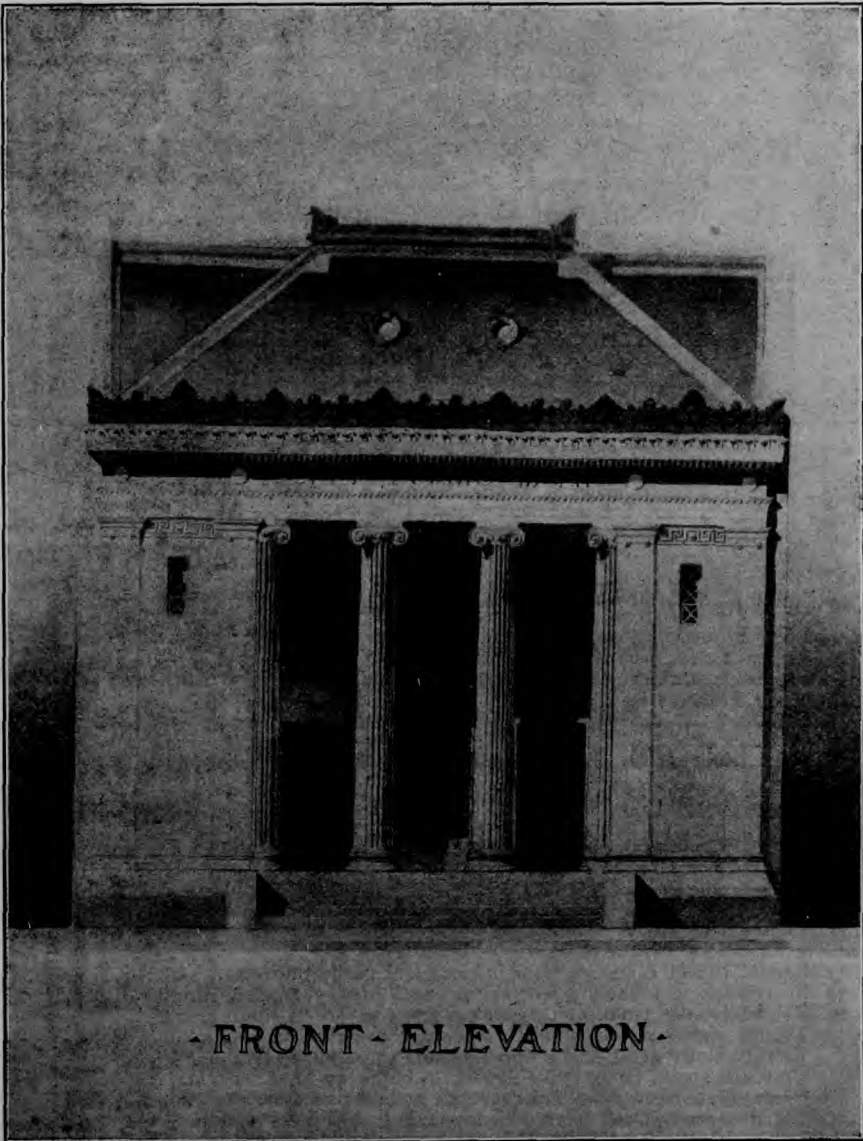
3x. To make surveys, searches, technical descriptions and maps for the Commissioners of Estimate and Assessment in the matter of acquiring title to streets, public places, public parks, etc., etc.

4x. To keep a record of everything pertaining to the items of topographical work.

In detail, the work accomplished is as follows:

1x. To Retain, Determine and Fix on the Ground the Lines of the Existing Street System and to Fix the New Street Lines as They are Adopted.

This work includes the proper preservation and replacing of all monument stones and the placing of new monument stones in position wherever they are needed. It necessitates the surveying and computation of traverse lines for the determination of block distances and angles, the determination of standards of measurement, and the compilation and care of monument records and maps. It comprises field and office work as follows:



FRONT ELEVATION

PUBLIC BATH.

To be erected in Nostrand avenue, opposite Stockton street.
Architects, Helmle, Huberty & Hudswell.

A—Field Work.

Accurate traverses have been carefully run as follows:

a. For the Determination of Street Lines.

1. Bounded by Neptune avenue, Stillwell avenue, Surf avenue, West Fifth street and Sheepshead Bay road.
2. Bounded by Avenue I, Ocean avenue, Avenue P, Twenty-second avenue and West street.
3. Bounded by Chauncey street, Fulton street, Stuyvesant avenue and Lewis avenue.
4. Bounded by Eastern parkway, Rogers avenue, East New York avenue and Utica avenue.

5. Bounded by Eastern parkway, Rogers avenue, East New York avenue and Nostrand avenue.

6. Subdivisions made in a number of former traverses.

7. Park place, Utica avenue, Eastern parkway and Rogers avenue.

8. Lombardy street, Gardner avenue, Maspeth avenue and Morgan avenue.

9. Nostrand avenue, Eastern parkway, Bedford avenue and Park place.

10. Rogers avenue, Church avenue, Bedford avenue and Eastern parkway.

11. East New York avenue, Utica avenue, Avenue C and Nostrand avenue.

12. Eighty-sixth street, Seventeenth avenue, Benson avenue, Bay Twelfth street.

b. For the Determination of Street Lines and Property Lines.

1. Bounded by Coney Island avenue, Locust avenue, Old Ocean avenue and Avenue L.

2. Bounded by East Ninety-eighth street, Riverdale avenue, Barrett street, Hunterfly road and East New York avenue.

3. Fulton street, Williams place, Atlantic avenue and Eastern parkway.

4. Kings Highway, from Flatbush avenue to Coney Island avenue.

5. Eighty-fifth street, Third avenue, Eighty-sixth street and First avenue.

6. Kings Highway, from Coney Island avenue to Twenty-first street.

7. East New York avenue, Rockaway avenue, Hunterfly road and Bristol street.

8. A number of streets located in the section bounded by Avenue P, Ocean avenue, Emmons avenue and Ocean parkway.

Precise survey lines have been run for the determination of the following streets:

Sixtieth street, Lewis avenue, Gravesend avenue, West Sixty-fifth street, Canarsie avenue, Vernon avenue, Snyder avenue, Fifth avenue, Seventh avenue, Carroll street, Malbone street, Ocean avenue, Ocean parkway, Rockaway avenue, Eightieth street, Seventy-first street, Brooklyn avenue, Nostrand avenue, Albany avenue, Rogers avenue, Utica avenue, Erasmus street, Lloyd street, Kingston avenue, West Eighth street, West Twelfth street, Emmons avenue, Neptune avenue, Avenue X, Avenue P, Avenue I, East New York avenue, Linden avenue, Thirty-seventh street, Flushing avenue, Graham street, Twenty-second avenue, Franklin avenue, Pacific street, Dean street, Fulton street, Chauncey street, Stuyvesant avenue, Troy avenue, Williams avenue, Herkimer street, Williams place, Gillen place, Fanchon place, Arlington avenue, Shepherd avenue, Liberty avenue, Hunterfly road.

Note—Some of the work enumerated in this division 1x, was done in connection with making changes in the map of the City, given under division 2x.

Monument Stones Fixing Streets.

Information of improvements that would endanger street monument stones was received from the Bureau of Highways and from private sources. It was the endeavor to give this work preference over all other field work, because when a monument stone has once been disturbed, it is often very difficult and at times impossible precisely to replace the point fixing the line of a street. It is therefore of great importance that this office be notified in all cases where the stones are in danger of disturbance. In this connection there was done a large amount of inspection and searching for existing monuments.

A total of 822 monument stones were looked for, of which 526 were not found, and 158 were found above the surface and 138 found below the surface. Seventy-three monuments were accurately referenced and 84 were tested as to position; 26 monuments were lowered and 60 were raised; 7 monuments had to be taken out and 11 were set. Whenever necessary, the iron box monument covers are placed over the monuments. The systematic effort was continued, with the endeavor to find all street monument stones that are shown on the map of the City, and which have not yet been located.

B—Office Work.

As far as time permitted, the field notes were plotted and worked up in the office. The work was, however, completed only in as far as it was necessary for maps for adoption and for filing, or for street opening maps. The usual record was continued, showing all monuments found and changes made in monument stones.

2x. Maps Affecting Changes in the Established Street System of the City.

This division includes all work affecting changes in lines of existing streets, parks, closing and laying out streets, and changes in the established elevation of streets. It necessitates the preparation of maps for adoption and filing and miscellaneous maps.

A—Field Work.

This comprises the following:

a. Surveys for Changes in Lines of Streets.

1. Additional work on section known as Catonville.
2. Stillwell avenue, from Neptune avenue to Surf avenue.
3. Sackett street, from Rockaway avenue to Bristol street.
4. Fulton street, East New York avenue and Williams place.
5. Canarsie avenue, from Flatbush avenue to Brooklyn avenue.
6. Evergreen place, New Jersey avenue, Jamaica avenue and Pellington place.
7. Clarkson street, Canarsie lane, Canarsie avenue and Brooklyn avenue.
8. Neptune avenue, from West Seventeenth street to West Sixth street.
9. Coney Island creek at West First street.

B. Surveys for Changes in Elevation of Streets.

1. First avenue, from Sixtieth street to Bay Ridge avenue.

Note—Some of the work enumerated in this division, 2x, was done in connection with street lines on the map of the City, given under division 1x.

B. Office Work.

Maps were completed as follows:

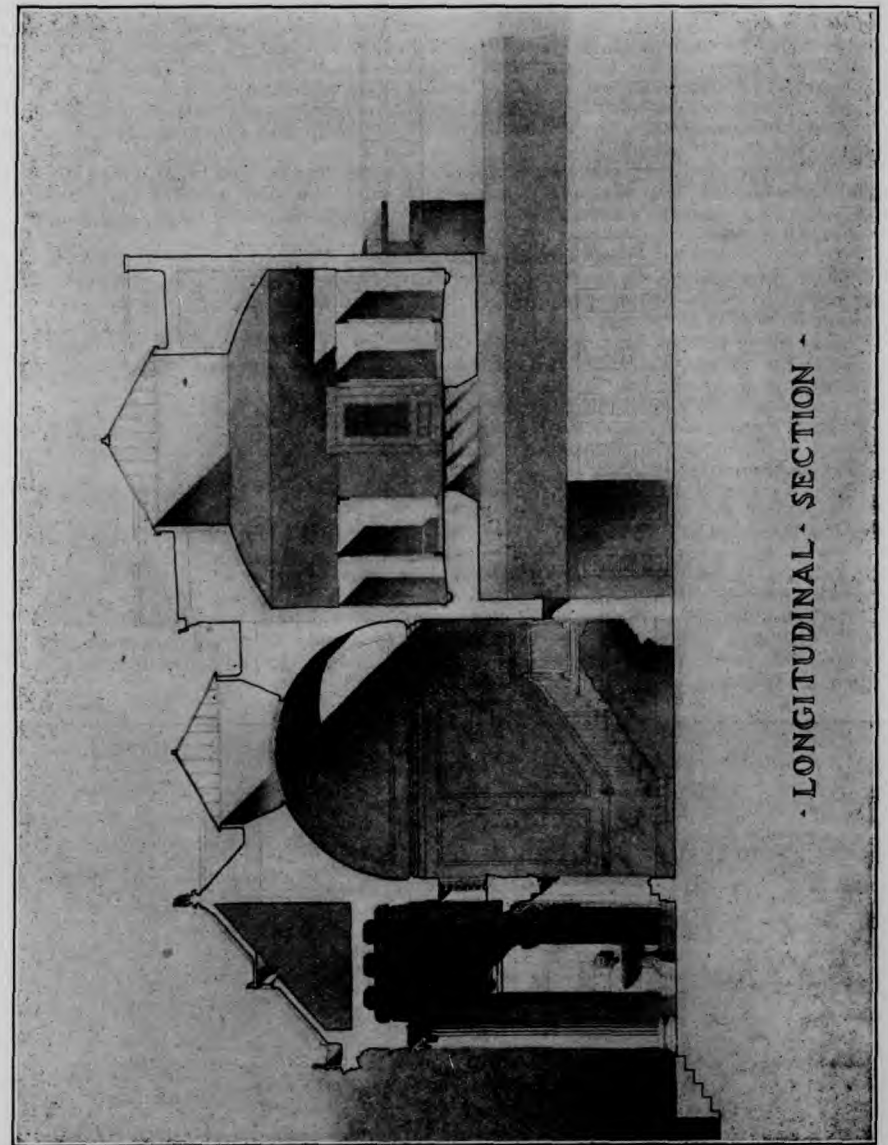
I. Maps Forwarded for Adoption.

A. Maps Affecting Changes in Lines of Streets, Closing and Laying Out Streets and Public Parks.

1. Park street, from Beaver street to Garden street.
2. Ocean avenue, from Jones walk to West Sixteenth street.
- West Twelfth street, from Surf avenue to the Atlantic Ocean.
- West Fifteenth street, from Surf avenue to the Atlantic Ocean.
3. West Fifteenth street, from Surf avenue to the Atlantic Ocean.
4. Ocean avenue, from West Tenth street to West Sixteenth street.
5. The laying out of a street system for Sea Gate, which is the section of Coney Island westerly of West Thirty-seventh street, also the closing of Surf avenue as legally opened within said area, also the laying out of Canal avenue, Neptune avenue and Mermaid avenue, each from West Thirty-sixth street to West Thirty-seventh street.
6. Henry street (Hamilton avenue), from Neptune avenue to Central avenue.
7. East Third street, from Avenue Y to Ocean parkway.
- East Fourth street, from Avenue X to Avenue Z.
- East Fifth street, from Avenue Z to a point 200 feet north of Avenue X.
- East Sixth street, from Avenue Y to Ocean parkway.
- Boulevard court, from East Fourth street to Ocean parkway.
- Ocean court, from East Third street to Hubbard street.
- Parkway court, from East Third street to Hubbard street.
- Manhattan court, from East Second street to East Sixth street.
- Brighton court, from East Second street to East Sixth street.
8. Ninetieth street, from First avenue to the Shore road.
9. Seventy-fourth street, from Narrows avenue to the Shore road.
10. Seventy-third street, from Narrows avenue to the Shore road.
11. Eighty-fifth street, from Narrows avenue to the Shore road.
12. Ninety-eighth street, from Marine avenue to the Shore road.
13. Eighty-seventh street, from Narrows avenue to the Shore road.
14. Eighty-fourth street, from Narrows avenue to the Shore road.
15. Eighty-first street, from Narrows avenue to the Shore road.
16. Seventy-sixth street, from Narrows avenue to the Shore road.
17. Seventy-eighth street, from Narrows avenue to the Shore road.
18. Eighth street, from Gowanus canal to Second avenue.
19. Conway street, from Broadway to Fulton street.
20. Street extending from the intersection of Grand street and Union avenue to the approach to the Williamsburg Bridge at Havemeyer street and South Fifth street.
21. Street extending from the intersection of Grand street and Hooper street to the approach to the Williamsburg Bridge at Havemeyer street and South Fourth street.

22. Stewart avenue, from Seventy-fourth street to Eighty-sixth street.
23. Public places, bounded by Highland Boulevard, Bushwick avenue, Fanchon place and Gillen place.
24. Columbia place, from Joralemon street to Remsen street.
25. Laying out Twenty-fourth avenue, from West street to Sixtieth street and Gravesend avenue.
26. Closing East Sixty-third street (triangular portion of) at the northeast corner of East Sixty-third street, bounded by Avenue N, Ralph avenue and Block 8363.
27. Narrowing East Sixty-fifth street, from Avenue U to Ralph avenue.
28. Closing public places bounded by Ralph avenue, Avenue N and Blocks 8384 and 8385.
29. Closing Dinsmore place, from Logan street to Norwood avenue.
30. Laying out Conway street, from Broadway to Fulton street.
31. Laying out Hubbard street, from Avenue X to Avenue W.
32. Laying out Lancaster avenue, from Ocean parkway to Coney Island avenue.
33. Laying out Crawford avenue, from Ocean parkway to Coney Island avenue.
34. Closing Johnson's lane, near Avenue S.
35. Laying out Henry street (Hamlin street), from Neptune avenue to Canal avenue.
36. Laying out Church avenue, from Thirty-sixth street to Ocean parkway.
37. Laying out Fourteenth avenue, from Thirty-sixth street to Church avenue.
38. Laying out Beverley road, from East Second street to Church avenue.
39. Laying out Chester avenue, from Story street to Church avenue.
40. Closing Fourteenth avenue, from Thirty-sixth street to East Second street.
41. Closing Story street, from Thirty-sixth street to West street.
42. Laying out Thirty-fifth street, from Fourteenth avenue to Church avenue.
35. This map is the same as the map above (34 degrees), except that Church avenue is here made 80 feet wide instead of 100 feet wide, as on the above map (34 degrees).
36. Narrowing Stillwell avenue, from Neptune avenue to Surf avenue.
37. Laying out Silliman place, from Second avenue to Third avenue.
38. Closing Condit street, from Railroad avenue to Nichols avenue.
39. Closing Clinton street, from Vernon avenue to Canarsie avenue.
40. Laying out Lincoln avenue, from Atlantic avenue to Jamaica avenue.
41. Laying out Neptune avenue, from West Thirty-sixth street to West Thirty-seventh street.
42. Laying out Jerome avenue, or Voorhies lane, between Manhattan Beach Railroad and East Twenty-fourth street.
43. Laying out Second avenue, from the westerly prolongation of the south side of Twenty-eighth street to Thirty-ninth street, also Twenty-ninth, Thirtieth, Thirty-first, Thirty-second, Thirty-third, Thirty-fourth, Thirty-fifth, Thirty-sixth and Thirty-seventh streets, from high-water line to bulkhead line.
44. Closing Sackett street, from Rockaway avenue to Bristol street.
45. Laying out Church avenue, between New Utrecht road and the east side of Gravesend avenue.
46. Change of line of Fourteenth avenue in the Twenty-ninth Ward.
47. Extending Beverley road, from East Second street to Church lane.
48. Striking from the map East Eleventh street, between Ditmas avenue and Avenue H.
49. Laying out Fifty-first street and Fifty-second street, each from high-water line to bulkhead line, and a new street from Fifty-first street to Fifty-second street.
50. Laying out Rose place, Cactus place and Dahlia place, from Broadway to Fulton street, and Rose place from the Town line of New Lots to Bushwick avenue and public place bounded by Rose place, Norman place and Fulton street.
- b. Maps Affecting Changes of the Established Elevations of Streets.
1. East Twenty-first street, from Cortelyou road to Dorchester road.
- II. Maps Forwarded for Filing.
- a. Maps Affecting Changes in Lines of Streets, Closing and Laying Out Streets.
1. Eighty-fourth street, from Sixteenth avenue to Seventeenth avenue.
- Eighty-fourth street, from Seventeenth avenue to Eighteenth avenue.
2. Public park, bounded by Avenue I, Avenue J, East Thirty-eighth street and East Thirty-ninth street.
3. Oak street, westerly of Guernsey street.
4. Hawthorne street, from Kingston avenue to Albany avenue.
5. Germania place, from Flatbush avenue to East Twenty-ninth street.
6. Livingston street, from Court street to Flatbush avenue.
7. East Tenth street, from Church avenue to Albemarle road.
8. Record place, from Chestnut street to Euclid avenue.
9. Fifty-seventh street, from First avenue to bulkhead line.
10. Battery avenue, from Warehouse avenue to One Hundred and Seventh street.
- One Hundred and Seventh street, from Battery avenue to Seventh avenue.
- One Hundred and Sixth street, from Warehouse avenue to Seventh avenue.
11. West Eighth street, from Surf avenue to high-water line.
12. Kowenhoven lane, from New Utrecht avenue to Fifty-fifth street.
13. Addition to Prospect Park, bounded by east side lands, Washington avenue, Malbone street and Flatbush avenue, and the closing and discontinuing of Washington place and a street north of Washington place, as the same are laid down within this area.
14. Forty-seventh street, from West street to Gravesend avenue.
15. Senator street at westerly side of Third avenue.
16. Catonville as follows:
- Laying out Montgomery street, from Coney Island avenue to East Seventh street.
- Laying out Johnson street, from Coney Island avenue to Ocean parkway.
- Laying out Henry street, from East Eighth street to Ocean parkway.
- Laying out Caton place, from Coney Island avenue to Ocean parkway.
- Laying out East Eighth street, from Church lane to Johnson street, and from John street to north line of former Caton avenue.
- Striking out East Seventh street, from Henry street to Ocean parkway.
- Striking out East Eighth street, from Church lane to Caton avenue.
- Striking out Caton avenue, from Coney Island avenue to Ocean parkway.
17. Laying out of an approach to the bridge over Prospect avenue on the line of Seeley street.
18. Closing and discontinuing Eighth street, from Gowan canal to Second avenue.
19. Closing and discontinuing Eldert's lane, lying between the centre lines of blocks bounded by the southerly side of Glenmore avenue, and the northerly side of Pitkin avenue, and the easterly side of Enfield street and the westerly side of Sheridan avenue.
20. Closing and discontinuing portions of Malbone street lying in the Twenty-fourth Ward, west of Brooklyn avenue.
- Locating and laying out Malbone street, from the line dividing the Twenty-fourth and Twenty-ninth Wards, easterly to Brooklyn avenue.
- Widening Malbone street, from Brooklyn avenue easterly to line dividing the Twenty-fourth and Twenty-ninth Wards.
- Narrowing Brooklyn avenue, from Leffert's avenue to line dividing Twenty-fourth and Twenty-ninth Wards.
- Locating and laying out two new streets in block bounded by Montgomery street, Malbone street, Nostrand avenue and New York avenue.
- Extension of Miller place and Aitken place, from line dividing the Twenty-fourth and Twenty-ninth Wards to Malbone street.
- B. Maps Affecting Changes of the Established Elevation of Streets.
1. Eighty-fifth street, from First avenue to Second avenue.
2. Shepherd avenue, from Blake avenue to Belmont avenue.
3. Van Siclen avenue, from Blake avenue to Livonia avenue.
- Dumont avenue, from Miller avenue to Schenck avenue.
- Hendrix street, from Livonia avenue to Blake avenue.
4. Barbey street, from Fulton street to Atlantic avenue.
5. Jerome street, from Atlantic avenue to Fulton street.
6. Territory bounded by Fulton street, Euclid avenue, Liberty avenue, Atkins avenue and Dresden street.
7. Seeley street, from Eighteenth street to Sherman street.
8. Parade place, from Woodruff avenue to Caton avenue.
- St. Paul's place, from Caton avenue to Woodruff avenue.
- Crooke avenue, from Parade place to Ocean avenue.
9. Approach to Hamilton Avenue Bridge over Gowan canal.

10. First avenue, from Seventy-third street to Seventy-ninth street.
- Seventy-fourth, Seventy-fifth, Seventy-sixth, Seventy-seventh and Seventy-eighth streets, from Narrows avenue to Second avenue.
11. Territory bounded by Fort Hamilton avenue, Fortieth street, West street, Seventeenth avenue and Forty-fifth street.
12. New Lots road, Dumont avenue, Atkins avenue, Milford street and Montauk avenue.
13. Territory bounded by Third avenue, Gowan canal, Fifteenth street and Hamilton avenue.
14. Territory bounded by Thatford avenue, Newport street, Amboy street and Blake avenue.
15. Railroad avenue, from Jamaica avenue to Etna street.
- Condit street, from Railroad avenue to Nichols avenue.
- Wood street, from Railroad avenue to Nichols avenue.
16. Logan street, from Fulton street to Dinsmore place.
17. Vanderbilt street, from Coney Island avenue to Prospect avenue, and Sherman street, from Reeve place to Seeley street.
18. Change of grades in territory bounded by Riverdale avenue, Thatford avenue, Hegehan avenue, East Ninety-eighth street and Saratoga avenue.
19. Change of grade in Midwood street, from Rogers avenue to Nostrand avenue.



PUBLIC BATH.
To be erected in Nostrand avenue, opposite Stockton street.
Architects, Helmle, Huberty & Hudswell.

III.—Miscellaneous Maps.

1. Territory bounded by Surf avenue, West Tenth street, the Atlantic Ocean and West Sixteenth street.
2. Ocean avenue, from West Tenth street to West Sixteenth street.
- West Twelfth street, from Surf avenue to the Atlantic Ocean.
- West Fifteenth street, from Surf avenue to the Atlantic Ocean.
3. Street as an approach to Manhattan Bridge.
4. Encroachments on Clarkson street (avenue), from New York avenue to the east limit of Clarkson street.
5. Condition of streets about Morgan avenue, from Stagg street to Meeker street.
6. Encroachments on Battery avenue, from Warehouse avenue to Eighty-sixth street.
7. Encroachments on Bay Twenty-third street, from Benson avenue to Cropsey avenue.
8. Encroachments on Church avenue, from Flatbush avenue to Brooklyn avenue.
9. Encroachments on Sutter avenue, from Rockaway to Barrett street.
10. Encroachments on Flatlands avenue, from Flatbush avenue to Paerdegat Basin.
11. Encroachments on East Seventh street, from Church lane to Caton avenue.
12. Encroachments on Montgomery street, from City line westerly of Bedford avenue to East New York avenue.
13. Barren Island (showing foot bridges and roads thereon).
14. Barren Island (showing foot bridges and roads thereon), additional map.
15. Second avenue, from Twenty-eighth street to Thirty-ninth street.
- Twenty-eighth street, from Third avenue to bulkhead-line.
- Twenty-ninth street, from Third avenue to bulkhead-line.
- Thirtieth street, from Third avenue to bulkhead-line.
- Thirty-first street, from Third avenue to bulkhead-line.
- Thirty-second street, from Third avenue to bulkhead-line.
- Thirty-fourth street, from Third avenue to bulkhead-line.
- Thirty-fifth street, from Third avenue to bulkhead-line.
- Thirty-sixth street, from Third avenue to bulkhead-line.
- Thirty-seventh street, from Third avenue to bulkhead-line.
- Thirty-eighth street, from Third avenue to bulkhead-line.
16. District bounded by Ocean parkway, Coney Island avenue, Church avenue and Ocean parkway (showing monuments to be placed therein).
17. Newkirk avenue, from Flatbush avenue to Ocean parkway.
18. Stewart avenue, between Eighty-fifth street and Eighty-sixth street.
19. Stillwell avenue, from Neptune avenue to Surf avenue.
20. Oak street, westerly of Guernsey street.
21. Copy of map or plan showing the closing and striking from the map of the City, the following:
- East Third street, from Avenue Y to Ocean parkway.
- East Fourth street, from Avenue X to Avenue Z.
- East Fifth street, from Avenue Z to a point 200 feet north of Avenue X.
- East Sixth street, from Avenue Y to Ocean parkway.

Locating and laying out the following:

- Boulevard court, from East Fourth street to Ocean parkway.
 - Ocean and Parkway courts, from East Third street to Hubbard street.
 - Manhattan and Brighton courts, from East Second street to East Sixth street.
 22. Copy of alternate map or plan showing proposed locating and laying out of Newkirk avenue, from Flatbush avenue to Ocean parkway.
 23. Sketch of map No. 41 of the draft damage map of public park bounded by Fulton street, Chauncey street, Lewis avenue and Stuyvesant avenue.
 24. Sketch of Malbone street, from old city line of Brooklyn to New York avenue.
 25. Sketch showing the following—
 - Rose place, from Broadway to Bushwick avenue.
 - Cactus place, from Broadway to Bushwick avenue.
 - Dahlia place, from Broadway to Bushwick avenue.
 26. Sketch of Bridge street, between the northerly side of John street and a line drawn parallel thereto and distant therefrom 200 feet northerly.
 27. Sketch showing New Utrecht avenue at Thirty-eighth street.
 28. Map showing Wakeman place, between Third avenue and First avenue.
 29. Map showing streets along the water front adjoining Bridge street, in the Fourth and Fifth Wards.
 30. Two copies of map showing location from the intersection of Grand street and Union avenue to the approach to the Williamsburg Bridge.
 31. Two copies of map showing a street extending from the intersection of Grand street and Hooper street to the approach to Williamsburg Bridge at Havemeyer street and South Fourth street.
 32. Map or plan showing streets adjoining Lott's lane, between Forty-fifth and East Second streets.
 33. Map showing title to land at the foot of Bridge street.
 34. Draft damage map of Stillwell avenue, from Surf avenue to Canal avenue.
 35. Copy of map or plan showing the locating and laying out of Church avenue, from Thirty-sixth street to Ocean parkway, and the extension of Fourteenth avenue, from the present angle point easterly of Thirty-sixth street to Church avenue, and of Beverley road, from East Second street to Church avenue, and of Chester avenue, from Story street to Church avenue, and the closing and discontinuing of Fourteenth avenue, from the present angle point easterly of Thirty-sixth street to East Second street, and of Story street, from Thirty-sixth street to West street, also the extension of Thirty-fifth street, from Fourteenth avenue to Church avenue.
 36. Map showing street system bounded by Neptune avenue, Henry street, Gravesend Ship Canal and Ocean parkway.
 37. Map showing street system bounded by West Third street, Coney Island creek, Ocean parkway and West avenue.
 38. Opening map of West First street, extending from Coney Island avenue to Canal avenue.
 39. Map showing encroachments on the prolongation of the lines of West First street, between the southerly line of Canal avenue and Coney Island creek.
 40. Map showing encroachments on Railroad avenue, from Atlantic avenue to Glenmore avenue.
 41. Map showing encroachments on Avenue M, from Ocean avenue to Flatlands avenue.
 42. Map showing encroachments on Hawthorne street, from Kingston avenue to Albany avenue.
 43. Map showing encroachments on Seventy-fourth street, from Second avenue to Seventh avenue.
 44. Map showing encroachments on Eighty-first street, from Fourth avenue to Fourteenth avenue.
 45. Map showing encroachments on Ninetieth street, from Third avenue to Seventh avenue.
 46. Map showing encroachments on Ninety-fourth street, from Fourth avenue to Fort Hamilton avenue.
 47. Map showing encroachments on East Twelfth street, from Avenue T to Sheepshead Bay road.
 48. Map showing encroachments on Sixty-second street, from Sixth avenue to Tenth avenue.
 49. Map showing encroachments on DeRussey street, from Eighty-sixth street to Dyker Beach Park.
 50. Map showing encroachments on East Fifth street, from Fort Hamilton avenue to Ditmas avenue.
 51. Two (2) blue prints of the draft damage map of the addition to the approach to the Vernon Avenue Bridge at the southeast corner of Manhattan avenue and Ash street.
 52. Two (2) copies of the draft damage map of the street as an approach to Manhattan Bridge, from Nassau street to the intersection of Flatbush avenue and Fulton street.
 53. Map showing street system bounded by Fifty-ninth street, Fourth avenue, Sixty-first street and New York Bay, in the Eighth and Thirtieth Wards.
 - 3x. To Make Surveys, Searches, Technical Descriptions and Maps for the Commissioners of Estimate and Assessment in the Matter of Acquiring Title to Streets, Public Places, Public Parks, etc., etc.
- This includes a number of maps of different kinds that are used in condemnation proceedings in the Bureau of Street Openings, Corporation Counsel's office. It comprises field and office work as follows:

A—Field Work.

The field work consists of surveys by field parties for the maps as given below. Another item of field work consists, as heretofore, of the inspection of every street when the draft damage map is completed and just before it is delivered.

Besides the necessary surveys made for the maps noted below the following additional surveys were made:

1. Brooklyn avenue, from Clarkson street to Canarsie avenue.
2. Dahlgren place.
3. East Thirty-first street, from Church avenue to Flatlands avenue.
4. Sixtieth street, from the bulkhead line to Third avenue.

B—Office Work.

This comprises:

- a. Rule maps in triplicate and technical descriptions of land to be taken in street opening proceedings.
- b. Draft damage maps, which give dimensions of every plot of land to be taken, encroachments on the streets, property owners and any information of service to the Commissioners.
- c. Draft benefit maps, showing every lot included within the limits of the assessments for the opening and giving dimensions and block and lot numbers.
- d. Final damage maps, in duplicate, and final benefit maps, in triplicate.
- e. Rule maps and technical descriptions for closing avenues and streets.
- f. Precise surveys made in connection with street openings.
- g. Inspection and testimony.
- h. Amendments and additions to street opening maps.

a—Rule Maps and Technical Descriptions.

These maps are sent in triplicate and have technical descriptions showing the land taken in street opening proceedings. They are used by the Corporation Counsel in his application to the Supreme Court for the appointment of Commissioners of Estimate and Assessment in the matter of acquiring title to streets.

The following were completed during the year:

	Feet.
1. Street as an approach to Manhattan Bridge, extending from Nassau street to the intersection of Flatbush avenue and Fulton street.....	3,628
2. Addition to the approach to the Vernon Avenue Bridge.....	105
3. Union street, from Bedford avenue to Rogers avenue.....	545
4. President street, from Bedford avenue to Rogers avenue.....	610
5. Public park bounded by Avenue I, Avenue J, East Thirty-eighth street and East Thirty-ninth street.....	815
6. East Fortieth street, from Canarsie avenue to Foster avenue (formerly Avenue E).....	1,988

	Feet.
7. Fifty-first street, from Ninth avenue to New Utrecht avenue.....	2,450
8. Senator street, from First avenue to Fifth avenue.....	2,934
9. (Supplementary) Jefferson street, from Irving avenue to Cypress avenue....	10
	13,085

Total—Nine streets, comprising 36 maps, and covering 13,085 feet, or total length of 4.478 miles of streets.

b. Draft Damage Maps.

These maps are used by the Commissioners of Estimate and Assessment to determine the amount of award for land and buildings taken in the opening of the streets. The maps give every plot taken in street opening proceedings, together with its dimensions, encroachments on the street, names of property-owners, and all other information obtainable that tends to prove any title or easement to the street that has been acquired by the City.

The completion of these maps is attended with a considerable amount of detail work. In many cases the City map and other information and records obtainable are either meager or unreliable; in these circumstances the attainment of the precise results required involves an expenditure of much time and labor. Much more detail is now required in these maps than was formerly the case.

The following were completed during the year:

	Number of plots.	Area in square feet.
1. Beverley road, from East Thirty-first street to Holy Cross Cemetery.....	20	121,890
2. Outlet sewer between Morgan avenue and Newtown Creek canal, southerly of Meadow street.....	2	8,900
3. Hart street, from Irving avenue to the borough line, omitting property occupied by the tracks of the Long Island Railroad on Hart street, between Irving avenue and Wyckoff avenue.....	75	120,613
4. Jefferson street, from Irving avenue to Cypress avenue, excepting that portion occupied by the tracks of the Long Island Railroad Company.....	30	99,453
5. Public park, bounded by Fulton street, Chauncey street, Lewis avenue and Stuyvesant avenue.....	41	86,512
6. Eighty-second street, from Twelfth avenue to Seventeenth avenue.....	32	239,400
7. Bay Ridge parkway, between Sixty-sixth and Sixty-seventh streets, and extending from a few feet east of Ninth avenue, for a distance of 434 feet to a point about midway between Eighth and Ninth avenues.....	6	113,687
8. Fifty-sixth street, from the old City line to a point 520 feet southeast of Eighth avenue.....	73	71,700
9. Sutter avenue, from Barrett street to East Ninety-eighth street.....	9	111,224
10. Malta street, from New Lots avenue to Vienna avenue.....	100	84,462
11. Decatur street, from Hamburg avenue to borough line.....	35	63,976
12. Public place bounded by Myrtle avenue, Knickerbocker avenue and Bleeker street.....	1	2,387
13. Avenue D, from Rogers avenue to East Thirty-fourth street.....	5	149,600
14. New York avenue, from Church avenue to Canarsie lane....	66	183,268
15. East Thirty-fifth street, from Kings Highway to Flatbush avenue.....	62	209,540
16. East Thirty-seventh street, from Canarsie lane to Paerdegat avenue.....	142	131,194
17. Ditmas avenue (Avenue E), extending from Coney Island avenue to West street.....	127	239,354
18. Glenmore avenue, between Eldert's lane (Enfield street) and the County line.....	2	41,626
19. Ninety-sixth street, from Third avenue to Shore road.....	49	66,636
20. Eighty-seventh street, from Fifth avenue to Narrows avenue.....	204	223,707
21. Avenue S, from Coney Island avenue to Ocean parkway....	36	95,473
22. Addition to Sunset Park.....	29	385,322
23. Benson avenue, from Bay Thirty-fifth street to Stillwell avenue, crossing Stillwell avenue to Avenue V.....	38	206,584
24. Silliman place, from Second avenue to Third avenue.....	8	42,623
25. Street as an approach to the Manhattan Bridge, extending from Nassau street to the intersection of Flatbush avenue and Fulton street.....	237	435,331
26. Sextuplicate copy made in sections of the draft damage map of the street as an approach to Manhattan Bridge, extending from Nassau street to the intersection of Flatbush avenue and Fulton street. This map is a copy made from the draft damage map, and comprises 237 plots, each of the six copies consists of an index and 4 sheets, making a total of 30 sheets.		
27. Addition to the approach to the Vernon Avenue Bridge, at the southeast corner of Manhattan avenue and Ash street.....	4	1,600
28. West Thirtieth street, from Eighty-sixth street to Gravesend Basin.....	7	6,973
Total, 28 streets, comprising 87 maps.....	1,440	3,543,036

These streets contain within them an area of 1,417.214 city lots and cover a total length of 8.286 miles.

c. Draft Benefit Maps.

These maps show the limits of assessment for opening a street, and give block numbers and block dimensions; within the limits of assessment is shown every lot with its number, dimensions, property-owner, etc. The maps are used by the Commissioners of Estimate and Assessment to determine the amount of assessment to be paid on every lot. These maps are compiled in a large measure from the maps of the Department of Taxes and Assessment, but additions and corrections are made as may be found to be necessary.

	Plots.
1. Wythe avenue, from Norman avenue to North Thirteenth street.....	13
2. East Fortieth street, from Avenue H to Flatlands avenue.....	150
3. Forty-ninth street, from old city line to West street.....	190
4. Cleveland street, from Pitkin avenue to New Lots avenue (road).....	43
5. Engert avenue, from Graham avenue to Manhattan avenue.....	39
6. Eleventh avenue, from Fifty-ninth street to Eighty-third street.....	926
7. Sixteenth avenue, from Flatbush avenue to Eighty-fourth street.....	1,171
8. Ninth avenue, from Thirty-seventh street to Bay Ridge avenue.....	844
9. Hemlock street, from Jamaica avenue to Atlantic avenue.....	160
10. Christopher street, from East New York avenue to New Lots avenue (road).....	270
11. Gatling place, from Eighty-sixth street to Ninety-second street.....	58
12. East Fifth street, from Vanderbilt street to Ditmas avenue.....	350
13. East Nineteenth street, from Avenue M to Foster avenue.....	107
14. Freeman street, from Provost street to Whale creek canal.....	6
15. Glenmore avenue, between Eldert's lane (Enfield street) and the County line.....	11
16. Van Dam street, from Meeker avenue to Bridgewater street.....	73
17. Starr street, from Knickerbocker avenue to St. Nicholas avenue.....	62

18. Kingston avenue, from Malbone street to Winthrop street	Plots.
19. Eighty-second street, from Twelfth avenue to Seventeenth avenue.....	221
20. Seventeenth avenue, from Flatbush line to Bath avenue	40
21. Fifty-fifth street, from old City line to Kouwenhoven lane.....	1,412
22. Beverley road, from East Thirty-first street to Holy Cross Cemetery	223
23. Sutter avenue, from Barrett street to East Ninety-eighth street.....	119
24. Bay Thirty-fourth street, from Eighty-sixth street to Cropsey avenue	15
25. Sixth avenue, from Sixtieth street to Fort Hamilton avenue	144
26. Fifty-sixth street, from old City line to a point 520 feet southeast of Eighth avenue	377
27. West Third street, from Sheepshead Bay road to Canal avenue.....	81
28. Sherman street, from the southerly side of Reeve place (formerly Adams street) to the line dividing the land formerly of the Windsor Terrace Land Association, from the land late of Thomas Murphy.....	79
29. Malta street, from New Lots road to Vienna avenue	158
30. Railroad avenue, from Atlantic avenue to Fairfield avenue	133
31. Dumont avenue, from East Ninety-eighth street to New Lots avenue....	256
32. East Thirty-seventh street, from Canarsie lane to Paerdegat avenue.....	708
33. Public place, bounded by Myrtle avenue, Knickerbocker avenue and Bleeker street.....	175
34. Beverley road, from Bedford avenue to East Thirty-first street.....	266
35. Hart street, from Irving avenue to Borough line	211
36. Dahlgren place, from Eighty-sixth street to United States Government Reservation	77
37. Jefferson street, from Irving avenue to Cypress avenue	104
38. Seeley street, from Gravesend avenue to Nineteenth street	53
39. New York avenue, from Church avenue to Canarsie lane	107
40. Ninety-sixth street, from Third avenue to Shore road	201
	69
Total, 40 streets, comprising 40 maps	9,702

d. Final Damage and Final Benefit Maps.

The final damage maps are made in duplicate and the final benefit maps in triplicate.

These are the last maps made for a street opening proceeding. They are copies of the draft damage and draft benefit maps, with the addition of any modifications that may have been decided upon by the Commissioners after their public hearings. The maps are kept in book form, bound with the Commissioners' report, which is placed on file at the confirmation of a street opening proceeding.

1. Bedford avenue, from a point in the Eastern parkway where said Bedford avenue is already opened, and extending in a southerly direction to Flatbush avenue	Sheets.
2. Crescent street, from Belmont avenue to a line about 190 feet 9 inches south of Blake avenue	69
3. Avenue L, from East Twenty-fourth street to East Twenty-first street....	8
4. Wythe avenue, from Norman avenue to North Thirteenth street	5
5. East Fortieth street, from Avenue H to Flatlands avenue	25
6. Forty-ninth street, from old City line to West street.....	43
7. Cleveland street, from Pitkin avenue to New Lots avenue (road).....	20
8. Engert avenue, from Graham avenue to Manhattan avenue	7
9. Eleventh avenue, from Fifty-ninth street to Eighty-third street	43
10. Sixteenth avenue, from Flatbush avenue to Eighty-fourth street.....	63
11. Ninth avenue, from Thirty-seventh street to Bay Ridge avenue.....	52
12. Hemlock street, from Jamaica avenue to Atlantic avenue.....	20
13. Christopher street, from East New York avenue to New Lots road.....	35
14. Gatling place, from Eighty-sixth street to Ninety-second street.....	10
15. East Fifth street, from Vanderbilt street to Ditmas avenue	33
16. East Nineteenth street, from Avenue M to Foster avenue	38
17. Freeman street, from Provost street to Whale creek canal.....	7
18. Glenmore avenue, between Eldert's lane (Enfield street) and the County line	5
19. Van Dam street, from Meeker avenue to Bridgewater street.....	5
20. Starr street, from Knickerbocker avenue to St. Nicholas avenue.....	10
21. Kingston avenue, from Malbone street to Winthrop street.....	10
22. Eighty-second street, from Twelfth avenue to Seventeenth avenue.....	28
23. Seventeenth avenue, from Flatbush line to Bath avenue	71
24. Fifty-fifth street, from old City line to Kouwenhoven lane (benefit map in quadruplicate)	31
25. Beverley road, from East Thirty-first street to Holy Cross Cemetery....	10
26. Sutter avenue, from Barrett street to East Ninety-eighth street.....	10
27. Bay Thirty-fourth street, from Eighty-sixth street to Cropsey avenue....	10
28. Sixth avenue, from Sixtieth street to Fort Hamilton avenue	58
29. Fifty-sixth street, extending from old City line to a point 520 feet southeast of Eighth avenue	10
30. Beverley road, from Bedford avenue to East Thirty-first street.....	16
31. Railroad avenue, from Atlantic avenue to Fairfield avenue	40
32. Sherman street, from the southerly side of Reeve place (formerly Adams street) to the line dividing the land formerly of the Windsor Terrace Land Association from the land of the late Thomas Murphy.....	8
33. Hart street, from Irving avenue to Borough line	10
34. Public place, bounded by Myrtle avenue, Knickerbocker avenue and Bleeker street	8
35. East Thirty-seventh street, from Canarsie lane to Paerdegat avenue....	10
36. Dahlgren place, from Eighty-sixth street to United States Government Reservation	20
37. Dumont avenue, from East Ninety-eighth street to New Lots avenue.....	74
38. Ninety-sixth street, from Third avenue to Shore road	10
39. Malta street, from New Lots road to Vienna avenue	10
Total, 39 streets, comprising	956

e. Rule Maps and Technical Descriptions for Closing Avenues and Streets.

No rule maps of this nature were requested by the Corporation Counsel's office in the course of the year.

f. Profiles Made in Connection with Street Openings.

Profile maps were made from surveys; they were used as an aid in the determination of awards to be paid property owners affected by the opening of streets.

1. Ninth avenue, from Sixty-fifth street to Sixty-seventh street.
2. Dahlgren place, between Eighty-sixth street and the United States Government Reservation.
3. Ninth avenue, between Sixty-fifth and Sixty-seventh streets (additional).
4. Seeley street, from Gravesend avenue to Nineteenth street.
5. Butler street, from Rogers avenue to Nostrand avenue.
6. Gatling place, from Ninetieth street to Ninety-second street.
7. Railroad avenue, from Atlantic avenue to Glenmore avenue.
8. Tenth avenue, from Forty-fourth street to Forty-fifth street.
9. Total—8 items, comprising 16 maps.

g. Inspection and Testimony.

Whenever a draft damage map of a street was completed it was taken on the ground and the existing conditions were carefully inspected and compared with the map.

It was occasionally necessary for this Bureau to present further maps as testimony at the sessions of the Street Opening Commissioners.

h. Amendments and Additions to Street Opening Maps.

As circumstances required it, amendments and additions were made to street opening maps that were previously forwarded; the work usually consisted in adding new subdivisions to draft maps and to final maps, or in adding large sketches or other new information to the maps. This work was given the preference over all other work in the office.

The following were completed during the year:

1.—Draft Damage Maps.

1. Eleventh avenue, from Fifty-ninth street to Eighty-third street.
2. Fifty-fifth street, from the old City line to the east side of Kouwenhoven lane.
3. East Nineteenth street, from Voorhies lane (Jerome avenue) to Emmons avenue.
4. Dahlgren place, from Eighty-sixth street to United States Government Reservation.
5. Sherman street, from southerly side of Reeve place (formerly Adams street) to the line dividing the land (formerly of Windsor Terrace Land Association) from the land of the late Thomas Murphy.
6. Railroad avenue, from Atlantic avenue to Fairfield avenue.
7. Jefferson street, from Irving avenue to Cypress avenue.
8. New York avenue, from Malbone street to Church avenue.

The above eight streets comprised the addition of 21 new plots; including the two office copies, they necessitated changes on 24 maps.

2. Final Damage and Benefit Maps.

1. East Nineteenth street, from Voorhies lane (Jerome avenue) to Emmons avenue.
2. New York avenue, from Malbone street to Church avenue.

The above two streets comprised the addition of eight new plots and changes on a total of seven maps.

Rule Maps and Technical Descriptions for Acquiring Easements to Construct Sewers. These rule maps and technical descriptions were made in addition to those heretofore noted, for condemnation proceedings in the matter of opening streets:

1. Steeplechase walk, from Bowery to Swan park.....	Feet.
2. Kensington walk, from Surf avenue to a point about 330 feet south of the Bowery	237.5
3. Van Bergen's walk, from Surf avenue to a point about 330 feet south of the Bowery	547
4. Buschman's walk, from Surf avenue to a point about 330 feet south of the Bowery	547
5. Schweickert's walk, from Surf avenue to a point about 330 feet south of the Bowery	543
6. Stratton's walk, from Surf avenue to a point about 310 feet south of the Bowery	542
7. Jones' walk, from Surf avenue to a point about 300 feet south of the Bowery	526
8. Sheridan's walk, from Surf avenue to a point about 440 feet south of Maiden lane	538
9. Woolsey's walk, from Surf avenue to a point about 450 feet southerly....	713
10. Arcade walk, from a point about 350 feet south of Surf avenue to 720 feet south of Surf avenue.....	450
11. Jackman's walk, from Surf avenue to a point about 440 feet southerly....	370
12. Approach to the new iron pier from Surf avenue to a point about 540 feet southerly	440
13. Balmer's walk, from Surf avenue to a point about 480 feet southerly....	540
14. Bowery, from Steeplechase walk to Jones' walk.....	480
15. Maiden lane, from West Tenth street to Woolsey's walk.....	1,326.5
16. Casino walk, from West Eighth street to Arcade walk.....	297
17. Swan walk, from Steeplechase walk to Tilyou's walk.....	155
	123.5
Total—17 streets, comprising 34 maps, and covering 8,375.5 feet, or 1.586 miles.	8,375.5

Certificates of Dedication.

Certificates were furnished as to the dedication to public use of a number of streets for which surface or subsurface improvements are contemplated; in conjunction with affidavits of property owners or users of streets, these certificates tend to prove that the public has an easement to the use of the street, and thus street opening proceedings preliminary to needed improvements are avoided. These certificates are used in conjunction with resolutions for improvements adopted by the Local Boards and are passed on by the Board of Estimate and Apportionment.

The streets covered are the following:

1. Granite street, from Bushwick avenue to the Long Island Railroad.
2. Twelfth avenue, between Forty-second street and Forty-third street.
3. Fifty-first street, between Fourteenth avenue and Fifteenth avenue.
4. Fifty-first street, between Fifteenth avenue and Seventeenth avenue.
5. Fiftieth street, between Thirteenth avenue and Fourteenth avenue.
6. East Twenty-eighth street, between Newkirk avenue and Clarendon road.
7. East Thirty-first street, between Newkirk avenue and Clarendon road.
8. Lincoln avenue, between Atlantic avenue and Ridgewood avenue.
9. Jerome street, between Pitkin avenue and New Lots road.
10. Bristol street, between East New York avenue and Hunterly road.
11. Amboy street, between East New York avenue and Sutter avenue.
12. Seventy-sixth street, between Fourth avenue and Sixth avenue.
13. Ovington avenue, between Third avenue and Stewart avenue.
14. Catharine street, between Devoe street and Metropolitan avenue.
15. Ovington avenue, between Sixth avenue and Stewart avenue.
16. Ovington avenue, between Fifth avenue and Sixth avenue.
17. Crescent street, between Conduit avenue and Belmont avenue.
18. Barbey street, between Belmont avenue and Dumont avenue.
19. Jerome street, between Glenmore avenue and about 125 feet north of Livonia avenue.
20. Chestnut street, between Liberty avenue and Belmont avenue.
21. Ames street, between East New York avenue and Sutter avenue.
22. East Twenty-third street, between Avenue F and Avenue G.
23. Milford street, between Atlantic avenue and Glenmore avenue.
24. Sheffield avenue, between Pitkin avenue and Belmont avenue.
25. Seventy-third street, between Twelfth avenue and Thirteenth avenue.
26. Seventy-first street, between Tenth avenue and Eleventh avenue.
27. New York avenue, between Flatbush Water Works and Farragut road.
28. Forty-second street, between New Utrecht avenue and a point about 400 feet east of Twelfth avenue.
29. Elton street, between Atlantic avenue and Blake avenue.
30. Bay Fourteenth street, between Eighty-sixth street and Benson avenue.
31. East Thirty-eighth street, between Avenue I and Avenue J.
32. India street, between Oakland street and Provost street.
33. Eighty-first street, between First avenue and Third avenue.
34. East Thirty-fifth street, between Avenue L and Kings Highway.
35. Wakeman place, between Third avenue and First avenue.
36. Webster avenue, between Coney Island avenue and Gravesend avenue.
37. Beverley road, between Flatbush avenue and Bedford avenue.
38. East Thirty-fourth street, between Avenue F and land of Flatbush Water Works Company.
39. East Thirty-second street, between Avenue G and Avenue F.
40. Fifty-sixth street, between Twelfth avenue and Thirteenth avenue.
41. Eightieth street, between Twenty-second avenue and Twenty-third avenue.
42. East Eleventh street, between Beverley road and Cortelyou road.
43. East Thirty-fifth street, between Church avenue and Snyder avenue.
44. East Thirty-fifth street, between Canarsie lane or avenue and Foster avenue.
45. East Thirty-fifth street, between the property line of Vanderveer park, between Avenue F and Avenue G, and Avenue H.
46. East Thirty-fifth street, between southern line of Manhattan Beach Railroad and Flatbush avenue.
47. East Thirty-fifth street, between the southern line of property of Germania Real Estate and Improvement Company at Avenue K and the northern line of same property about 220 feet north of Avenue K.
48. East Thirty-fifth street, between Avenue L and the northern line of property of estate of Jeremiah Bergen, near Avenue K.

4x. To Keep a Record of Everything Pertaining to the Items of Topographical Work.

As far as time permitted, a complete record was kept of all current work; this includes besides the usual records of letters received and letters and reports sent, a regular account for each item of topographical work, which in each instance shows at a glance the present status of the matter referred to the Local Board, to the Board of Estimate and Apportionment or to other offices. It includes also a copy of every map forwarded from the office, and a copy of other property and filed maps secured during the year. All these records are properly indexed and classified, so as to be readily accessible. Very little time was found during the year to attend to the general systematic work of collecting maps and searches.

In this office there is kept on file one of the three certified copies of the final maps adopted by resolution of the Board of Estimate and Apportionment, and placed on file in accordance with the provisions of the Charter. Thirty-four (34) of these maps were placed on file in this office in the course of the year.

As already noted, the records of the Bureau serve the useful purpose in giving valuable information to other departments of the City, and to the public generally.

Summary of Work for the Year 1904.

The work of the year is characterized by more attention given to items that hitherto received but little notice, and by a greater thoroughness and precision in some lines of work.

ix. Determination of Street Lines.

While special requests were formerly received for this class of work, none were made during the year 1904, except as they were involved in other matters. The results of the work were embodied in maps for adoption and maps for filing, and in street opening maps. The field for this work is very large and it deserves much more attention than it has hitherto received.

2x. Maps for Adoption and Maps for Filing, and Miscellaneous Maps.

On January 1, 1904, four (4) items were pending; in the course of the year 152 new items were added, and 143 items were disposed of. The 143 items completed, comprise a total of 403 maps.

3x. Street Opening Work.

The items here noted, comprise requests from the Corporation Counsel's Office, for the different kinds of maps already noted in this report. On January 1, 1904, 34 items were pending; in the course of the year 115 new items were added, and 129 items were disposed of. The 129 items completed, comprise a total of 204 maps; in addition they comprise 990 sheets, and amendments to 31 maps.

Certificates as to the dedication to public use were furnished for 48 streets.

On January 1, 1904, 141 street opening proceedings were pending; in the course of the year 15 proceedings were initiated, 4 proceedings were discontinued, and 34 proceedings were confirmed, leaving a total of 118 proceedings pending on December 31, 1904. It should be noted that among the proceedings that are now pending there are a number on which no work has been done for some time, and some of which will probably be discontinued.

It may be interesting to note that for the seven (7) years beginning January 1, 1898, and ending December 31, 1904, a total of 95 street opening proceedings were confirmed. I find, however, that no street opening proceedings were confirmed during the years 1898, 1899 and 1900, so that the confirmations were really consummated in the four (4) years beginning with 1901.

4x. Topographical Records.

These records cover many items, which it would be rather difficult to summarize and tabulate. The results of the earlier topographical work as now on record, systematized and indexed, are constantly being enlarged by further additions from new work.

Reports and Letters.

To attend to the work of the year required the giving of a large amount of oral information, and the writing of reports and letters as follows:

1. *Reports on conditions of streets in relation to opening proceedings or improvements	431
2. Reports accompanying street opening maps	130
3. Reports on changes of lines, laying out, closing, etc., and change of grades...	168
4. Miscellaneous reports	338
Total.....	1,067

* Written reports on conditions of streets were made on petition received by the Local Boards and for the use of other departments.

Total number of communications received.....	601
Total number of letters and reports sent.....	1,067

While topographical work is preliminary and fundamental to improvements, it appeals primarily to those specially interested, and does not get much before the general public. Although it is also devoid of the attractiveness attached to construction work, it requires constant, persevering and accurate work. The more is to be commended, therefore, the quiet, painstaking, faithful and efficient work rendered by many members of the Bureau.

In conclusion, I extend to you, and through you to the Commissioner of Public Works and the President of the Borough, the warm appreciation and gratitude I feel for the uniform courtesy and support you have given me in the course of the year.

Very respectfully submitted,

GEO. J. BISCHOFF, Assistant Engineer in Charge.

GEO. W. TILLSON, Chief Engineer.

CITY OF NEW YORK, BOROUGH OF BROOKLYN, DEPARTMENT OF PUBLIC WORKS—BUREAU OF HIGHWAYS. REPORT OF ASSISTANT ENGINEER IN CHARGE OF DIVISION OF STREET REPAIRS, 1904.

Mr. GEO. W. TILLSON, Chief Engineer, Bureau of Highways:

Dear Sir—In compliance with your instructions, the following report of the operations of this division of the Bureau, in maintaining and repairing the pavements and roadways of this borough for the year ending December 31, 1904, is respectfully submitted. No great innovations in methods of doing work have been made. Slight changes were made in the organization of the force, to meet conditions that are changing quite rapidly from year to year, as cobblestone pavements are replaced with modern pavements, and as the suburban population increases in these districts is made necessary.

The greatest force employed throughout the season, including all classes of employees, was 498. These were apportioned as follows:

Foremen	19
Assistant Foremen	10
Pavers	35
Rammers	20
Laborers	247
Inspectors	5
Flaggers	8
Stonecutters	2
Stationary Enginemen	2
Steam Roller Engineer.....	1
Automobile Engineer	1
Trucks	39
Horses and carts.....	59
Horses and wagons.....	34
Sprinkling wagons	16

This force was organized as follows:

Seven small gangs, consisting of 1 Foreman, 1 Paver, 1 Rammer, 3 Laborers, 1 horse and wagon, were employed in restoring pavement over connection openings and dangerous holes.

Five gangs, consisting of 1 Foreman, 4 Pavers, 2 Rammers, 15 Laborers, 1 horse and wagon, 4 horses and carts and 2 trucks, were employed in relaying and repairing stone pavements.

Two gangs, consisting of 1 Foreman, 2 Pavers, 1 Rammer, 7 Laborers, 1 horse and wagon and 4 horses and carts, were employed in making repairs to stone pavements.

Five gangs, consisting of 1 Foreman, 10 Laborers, 1 horse and wagon, 3 horses and carts and 2 trucks, were employed in making repairs to dirt roads.

Three gangs, consisting of 1 Foreman, 1 steam roller, 9 Laborers, 1 horse and wagon, 4 horses and carts and 2 trucks, were employed in relaying and repairing macadam pavements.

Nine gangs of men, consisting of 1 Flagger, 1 Laborer and 1 horse and wagon, were employed in making repairs to sidewalks.

Three gangs of men, consisting of 1 Foreman, 10 Laborers, 1 horse and wagon, 4 horses and carts and 4 trucks, were employed in cleaning macadam pavements, stone pavements that had been recently repaired, and in doing miscellaneous jobs of grading, etc.

In addition to the above a force of 15 or 20 men was employed in the various material yards, the stable and elsewhere.

Sixteen teams were employed to haul sprinkling wagons.

The money spent for wages for the above force is as follows:

Connection gangs	\$37,236 22
Repair gangs	124,645 46
Macadam repair gangs.....	27,048 06
Street Cleaning, etc., gangs.....	10,083 70
Dirt road repairs.....	34,022 43
Stable and yards.....	9,647 50
Sprinkling wagons	6,865 00
Office and General Foreman.....	5,112 25

Total..... **\$254,661 12**

From the fund, "Labor, Maintenance and Supplies," under which the appropriation for this work is made, the following amounts have been spent:

Laborers doing miscellaneous work.....	8,792 60
Inspectors	23,298 54

Total amount spent for wages..... **\$286,752 26**

Of the above amount \$251,577.37 was paid from "Labor, Maintenance and Supplies"; \$35,174.89 was paid from "Restoring and Repaving—Special Fund."

This is the total amount spent for wages by this Bureau from these two funds. Apparently a large portion of this amount is not properly chargeable to wages of men employed directly in repairing pavements or streets.

The following materials and miscellaneous supplies have been purchased in connection with street repairs. Nearly all materials were purchased by contract, though nearly all small items of supplies were purchased by requisition:

Broken stone and screenings, 18,385 cubic yards.....	\$37,605 80
New curbstone, 4,780 linear feet.....	3,010 13
New bridgestone, 906 square feet.....	507 36
New flagstones, 18,263 square feet.....	3,309 97
New sand, 5,323 cubic yards.....	3,648 95
Granite blocks obtained without cost, 126,387 cubic feet.....	.....
Cobblestones obtained without cost, 3,673 cubic yards.....	.....
Cement, 1,665 pounds.....	3,379 95
Paving pitch, 350,586 pounds.....	2,532 98
Ground and crushed granite, 300 cubic yards.....	1,104 00
Earth filling obtained without cost, 19,769 cubic yards.....	.....
Lumber	1,389 10
Forage	2,188 04
Horseshoeing	1,188 00
Board of horses.....	1,543 42
Telephones	1,401 38
Tools and repairs to same.....	2,931 77
Coal	1,001 55
Sprinklers and repairs to same.....	1,088 00
Rent of yards	1,564 99
Wagon repairs	1,879 15
Carting water-pipe	991 25
Improved binder (asphalt pavement).....	856 34
Steel bound curb.....	343 04
Hauling granite blocks.....	306 00
Harness and repairs to same.....	393 90
Tar kettle	250 00
Sewer-pipe	200 00
Miscellaneous	1,226 82

Total..... **\$74,558 85**

The above items do not include all materials and supplies that have been paid for from this fund, but they are all that this division of the Bureau was directly concerned with. This amount is apparently about 25 per cent. of that paid for wages.

The following quantities of pavement of various kinds have been relaid by the repair gangs:

	Miles.	Square Yard.	Cost.	Cost Per Square Yard.
Granite pavement	5 34	41,299	\$21,919 39	\$0 537
Belgian pavement	3 74	27,276	15,053 40	552
Cobblestone pavement	9 95	76,102	29,669 59	376
Macadam pavement	8 98	121,051	.....	....
New granite on concrete.....	0 40	6,100	14,339 62	2 35

Of the above granite pavement 14,732 square yards was substituted for cobblestone.

The following work of repairs in restoring pavements over connection openings, dangerous holes, etc., has been done by the small gangs of men organized for this purpose only. Openings were made for:

Water and sewer connections.....	8,998
Gas and electric light.....	4,119
Miscellaneous	732

Total..... **13,849**

Of these 1,898 were in unpaved streets.

1,402 were in asphalt pavements.

732 were in miscellaneous openings.

Total... 4,032

Total connection openings in stone pavements restored.....	9,817
Total square yards in same.....	45,158
Total lengths of openings, linear feet.....	109,850

Holes complained of by the Departments of Street Cleaning, Police, Fire, and citizens

3,807

These have all been repaved besides a large number have been repaired upon our own initiative.

In addition to the above several thousand holes in asphalt pavements and over trenches and connection openings have been made safe.

The following repairs of various kinds have also been made:

Dirt roads repaired and cleaned, miles.....	45.5
Macadam streets and roads cleaned and minor repairs made, miles.....	40.34
Macadam streets and roads sprinkled daily, miles.....	20.3
Sidewalks and gutters cleaned of snow and ice, miles.....	99.5
Old flagging relaid, square feet.....	142,006
New flagging laid, square feet.....	18,263
Cement walk replaced and relaid, square feet.....	11,874
Curb and gutter reset, square feet.....	24,642
Bridging reset and repaired, square feet.....	20,517
Asphalt pavement sprinkled with sand when slippery, miles.....	Several
Brick pavement relaid, square yards.....	984
Cesspools cleaned and repaired.....	156
Cesspools built.....	5
Inspections made upon complaint.....	591

It is the function of this division of the Bureau to repair and maintain in good order all the pavements and roads except asphalt pavements under guarantee and macadam pavements and roads under the jurisdiction of the Department of Parks.

On January 1, 1905, the mileage of these pavements is as follows:

Asphalt.....	75.81
Granite.....	140.36
Cobblestone.....	113.73
Belgian block.....	41.92
Macadam.....	72.46
Brick.....	4.40
Trap block.....	1.24
Medina sandstone block.....	2.98
Wood block.....	2.00

Total..... 454.90

Total miles paved streets..... 614.38

There are also several hundred miles of dirt roads and unpaved streets in the suburbs that require constant and increasing attention as suburban population increases, as it is now doing rapidly.

Excluding the macadam roads of Queens and Richmond boroughs, this is nearly as great a mileage of pavements as there is in all the other boroughs combined, and exceeds the total mileage of paved streets in Manhattan and The Bronx. They are not subjected to as heavy traffic as are the business streets of Manhattan, and the cost of repairs is therefore much less, but the standard of excellence is much higher. The appropriation for this purpose is also much smaller.

There are 42 bridges and viaducts not under the jurisdiction of the Department of Bridges that are inspected twice every year, and necessary repairs are made. No new bridges have been built this year though several bridge floors have been renewed, and general repairs have been made to six bridges.

The bridge at Seeley street and Prospect avenue was completed in May, 1904. Studies for the design of a bridge at Twelfth avenue and Sixty-second street have been started, but as its construction has not yet been authorized, only preliminary work has been done.

A large number of small repairs of various kinds that cannot be classified, but which require attention both in the office and on the street, and which are not strictly matters connected with street repairs devolve upon us. They include almost every kind of work that a tinker, a scavenger, or a general contractor may be called upon to do. If satisfactory results are to be obtained, this work cannot be undertaken in a half-hearted way. Constant vigilance, persistence in faithful attention to small details and to devising ways and means of accomplishing results is the price of success in doing all work in a business-like manner and with business-like efficiency.

The improvement in the condition of all pavements during this season has been very noticeable. The large amount of cobblestone pavement removed has made it possible to keep those that remain in better condition. Of course, as long as any

cobblestone remains there will be bad pavements, because, at its very best, it is bad, but so far as I know there are now no pavements afflicted with dangerous or even bad holes, such as heretofore have tried the patience of our citizens, proven a source of enormous expense to traffic and have earned the unsavory reputation for Brooklyn of being one of the worst-paved cities of the first class in America.

Many dangerous holes are constantly appearing over recent water and sewer trenches and connection openings, but they are always repaired at once upon receipt of notice at this office.

There are a few pieces of pavement, notably the brick pavement on Washington avenue and Calyer street, that are not in repair and cannot be kept so until replaced with new ones. A number of block pavements are old, worn and rough, and a number of Belgian block pavements are in bad condition on account of depressions over connection openings and trenches. Funds at our disposal for this purpose have not been sufficient to eradicate all these defects in the last few years, but the numberless holes and all of the very bad pavements have gone.

There is no systematic inspection of all of the streets, and we are not able to say positively at any time without inspection whether any particular piece of pavement is without defect. The majority of small defects are reported to this office by the Departments of Police and Street Cleaning. Daily reports are made by the former Department of all defects that require prompt attention, and such attention is always given within twenty-four hours from the time the report is received. If proper attention is given by the police to this matter, their inspection should be very thorough and constant, and should serve the purpose better than any system of inspection that we could devise. Connection openings made by plumbers, and a small portion of those made by corporations, are repaved by us within two weeks from the time they are made. Of the thousands that we cared for during the past year not one was lost sight of or neglected. They are frequently found to be covered with building material, so that they cannot be repaved, but as soon as this material is removed the pavement is replaced. I do not know of any way in which our present system of doing this work can be improved, and you may think that all such openings by whomsoever made should be restored by this Bureau. This would certainly result in better work and more prompt attention.

It is not extravagant to say that twice as much damage is caused to our older stone pavements, which are laid without a modern foundation, by the immense number of trenches and connection openings that are annually made in them, as by all the traffic which they bear. The pavement cannot be replaced over these openings in as good condition as it was before it was removed. If the openings are not to be too great a nuisance they must be paved within a short time after they are made. A trench in ordinary soil, refilled with average care, will continue to settle for a year. This settlement is often 8 per cent. of its depth, which, with a deep trench, would leave a depression which should be repaved again at the end of this time. In the meantime traffic has broken or otherwise injured the blocks so that they should be replaced by new ones if a bad spot in the pavement is not to result. The duty of restoring the pavement over trenches lies with a contractor, under the supervision usually of a Department which is not concerned primarily with the condition of the pavement. The period of guarantee provided for in the contract, is either very short or is entirely omitted, so that eventually this Bureau is compelled to relay the pavement and in some cases to partially repave the street in a year or two after the trench is made.

During the past season an especially large amount of pavement has been taken up for the purpose of laying new water mains, sewer and gas mains, electrical conduits, etc., and the end is not yet.

New pavements in many cases are scarcely finished before they are torn up.

The task of Sisyphus seems nearer of accomplishment than that of repairing the ravages of the trench digger.

The pavement over many openings in these old pavements is now restored on concrete, and conditions have been much improved by this practice. Settlement of the earth replaced cannot be entirely provided against, and some damage is unavoidable.

It seems as if we will be able to put all granite pavements in such condition at the end of the coming season that it will be proper to restore pavement over all openings in them on a concrete foundation.

Repairs to Asphalt Pavements.

Repairs to asphalt pavements upon which the contractors' guarantee has expired were made under the supervision of this division of the Bureau for the first time this year. The result, as compared with the two previous years, as far as cost and amount of work is concerned, are shown in the following statement:

Year.	Contractor.	Square Yards Out of Guarantee.	Average Cost Per Square Yard to City.	Total Cost.	Top Mixture, Per Cubic Foot.	Contract Binder, Per Cubic Foot.	Price Top Mixture, Per Cubic Foot After Burner.	Concrete, Per Cubic Yard.
1902.....	Uvalde Asphalt Paving Company.....	698,566	\$0 579	\$40,417 77	\$0 90	\$0 50	....	\$6 00
1903.....	Uvalde Asphalt Paving Company.....	1,227,034	637	78,142 87	95	40	....	....
1904.....	Uvalde Asphalt Paving Company.....	1,275,088	422	53,852 42	85	30	\$0 50	5 00

From this statement it appears that there were 48,054 square yards more pavement out of guarantee in 1904 than in 1903, and that the total cost of repairs was \$24,290.45 less.

By reference to Table No. 11 it may be seen that the average cost of repairing all asphalt pavements was 4.22 cents per square yard. This cost for the year 1903 to the City was 6.37 cents. If the cost to the railroad companies be included the average cost was 7.32 cents per square yard. No such difference as this exists for the year 1904, because repairs that should have been made by the railroad companies were not made.

An inspection of this table shows that where the cost per square yard of repairing these pavements does not increase quite regularly with the time they are out of guarantee, the discrepancy can readily be explained by some particularly bad piece of work, repairs to which have been unreasonably expensive. For instance, among the pavements that have been out of guarantee two years the three streets (Berry street, Leonard street and Throop avenue), the original work upon which was among the poorest ever done in this borough. The average cost per square yard for repairs on these three streets for 1904 is 13.9 cents. The area of these streets is large, and in consequence the large average cost of 2.8 cents per square yard is attributable directly to them. The average cost of repairs for other pavements laid the same year is 1.3 cents per square yard. The area of these three streets is 56,787 square yards. Poor work upon these three jobs, therefore, cost for repairs more than it should have cost for the year 1904, \$7,194.10.

The high cost for repairs for pavements out of guarantee for eight years is due to the old worn out pavement on Flatbush avenue. It is not worth keeping in repair, and would all have been replaced with new had it not been certain that the Rapid Transit Commission would soon tear up the street for the purpose of building the Flatbush branch of the subway. So nearly every discrepancy may be explained. With the improved character of work that has prevailed in recent years the cost of repairs should increase more evenly with the length of time out of guarantee.

It may be added that the asphalt pavements, when winter weather made further repairs impossible, were, with the exception of one street, in almost perfect repair. A few days more of suitable weather would have sufficed to put the pavement in this street in perfect repair. Outside of the areas which it is the Brooklyn Rapid Transit Company's duty to keep in repair there were no holes or breaks other than connection openings made by plumbers or corporations and trenches left unpaved by contractors. With these exceptions the condition of these pavements were never better. Another cause of unnecessary expense has been the fact that throughout the season the Brooklyn Rapid Transit Company has made no attempt or pretense of repairing the pavement adjacent to their tracks, as the law requires. Holes starting along the rails enlarge rapidly beyond the limit where the company is obliged to make repairs, and the City is put to this otherwise unnecessary expense.

It is for the City's interest to have the repairs adjacent to the railroad tracks made at the same time that other repairs are made. The cost to the railroad company would also be less if any pretense of keeping the pavement in proper repair is made. The repairs to stone pavements may be neglected for a time without increasing their ultimate cost inordinately. The material of which they are built does not disintegrate, and may be replaced. Not so with an asphalt pavement. The repairs should not be neglected or delayed if the pavement is not to disappear altogether or the cost of repairs is not to become unreasonably large, and the former policy of the railroad company of avoiding a large part of the expense of repairs by systematic neglect does not produce the same results.

The above figures represent the result of close inspection and care in making these repairs, and it is not thought that much improvement can be made hereafter in results so long as the method of making repairs and present prices are unchanged. Another large saving can be made when it is thought opportune to establish an asphalt repair plant. The area of the pavements out of guarantee is comparatively small at present, and the problem of keeping them in repair is not a great one, but within the next few years great areas will emerge from guarantee and great sums of money may be wasted annually by lack of skill and care in making repairs. When the area out of guarantee shall have quadrupled (as will soon be the case) and the bill for repairs exceeds \$200,000, the annual saving possible by a municipal repair plant will much exceed the cost of the plant.

The pavement over plumbers' cuts is replaced by the contractor at a price per square yard, and is not included in the above statement. This work has been closely inspected during the past season and has almost, without exception, been done promptly and well. Openings in asphalt pavements made by corporations are restored by the asphalt companies upon order from the corporations making the openings. It seems as if all work of asphalt repairs, no matter of what character should be supervised by this Bureau, to insure that it is properly done. A few connection openings have gone into the winter unpaved. This is unavoidable, as emergency openings must be made after the season for making asphalt repairs has closed, and some openings must be made throughout the winter months. The number of plumbers' cuts in asphalt pavements remaining unpaved January 1, 1905, was 253. This is not a large number and can be quickly disposed of in the spring.

Asphalt pavement removed for the purpose of laying water mains was replaced under our supervision. In all 3.55 miles of trench was opened for this purpose and much asphalt was left unrestored through the winter. Undoubtedly this will cause a good deal of damage to the pavements and the open trenches will be a source of annoyance to traffic throughout the winter. Our authority was limited to seeing that the asphalt was properly replaced however and responsibility for inconvenience and discomforts caused by delays for this work rests elsewhere.

It has been estimated that the maximum justifiable expenditure for repairs for a pavement equals the sum of:

- (a) Annual Sinking Fund necessary to equal original cost of pavement at the end of pavement's natural life.
- (b) Original cost per square yard multiplied by rate of interest on bond.
- (c) Estimated cost distributed over entire life divided by life of proposed pavement.

There are two classes of asphalt pavements that should be relaid soon if judged by this standard; those that have been laid upon a modern foundation and require resurfacing only and those that have been laid upon a wooden block, cobblestone or other foundation that should be replaced by concrete.

At present prices the former class of pavements may be replaced for about \$1 per square yard.

At this price the maximum justifiable expenditure for repairs would be 11.4 cents per square yard.

The latter class may be replaced for about \$1.75 per square yard. At this price the maximum justifiable expenditure for repairs would be 17.9 cents per square yard.

The above assumes that the life of an asphalt pavement is 15 years, rate of interest is 3½ per cent., estimated cost distributed over entire life equals 40 cents per square yard.

The actual cost of our own pavements, disregarding a few abnormally bad streets, differs from 40 cents very slightly.

Taking our work of the past season as a standard there are eleven (11) pieces of pavement covering 71,827 square yards of the former class and nine (9) pieces of pavement covering 41,707 square yards of the latter class that should be relaid at once.

Undoubtedly there is a limit to the applicability of this rule and good judgment must determine what this is.

The Burner has been successfully and economically used throughout the season and its use can be continued to great advantage on a number of our older pavements that have been laid upon a bituminous foundation.

Where the cost of repairs has been highest usually the pavement is very old and the foundation is either wooden blocks, some form of coal tar macadam or cobblestones.

The following pavements whose foundations are of wooden blocks which are now badly decayed and unable longer to support a pavement should be replaced.

First place, between Henry street and Court street.

Schermerhorn street, between Nevins street and Flatbush avenue.

Pierrepont street, between Fulton street and Willow place.

Clinton street, between Pierrepont street and Atlantic avenue.

The last one is in somewhat better shape than the others and immediate replacing is not so necessary, though the cost of repairs is very high.

The following streets paved with asphalt upon a bituminous foundation should also be repaved as the cost of repairs is very high.

Grand avenue, between Willoughby avenue and a point 307 feet south.

St. James place, between Lafayette avenue and Gates avenue.

Park place, between Sixth avenue and Flatbush avenue.

Parts of Bedford avenue are also expensive to maintain and are from ten to twelve years out of guarantee. You may think that they should be repaved soon.

Granite Pavements.

In our zeal to put our cobblestone pavements in repair we have neglected the better class of stone pavements for several years. It must be said that proper repairs have never been made to our old granite pavements and they are steadily deteriorating. Many of them are badly worn and rough. It should be our chief aim this year to put these pavements all in good condition. This will no doubt be impossible in one season, but no better outlay for repairs can be made than this. The cobblestone pavements are now in such condition and their lease of life now promises to be so short that much less than heretofore may be profitably spent in repairing them and comparatively more may be spent in repairing more modern and valuable pavements.

Seven blocks of new granite block pavement on a sand foundation was laid by this division of the Bureau.

Eight blocks of granite pavement on a concrete foundation was also laid. An equal amount of cobblestone pavement was removed. A sufficient quantity of old granite blocks were stored in our yards for this work and no blocks were purchased throughout the season. Nearly 500,000 granite blocks of very good quality are now stored in our yards and it will not be necessary to purchase an additional supply during the coming season for any work that we may be called upon to do.

It is intended to keep our stone crushing plant busy throughout the winter and a good supply of broken stone should be on hand in the spring for use in concrete foundations and elsewhere. There will be no lack of material to keep the crusher busy until late in the spring.

Hudson avenue, between Nassau street and Willoughby street, was the only complete job of paving with granite on a concrete foundation done by this division of the Bureau. Considering that nothing was paid for the broken stone and granite blocks except the cost of hauling; the cost per square yard, \$2.35, was a fair one. The extremely high price paid for cement and delay caused by trenches dug while our work was going on made this price larger than it would otherwise have been.

The average price of repairing and laying all other granite pavement was 53.7 cents per square yard.

The lowest price for which we have been able to do this work heretofore is 51 cents per square yard. During the past year, however, the wages of Pavers, Rammers and horses and carts have been increased considerably and this increase is accountable for more than two cents per square yard in this work. With this exception therefore the cost of doing this work was not materially greater than in the two previous years.

Belgian Block Pavements.

Of the 42 miles of Belgian block pavement, more than one-half of them need repairs, and many of them should be relaid, as they are so rough that travel over them faster than a walk is hardly possible without the danger of doing damage to vehicles or horses. The work of relaying these pavements is slow and expensive, and what we have been able to do in the last year has not greatly improved their general condition. No doubt after the cobblestone pavements have been entirely removed Belgian blocks will receive similar attention, as they are only the next step in advance of cobblestones. In the meantime there is no good reason why they should not be put in repair. Nearly one-half of our paving force should be kept steadily at this work for the greater part of the coming season; 3.74 miles only of Belgian block pavement have been repaired this year. This cost 55.2 cents per square yard. This work has never been done for less than 51 cents per square yard. The increase in cost is due partly to recent increases in wages and partly to the fact that nearly all repairs were made in patches. Very little was relaid entirely and the cost was thus unavoidably greater.

Cobblestone Pavements.

9.95 miles of cobblestone pavements were repaired at a cost of 37.6 cents per square yard. This cost is not excessive, considering the fact that the greater part of these repairs were of a minor character and that the men were moving from place to place constantly. The quantity of work done is by far too large a proportion of the whole season's work, however, and during the coming season much less of this work should be done.

Citizens frequently feel that they are unjustly discriminated against when neighboring streets are repaved and the cobblestones in front of their own houses are not disturbed. Complaint is then frequently made that even the cobblestones are not kept in repair. To keep peace in the family these repairs are usually made (when as a matter of fact they are so small that they might well be deferred).

If only such work as is most necessary is done this year the general improvement can be made nearly as marked at the end of the season as it was in 1904, even though a smaller mileage of new pavements is laid by contract. There are few cobblestone pavements that require extensive repairs and fewer still that should be relaid and it seems as if the time had come when we can be relieved from the principal part of the burden of these repairs under which until now we have labored.

The problem of finding a place to dump refuse material without charge is becoming more and more difficult each year. Large quantities of refuse must be disposed of in the course of our work, and the cost of hauling it all several miles to the suburbs is large and is not necessary if proper arrangements can be made with the Department of Street Cleaning to dispose of it at docks which are used as dumping stations.

Macadam Pavements.

In the matter of repairs to macadam pavements we have exceeded in quantity the work of former years. Three steam rollers were kept busy throughout the season. Two of these belong to the bureau and one was rented.

Nearly all repairs consisted of resurfacing old macadam roads with about four inches of trap rock, which put the pavement in nearly as good condition as when first laid; 8.98 miles of macadam pavement have been so relaid.

In addition to the above a small quantity of small repairs has been made and several hundred connection openings have been repaved.

Kings highway, between Flatbush avenue and the Eastern parkway, a distance of about three miles, was paved with a strip of macadam 15 feet wide. This, together with a short piece laid by the Commissioners of the Common Lands Fund of Gravesend, between Ocean avenue and Bay avenue, completed the pavement on this street for its whole length between Bay parkway and Eastern parkway, and forms one of the finest suburban drives in the City. It makes, with Seventy-ninth street and Eightieth street, which are similarly paved, almost a complete circuit of the suburban wards of the borough. For a large part of its length it is the only improved roadway by which the residents may reach the built up portions of the City and seems to be highly appreciated by them. It is so remote from points where broken stones can be delivered by boat that the cost of material was very high. The contract price delivered on the street was \$2.55 per cubic yard, and the cost per square yard for material alone was about 80 cents.

Owing to delays caused by the irregular way in which the Long Island Railroad delivered material, the cost of labor was increased considerably, so that the total cost of the work, including the necessary grading, was \$1.20 per square yard.

Our macadam pavements have increased 7.38 miles in length during the last season. There are now 96.16 miles, 72.46 miles of which is in our care. The proper care of these streets alone is no mean task if they are maintained as they should be so that they return to the City the greatest possible value in use.

The proper cleaning of these streets, which is one of our duties, requires a street cleaning force of considerable size, which should be organized for this purpose alone, and more recognition should be given to the fact that we are in the street cleaning business. The force doing this work was altogether too small during this season and, in consequence, there were frequent justifiable complaints of dirty roads. These streets must also be sprinkled constantly during the summer months, both for the comfort of the people whose homes would otherwise be constantly deluged with dust and of those who travel over them, and for the purpose of preserving the pavements themselves which would go to pieces rapidly if they were not sprinkled. Twelve sprinkling wagons were employed and ten new ones have been purchased during the year, so that we shall have 22 available for use next season. Three of these at least will be used with the steam rollers in making repairs.

One new steam roller and a macadam scarifier have been purchased this season and it should not be necessary to hire machines of this kind next year. These machines and the sprinkling wagons were obtained at a very reasonable price.

We now have all the machinery that we can use advantageously with the force which funds provided for this work permit us to employ, and every year we are making considerable progress towards putting the old limestone macadam in repair.

One roller was busy during nearly the whole season on Kings Highway laying new macadam. Next season we should be able therefore to make 50 per cent. more repairs if the same amount of money is spent.

The work of resurfacing the old limestone macadam pavements commenced three years ago is now only fairly well under way. There are now 15.8 miles of macadam pavements that should be relaid as fast as time and funds at our disposal will permit. They are in a shameful state of neglect and decay and no amount of small repairs or other substitutes for entire repaving will put them in good condition. Many of them are not old, but they have never been given proper care and the material of which they were built was not the best, judged by modern standards of road making.

Only one corporation yard has thus far been in active use in the suburbs, though we occupy another one at Gravesend avenue and the Neck road. The work necessary to be done in this section of the city has increased so that this yard should be provided with a Watchman and stocked with material as soon as possible, so that more benefit may be derived from its use. The land is owned by the City and the yard is centrally located so that its use will be a great convenience.

The following streets, now paved with macadam, should be repaved as rapidly as possible.

Sixtieth street, between Fort Hamilton avenue and New Utrecht avenue.

Sixtieth street, between Fourth avenue and Seventh avenue.

Fourth avenue, between Sixtieth street and Sixty-seventh street.

Sixty-fifth street, between Fifth avenue and New Utrecht avenue.

Sixty-seventh street, between Eighteenth avenue and New Utrecht avenue.

Eighty-eighth street, between Seventh avenue and Shore road.

Seventh avenue, between Fifty-eighth street and Seventy-ninth street.

Fifteenth avenue, between Forty-second street and Cropsey avenue.

Sheephead Bay road, between Ocean parkway and West Eighth street.

West Seventeenth street, between Harway Avenue Bridge and Surf avenue.

Portions of Eighteenth avenue, between Forty-seventh street and Cropsey avenue.

As much of this work as possible should be done this season, as these streets are in the worst condition. Numerous other streets require smaller repairs, especially where recent sewer or other trenches have destroyed the pavement.

It is unquestionably due to our 150,000 or more suburban residents that these pavements be put in good repair and kept so, as this, aside from their schools, is, in many cases, about the only return made for their taxes.

Good streets and roads are not the least among those things that make the surroundings of suburban life of a great city bearable and inviting and furnish a healthy stimulus for its growth, and since these improvements have been made at the expense of the residents, it seems as if the least that can be reasonably done is to keep them in repair.

Dirt Roads.

A somewhat larger proportion of the money spent for repairs has been spent this year in the suburbs and the dirt roads have profited by it in about the same proportion. The mileage of these roads is so great that almost any amount of money that it is thought wise to spend in repairing them will not put them all in good repair to the satisfaction of the residents. We are constantly in receipt of complaints in regard to the neglected condition of these unpaved streets and almost all of our work is done in an attempt to please the complainants. With our small force, however, we cannot keep abreast of the complaints. It is not certain that even with a much larger force it would be possible to please all the people all the time.

That this branch of our work does not progress more satisfactorily is partly due to the character of the force employed. A large percentage of the Laborers received from the Civil Service lists are incapable of performing severe manual labor. This is by far the easiest work we have and the infirm, the incapable and the unwilling, naturally, gravitate to it. As much of the work as possible is done by machinery, and with the few machines that were purchased this season we have sufficient for the force employed. We have graded, resurfaced or otherwise repaired 45.5 miles of dirt roads. Several hundred miles are open, in fact, and are used as public highways. Some repairs might profitably be made on nearly all of them each season.

The lack of sewers in the suburban districts, so that surface drainage may be properly provided for, has always been a cause of large expense to this Bureau. Every storm causes numerous washouts that have to be filled at once and much damage is done to the macadam. The building of a sewer in an unpaved street requires us to make constant inspections and repairs to keep it in passable condition for a year or two after the work is done. If the sewer is of some size and the street is macadamized, the macadam must usually be entirely relaid as soon as settlement has ceased.

This, together with the fact that very few trenches are so refilled that we are not obliged to regrade or repave over them, and that repairs to dirt roads last one season only, provides almost an unlimited quantity of work of this kind waiting to be done at all seasons when such work is possible.

The amount of it that it is wise to do or what is considered reasonably good condition for these streets is therefore entirely a matter of judgment and it is certain that under the present circumstances little more can be done than to expend the rather small amount of money allotted to this work for the right purposes and in the right places.

The greater part of our work was done about the most thickly populated suburban settlements, where it was most necessary, so that in nearly all cases those roads are in

fair condition, but they are not in such condition that they harmonize with beautifully kept lawns and other parklike surroundings, as some of the residents wish, or that the discomforts caused by dirt and mud are avoided. Many requests are made to sprinkle dirt roads in dry times. In nearly all cases a benefit commensurate with the expenditure required would be obtained, but funds are not provided for such work, which would develop into great proportions if no partiality were shown. The practice of sprinkling dirt roads with crude oil is very common in California and in some European countries, where proper soil is found. The results, especially in California, where oil is inexpensive and the roads are very sandy, seem to have been quite satisfactory. You may think such an experiment as this worth trying on some of our suburban roads. Crude oil, or a suitable grade of coal tar may be obtained for not more than 6 cents per gallon. For an expenditure of about 2 cents per square yard for oil it should be possible to lay the dust for one season on a road where the soil is of suitable quality.

Two blocks of macadam were treated with coal tar in 1903 on Cropsey avenue, near Eighteenth avenue, and on Nineteenth avenue, near Cropsey avenue. The surface treated with tar is still in perfect condition, and with the exception of the dust brought to it by wagons is much more free than the ordinary macadam pavement.

It is worthy of note that all material used in this work, including a large quantity of earth for grading, is obtained without cost to the City other than the cost of hauling it. On streets where there are no sewers, it is our duty to provide for surface drainage. Good drainage cannot always be provided, owing to the topography of the country, and large cesspools have been built in many places to receive surface water. These soon become clogged with mud and require frequent cleaning. In two or three seasons they become entirely clogged, and their efficiency is destroyed. As soon as sewers are built these cesspools are filled up. Very few additional ones have been built this season, as they are only a temporary makeshift, are unsanitary, to say the least, and are, in fact, a small nuisance created for the purpose of abating a larger one. Five cesspools have been built this year.

Flagging.

A work of large proportions and importance which should receive much more attention from this Bureau is the repair of sidewalks. It has recently been definitely decided that it is our duty, and not that of the owner of the adjacent property, to make these repairs. Property holders are becoming more familiar with this fact, and we are called upon to make more repairs of this kind than heretofore. A sidewalk that was considered good enough, first-class, in fact, when the property-owner understood that it was his duty to repair it will not do at all, and is often reported dangerous. We are spending large sums to put the pavement of the borough in good condition, and to some it might appear inconsistent that comparatively little is done in the way of repairs to our sidewalks.

The incompleteness and unfitness of any piece of work is striking where the roadway has been repaved with sheet asphalt so that the feet of animals and the wheels of vehicles may travel in comfort and safety, but where the old rough and worn out sidewalks have been allowed to remain, little thought being given apparently to the convenience of pedestrians.

You have not thought it wise to include thorough sidewalk repairs in contracts for repaving, and if this work is commenced now by this division of the Bureau on a reasonably large scale, it will not be possible to do more than is imperative for some years to come.

A large amount of new sidewalks has been built during the season, but nearly all of this is new work and does not replace old flagging. In the older portions of the City the walks are very generally out of repair, and it is safe to say that there are several hundred miles of them that should be repaired or replaced as soon as possible. Many of the older walks that were originally laid with small flagstones or are entirely broken up, can no doubt be profitably replaced with modern cement walks. With this purpose in view, you recently purchased a small concrete mixing machine especially adapted for this work, and it is intended to keep our stone-crushing plant running throughout the winter, so that we may have on hand a quantity of broken stone suitable for this work in the spring. We have refuse cobblestone from which several thousand cubic yards of broken stone for this and other purposes may be obtained for the cost of crushing them. This cost is substantially less than this material can be purchased for and we can clean our yards of refuse material without cost.

Nine flaggers were employed throughout last season, and fully as many as this should be employed next year. Nearly all of the time this force was employed in relaying flagging that had been complained of and there was no opportunity to follow any plan laid out in advance.

142,006 square feet of old flagging was relaid and 18,263 square feet of new flagging was laid to replace those unfit for further use.

A generous amount of this material should be purchased for use before the season opens.

It is regrettable that more competent men cannot be obtained from the Civil Service lists to do this work. Almost without exception they are men whose usefulness to contractors is considered passed and whose efficiency is low.

There never has been a time when it was possible to carry out a definite plan in making street repairs. The time has just now come when this can be done, because the condition of the pavement is such that it is no longer necessary to do a large part of our work in compliance with complaints.

Complaints have not ceased by any means, but they refer usually to such matters as only a few years ago would not have attracted attention. Numbers of these complaints are unjustifiable, and others cannot be complied with. During the past year a majority of them complained of conditions for which this Bureau was not responsible. It will never be possible to avoid them altogether, though it will be possible to remove all just cause for them. Every complaint or request received from citizens this year has been complied with as far as possible or advisable, and now none are awaiting attention.

Several material yards for the storage of material, tools, etc., are in active use by this Bureau, and an additional one located on property owned by the City and occupied by us, but not in active use, should be opened and filled with material as soon as possible. The land occupied by four of these yards belongs to the City. That occupied by three of them is leased. As fast as practicable the yards should all be moved to land owned by the City so that they may be improved in a manner better suited to the purpose for which they are used. These yards are not temporary. They will always be needed and some permanent improvements should be made in all of them so that machines and material may be properly sheltered. Few of them have been properly inclosed even, and in their present condition marauders frequently break into them and steal whatever they can turn to account, or carry away the fences inclosing them piece by piece for firewood. The expense of keeping a Night Watchman in each one of them is hardly justifiable at present.

Twelve horses are used by the Bureau. Our stable at Nevins street and Douglass street furnished good accommodation for nine of them. At present five are boarded at livery stables. The cost of maintaining the stable is shown in the accompanying table. Very little money seems to be saved by maintaining a stable, but the horses are nearly always better cared for and better able to do the hard work required of them.

One automobile was purchased for the use of this division of the Bureau. It has done more than the work of two horses at a cost slightly greater than the cost of keeping one, and is now, after six months of almost constant use, in first-class condition. Its first cost was \$900, or about 50 per cent. greater than the cost of a horse, wagon, harness, etc.

It is a question whether improvement and simplification of these machines and reduction of first cost will not soon make their use for our purposes more economical and desirable than that of horses.

The character of the labor force employed does not change greatly from year to year. Some new men are sent to us, but in the main the same men continue in the service of the Bureau for years. The oldest employee, who died some months ago, had been in continuous service here since 1864.

The treatment that they receive and the incentives that are offered to them have much to do with their disposition to work, and it is vital to the best interests of the service that preferment be given according to merit as much as possible, and by favor as little as possible.

There are some old employees of the Bureau who have spent the best part of their lives in the service of the City, and who deserve in their old age at least as good treatment from the City as they would receive under similar circumstances from a business firm. Such treatment can be accorded them without in any way making the Bureau a charitable institution. The men have done their work in an orderly manner, and their conduct so far as I know has been exemplary. There has been no cause for complaint by citizens, and I believe no such complaint has been made.

It is a pleasure to testify to conscientious work throughout the year by the entire office force as well as by all Foremen and assistants. The satisfaction from work well done and ordinarily fair treatment, is the only incentive required to insure their best efforts. What can be said of one should be said of all. They deserve equal commendation.

Table Showing Cost of Maintaining Asphalt Pavements During 1904.

Time Out of Guarantee.	Square Yards.	Total Cost.	Cost Per Square Yard.	Cost Per Square Yard, Car Tracked Streets Excluded.	Cost Per Square Yard, Car Tracked Streets.
1 year.....	112,657	\$85 95	....	....	\$0 010
2 years.....	458,527	13,122 00	\$0 028	\$0 023	086
3 years.....	192,717	3,109 04	016	016	035
4 years.....	209,937	10,250 66	049	049	061
5 years.....	45,124	1,583 05	035	023	108
6 years.....	41,187	2,136 92	052	052	....
7 years.....	36,706	1,560 69	043	043	....
8 years.....	27,419	2,777 74	101	053	146
9 years.....	5,278	214 07	040	043	019
10 years.....	29,069	2,899 02	099	177	003
11 years.....	87,442	11,873 42	136	131	214
12 years.....	20,504	3,909 12	190	190	....
13 years.....	235	.....	....	....	....
14 years.....	3,448	225 88	065	065	....
15 years.....	4,838	104 86	021	021	....
Total.....	1,275,088	\$53,852 42	\$0 0422	....	....

Average cost—Car tracked streets excluded, 3.92 cents per square yard.

Average cost—Car tracked streets, 6.81 cents per square yard.

Average cost—All streets, 4.22 cents per square yard.

Granite Pavements Laid and Repaired, 1904.

	Length, Feet.	Square Yards.	Cost Per Square Yard.	Total Cost.	Remarks.
Ninth street, between Gowanus canal and Smith street.....	1,650	4,553	\$0 411	\$1,874 92	Relaid.
Kent avenue, between North Sixth street and North Fourteenth street.....	2,000	2,465	577	1,423 29	Repaired.
Grand street, between Lorimer street and Leonard street.....	420	196	602	118 19	Repaired.
Metropolitan avenue, between Manhattan avenue and Leonard street.....	400	215	672	144 53	Repaired.
Myrtle avenue, between Lewis avenue and Broadway.....	700	1,375	560	770 91	Relaid.
Broadway, between Kent avenue and Berry street.....	650	841	604	508 09	Repaired.
Manhattan avenue, between Broadway and Ash street.....	6,400	4,154	655	2,691 36	Repaired.
Greenpoint avenue, between Manhattan avenue and Leonard street.....	180	144	687	99 02	Relaid.
Meeker avenue, near Newtown creek.....	200	120	953	114 07	Repaired.
John street, between Pearl street and Jay street.....	270	1,061	1 140	1,213 03	Granite (T. and G.), replacing brick.
Fulton street, between Brooklyn avenue and New York avenue.....	620	548	513	281 07	Repaired.
Saratoga avenue, between Hull street and Atlantic avenue.....	800	1,528	410	727 67	Repaired.
Jamaica avenue, between East New York avenue and Pennsylvania avenue.....	740	3,536	490	1,730 06	Relaid.
Miller avenue, between Jamaica avenue and Pitkin avenue.....	2,700	361	276	99 78	Repaired.
Kings highway, between Blake avenue and East New York avenue.....	1,533	2,760	416	1,146 58	New granite on sand.
Montgomery street, between Washington avenue and Franklin avenue.....	546	1,820	580	1,064 79	Granite on sand—replacing cobble.
Second avenue, between Twelfth street and Thirteenth street.....	351	1,176	533	627 80	Granite on sand—replacing cobble.
Pacific street, between Utica avenue and Rochester avenue.....	810	2,695	445	1,199 32	Granite on sand—replacing cobble.
King street, between Conover street and Ferris street.....	645	1,720	525	903 28	Granite on sand—replacing cobble.
William street, between Conover street and Van Brunt street.....	450	105	431	45 30	Relaid.

	Length, Feet.	Square Yards.	Cost Per Square Yard.	Total Cost.	Remarks.
President street, between Newins street and Third street.....	570	1,900	525	997 66	Granite on sand—replacing cobble.
Kent street, between West street and East river.....	480	1,600	490	704 43	Granite on sand—replacing cobble.
West street, between Kent street and Greenpoint avenue.....	200	20	....	.....	Repaired.
Franklin street, between North Fourteenth street and Meserole street.....	500	685	473	324 19	Relaid.
Franklin street, between Huron street and Freeman street.....	450	560	579	324 33	Relaid.
Grand street, between Stewart street and Morgan avenue; Metropolitan avenue, between Varick avenue and Morgan avenue.....	3,060	3,726	567	2,114 91	Relaid—graded.
Hewes street, at Kent avenue.....	60	415	651	251 14	Relaid.
Kent avenue, between Rodney street and Hewes street.....	800	920	456	419 69	Relaid.
Hudson avenue, between Nassau street and Willoughby street.....	2,090	6,100	2 350	14,339 62	Granite (T. and G.), replacing cobble.
Total.....	30,275	47,399	....	\$36,259 01	

Average cost per square yard (Hudson avenue excepted), 53.7 cents.
Average cost where granite on sand replaced cobble, 53.3 cents.
Total miles, 5.74.

Belgian Block Pavements Repaired and Relaid, 1904.

Street.	Length, Feet.	Square Yards.	Cost Per Square Yard.	Total Cost.	Remarks.
Grove place, east of Hanover place.....	186	350	\$1 150	\$404 09	Repaired.
President street, from Third to Fourth avenue.....	635	1,383	732	1,013 02	Repaired.
Second street, from Bond street to Gowanus canal.....	288	1,464	811	1,187 45	Replaced cobble.
Third street, between Smith street and Eighth avenue.....	6,249	6,590	471	3,117 01	Repaired.
Elton street, between Arlington and Ridgewood avenues.....	627	1,114	526	586 55	Repaired.
Arlington avenue, between Linwood and Hale avenues.....	1,018	1,535	524	805 70	Repaired.
East New York avenue, between Alabama avenue and Williams place.....	1,093	2,189	500	1,095 42	Repaired.
Williams place, between Atlantic avenue and Fulton street.....	510	935	576	538 24	Repaired.
Bradford street, between Blake and Sutter avenues.....	466	309	800	247 19	Repaired.
Blake avenue, between Miller and Van Sicklen avenues.....	132	963	622	600 44	Graded and repaved.
Miller avenue, between Pitkin avenue and Blake avenue.....	1,455	1,940	508	986 59	Repaired.
Crescent street, between Liberty and Jamaica avenues.....	3,904	3,341	526	1,739 34	Repaired.
Hewes street, between Wallabout place and Kent avenue.....	216	1,620	620	1,005 68	Graded and repaved.
Sheffield avenue, between Jamaica and Atlantic avenues.....	712	204	710	144 86	Repaired.
North Twelfth street, between Kent avenue and Berry street.....	840	1,614	445	734 31	Repaired.
Wallabout place, between Hewes street and Washington avenue.....	1,440	1,725	491	847 52	Repaired.
Total.....	19,771	27,276	....	\$15,053 40	

Average cost per square yard, 55.2 cents.
3.74 miles.

Cobblestone Pavements Repaired and Relaid, 1904.

	Length, Feet.	Square Yards.	Cost Per Square Yard.	Total Cost.
McDougal street, at Rockaway avenue.....	30	85	\$0 476	\$140 51
Sumpter street, between Howard avenue and Rockaway avenue.....	2,150	2,713	417	1,133 55
Saratoga avenue, between Atlantic avenue and Bergen street..	880	1,524	458	688 41
Degraw street, between Albany avenue and Troy avenue.....	750	1,654	507	823 88
Louis place, between Atlantic avenue and Herkimer street....	300	243	397	96 45
Park street, between Broadway and Beaver street.....	520	567	403	228 95
Lexington avenue, between Reid avenue and Broadway.....	1,650	973	461	449 13
Monroe street, between Reid avenue and Patchen avenue....	750	1,270	445	564 32
Stockholm street, between Knickerbocker avenue and Irving avenue.....	770	5,867	451	2,748 29
Willoughby avenue, between Myrtle avenue and Evergreen avenue.....	350	2,384	505	1,204 18
Ralph street, between Bushwick avenue and Evergreen avenue..	426	480	374	179 81
Putnam avenue, between Broadway and Bushwick avenue....	642	80	443	34 63
Thirteenth street, between Fourth avenue and Eighth avenue..	3,120	995	409	101 29
Richards street, between Verona street and Beard street.....	2,200	895	428	383 50
Ferris street, between King street and Vandyke street.....	820	380	398	151 42
West Ninth street, between Columbia street and Hicks street..	418	960	352	337 74
Sixth street, between Eighth avenue and Ninth avenue.....	650	710	421	299 35
Fifth street, between Eighth avenue and Ninth avenue.....	650	605	389	235 33
Twentieth street, between Third avenue and Sixth avenue....	2,045	1,155	382	440 52
Waverly avenue, between Myrtle avenue and Flushing avenue..	1,480	709	463	328 73
Sumner place, between Broadway and Flushing avenue.....	300	430	591	254 35
Spencer place, between DeKalb and Willoughby avenues.....	660	442	450	198 05
Varet street, between Graham avenue and Manhattan avenue..	260	121	425	51 51
Stockton street, between Marcy avenue and Tompkins avenue..	740	399	623	248 59
George street, between Hamburg avenue and Knickerbocker avenue.....	570	946	525	465 70
Second avenue, between Tenth street and Twelfth street.....	430	1,380	367	507 15
Fleet street, between Hudson avenue and Willoughby street..	180	280	628	176 04
Fourth place, between Court street and Smith street.....	355	274	427	117 20
Meserole avenue, between Manhattan street and Diamond street.....	1,250	2,988	437	1,308 60
Norman avenue, between Diamond street and Jewell street....	280	390	302	117 92
Meserole avenue, between Franklin avenue and Guernsey street	730	2,465	332	809 50
Maspeth avenue, between Kingsland avenue and Gardner avenue.....	3,146	10,265	349	3,584 32
Skillman street, between Park avenue and Flushing avenue..	644	586	449	262 94
Tillary street, between St. Edwards street and Washington street.....	3,128	6,731	387	2,606 79

	Length, Feet.	Square Yards.	Cost Per Square Yard.	Total Cost.
Lawrence street, between Fulton street and Johnson street....	1,225	3,960	374	1,492 06
Johnson street, between Jay street and Raymond street.....	2,262	3,259	383	1,248 34
Fifty-eighth street, between Second avenue and Fifth avenue..	2,160	1,441	373	537 55
Fifty-sixth street, between Second avenue and Sixth avenue..	2,880	3,031	394	1,195 97
Fifty-seventh street, between Third avenue and Sixth avenue..	2,123	1,921	441	846 21
Fifty-fifth street, between Fifth avenue and Sixth avenue....	720	680	347	235 40
Fifty-fourth street, between Third avenue and Sixth avenue..	2,123	2,090	221	462 14
Forty-ninth street, between Second avenue and Third avenue..	720	718	439	317 80
St. Andrew's place, between Herkimer street and Atlantic ave- nue.....	246	1,050	341	358 74
Thirteenth street, between Second avenue and Fourth avenue..	1,377	3,665	315	1,155 54
Guernsey street, between Driggs avenue and Oak street.....	2,440	2,341	273	642 19
Total.....	52,550	76,102	....	\$29,669 59

Total length, 9.95 miles; average cost per square yard, 37.6 cents.

Macadam Pavements Repaired and Relaid, 1904.

Street and Limits.	Length, Feet.	Square Yards.	Inches, Thick- ness.	Cost Per Square Yard.
Bay Twenty-second street, Cropsey avenue and Eighty- sixth street.....	2,004	4,008	5-6	\$0 467
Emmon avenue, Neptune avenue, Shore road and Ocean parkway.....	4,400	9,777	4	324
Eighteenth avenue, portion of Cropsey avenue to Forty- seventh street.....	12,165	43,250	*....	114
Fennimore street, Flatbush avenue and Bedford ave- nue.....	850	2,625	6	750
Harway avenue, Twenty-third avenue and Bay Forty- sixth street.....	2,450	5,991	5-6	515
Kings highway, Flatbush avenue and Blake avenue....	15,500	25,835	6	1 200
Shore road, Emmons avenue and Manhattan Beach Rail- road.....	1,480	4,930	5	300
Sixtieth street, Seventh avenue and Fort Hamilton avenue.....	2,110	7,499	4	416
Seventy-ninth street, Seventh avenue and Twelfth ave- nue.....	2,433	6,488	4	388
Seventy-ninth street, Thirteenth avenue and Eighteenth avenue.....	3,992	10,648	4	370
Total.....	47,384	121,051	....	....

* Variable.

Total length, 8.98 miles.

Bridges Under Jurisdiction of the Bureau of Highways.

Character and Location.	Over What.	Length of Span.	Condition.	When Built.	When Last Repaired.
		Feet.			
Foot bridge, pile bents, Barren Island, over Tidewater creek.....	Tidal creek.....	875	Fair.	1898	Floor, 1902.
Foot bridge, pile bents, Barren Island.....	Tidal creek.....	120	Good.	1903	
Highwater bridge, pile bents, Barren Island.....	Tidal creek.....	875	Fair.	1901	
Highwater bridge, pile bents, Belt's creek, foot of Logan avenue.....	Tidal creek.....	65	Fair.	....
Highwater bridge, pile bents, Coney Island avenue, at Coney Island creek.....	Tidal creek.....	85	Poor.	....	Rebuilt 1899.
Highway bridge, plate girder and steel beams, Crooke avenue, between St. Paul's place and Ocean avenue	Railroad cut.....	27	Fair.	....	1902.
Highway bridge, plate girder and steel beams, Caton avenue, between St. Paul's place and Ocean avenue	Railroad cut.....	27	Fair.	....
Highway bridge, plate girder and steel beams, Church avenue, between East Seventeenth and East Eighteenth streets	Railroad cut.....	27	Fair.	....
Highway bridge, steel beams, Douglass street, between Classon and Franklin avenues.....	Railroad cut.....	26	Good.	....
Railroad bridge, plate girder, East Eighteenth street, at Avenue U.....	Highway	42	Good.	1901	
Highway and railroad bridge, pile bents, Emmons avenue, at Coney Island creek.....	Tidal creek.....	125	Fair.	1897	
Highway bridge, plate girder, steel beams, Flatbush avenue, between Ocean and Washington avenues	Railroad cut.....	27	Fair.	....
Highway bridge, plate girder, Fort Hamilton avenue, between Woodruff and Ocean avenues; Fort Hamilton avenue, between St. Paul's place and Flatbush avenue.....	Railroad cut.....	27	Fair.	....
Highway bridge, pile bents, Gravesend Beach lane, Town creek.....	Tidal creek.....	35	Fair.	....	Rebuilt above pile heads, 1900.
Highway bridge, pile bents, Hog Point creek and Emmons avenue.....	Tidal creek.....	25	Good.	....	Floors, 1900.
Highway bridge, wood trestle, Kouwenhoven lane, Bedford creek.....	Brook	20	Good.	....
Highway bridge, wood trestle, Kingsland avenue branch of Newtown creek.....	Tidal creek.....	75	Good.	....	Repaired, 1903.
Highway bridge, iron draw, Kent avenue, Bushwick creek.....	Tidal creek.....	106	Fair.	....	New floor, 1901.
Highway bridge, plate girder, Lincoln road, between Ocean and Flatbush avenues.....	Railroad cut.....	58	Good.	1902	
Highway bridge, steel beams, Montgomery street, between Washington and Franklin avenues.....	Railroad cut.....	27	Fair.	....
Highway bridge, plate girder, Malbone street, between Flatbush and Washington avenues.....	Railroad cut.....	27	Fair.	....
Foot bridge, pile bents, Ocean avenue, at Sheepshead Bay.....	Tidal creek.....	2,318	Good.	1894	1903.
Highway bridge, steel concrete arch, Seeley street, at Prospect avenue.....	Highway	85 ft. 4 in.	Good.	1904	
Highway bridge, steel beams, Sterling place, between Classon and Franklin avenues.....	Railroad cut.....	26	Good.	....
Highway bridge, plate girder, St. Paul's place, between Caton and Church avenues.....	Railroad cut.....	26	Good.	....
Highway bridge, pile bents, Shell road, at Coney Island creek.....	Tidal creek.....	165	Fair.	....	New rails and planks, 1898.
Highway bridge, pile bents, Avenue U, at Gerritsen's Mill Pond.....	Tidal creek.....	756	Good.	1902	
Foot bridge, pile bents, Voorhies Avenue Foot Bridge.....	Meadow and creek.....	675	Good.	1900	
Highway bridge, plate girder and steel beams, Washington avenue, between Montgomery and Malbone streets	Railroad cut.....	73	Fair.	....
Highway bridge, brick arch, Second avenue, between Sixty-fifth and Sixty-sixth streets.....	Railroad cut.....	23	Fair.	....
Highway bridge, plate girder, steel beams, Second avenue, between Sixty-fifth and Sixty-sixth streets..	Railroad cut.....	25	Fair.	....
Highway bridge, brick arch, Third avenue, between Sixty-fifth and Sixty-sixth streets.....	Railroad cut.....	25	Fair.	....
Highway bridge, steel beams, Third avenue, between Sixty-fifth and Sixty-sixth streets.....	Railroad cut.....	25	Fair.	....
Highway bridge, brick arch, Fourth avenue, between Sixty-fifth and Sixty-sixth streets.....	Railroad cut.....	25	Fair.	....
Highway bridge, brick arch, Fourth avenue, between Sixty-fifth and Sixty-sixth streets.....	Railroad cut.....	25	Fair.	....
Highway bridge, steel beams, Fourth avenue, between Thirty-eighth and Thirty-ninth streets.....	Railroad cut.....	26	Fair.	....
Highway bridge, brick arch, Fifth avenue, between Thirty-eighth and Thirty-ninth streets.....	Railroad cut.....	25 ft. 6 in.	Fair.	....
Highway bridge, brick arch, Fifth avenue, between Thirty-fourth and Thirty-fifth streets.....	Railroad cut.....	25	Fair.	....
Highway bridge, steel beams, Fifth avenue, between Sixty-fourth and Sixty-fifth streets.....	Railroad cut.....	27	Fair.	....
Highway bridge, steel beams, Fifth avenue, between Sixty-fourth and Sixty-fifth streets.....	Railroad cut.....	27	Fair.	....
Highway bridge, Seventh avenue, between Sixty-fourth and Sixty-fifth streets.....	Railroad cut.....	27	Fair.	....
Highway bridge, wooden beams, Eighth avenue, between Thirty-eighth and Thirty-ninth streets....	Railroad cut.....	30	Fair.	....
Highway bridge, wooden beams, Ninth avenue, between Thirty-eighth and Thirty-ninth streets....	Railroad cut.....	27	Fair.	....

Bureau of Sewers—City of New York, Borough of Brooklyn,
Superintendent's Office, Room No. 46, Municipal Department Building,
March 1, 1905.

Hon. JOHN C. BRACKENRIDGE, Commissioner of Public Works:

Dear Sir—I have the honor to submit my annual report relative to the transaction of affairs in the Bureau of Sewers of your Department during the year 1904.

I first call to your attention the balance sheet obtained from the Bookkeeping Department, showing the expenditure of moneys in conducting this office during the current year.

I also draw to your attention other financial statements which have been prepared showing the expenditure of money against all accounts, appropriation as well as bonded accounts, recapitulated in a table showing the total amount in money contained in the vouchers submitted from the office to the Comptroller for payment.

Financial Transactions.

There has been expended during the year 1904 the amounts as stated below against the various appropriation and bonded accounts:

1903 Appropriations.	Balance of Appropriation.	Vouchers Sent Comptroller for Payment.		Balance.	Outstanding Liabilities.
		Salaries.	Supplies.		
Salaries	\$215 64	\$46 00	.....	\$169 64	*.....
Sewers, Repairing and Cleaning, Pay-rolls and Supplies.....	602 32	.....	545 49	56 83	\$10 00
Contracts at Public Letting....	4,500 95	16 00	4,465 09	19 86	*.....
Twenty-sixth Ward Disposal Works	679 36	.....	428 65	250 71	*.....
Thirty-first Ward Sewerage Districts 1 and 3.....	603 83	.....	426 93	176 90	*.....
Dredging Sewer Outlets.....	10,100 00	28 00	9,775 00	297 00	*.....
Horses, Horse-keeping and Supplies	542 15	.....	332 50	209 65	*.....
Supplies and Contingencies.....	156 31	.....	31 81	124 50	*.....
Total.....	\$17,400 56	\$90 00	\$16,005 47	\$1,305 09	\$10 00

* Closed.

1904 Appropriations.	Balance of Appropriation.	Vouchers Sent Comptroller for Payment.		Balance.	Outstanding Liabilities.
		Salaries.	Supplies.		
Salaries	\$86,755 73	\$86,538 35	.....	\$217 38	.....
Sewers, Repairing and Cleaning, Pay-rolls and Supplies.....	73,075 25	55,160 45	\$12,500 82	5,413 98	\$4,840 61
Contracts at Public Letting.....	18,000 00	693 03	5,765 90	11,541 07	3,832 10
Thirty-first Ward Sewerage Districts 1 and 3.....	40,726 75	29,693 66	8,339 90	2,693 19	2,255 67
Twenty-sixth Ward Disposal Works	30,222 50	17,721 85	8,825 26	3,675 39	2,318 62
Thirtieth Ward Bath Beach District	4,303 75	4,296 49	.....	7 26	.....
Dredging Sewer Outlets.....	10,400 00	300 35	10,074 26	25 39	.....
Horses, Horse-keeping and Supplies	2,920 00	.....	2,391 50	528 50	291 95
Supplies and Contingencies.....	2,074 00	.....	1,777 23	296 77	259 85
Supporting tracks Long Island Railroad over trunk sewers..	17,500 00	.....	.....	17,500 00	.....
Total.....	\$285,977 98	\$194,404 18	\$49,674 87	\$41,898 93	\$13,798 80

Special Accounts.

	Expended.		Total.
	Salaries.	Supplies.	
Street Improvement Fund.....	\$83,099 23	\$1,901,844 80	\$1,984,944 03
Construction of Sewers, Borough of Brooklyn....	6,266 30	173,802 55	180,068 85
Atlantic Avenue Improvement Fund.....	2,548 02	53,340 55	55,888 57
Construction of Private Sewers, Borough of Brooklyn	2,610 26	2,931 02	5,541 28
Totals.....	\$94,523 81	\$2,131,918 92	\$2,226,442 73

Cash Received During the Year 1904.	
Knickerbocker Avenue Assessment Fund.....	\$3,371 93
Third Avenue Assessment Fund.....	4,158 90
Sewer permits	45,626 11
	<u>\$53,156 94</u>

The total expenditures for the Bureau of Sewers, Borough of Brooklyn, for the year 1904, is here summarized:

For Salaries, Contingencies; Sewers, Repairing and Cleaning; Twenty-sixth Ward Disposal Works; Thirty-first Ward Sewerage Districts 1 and 3; Thirtieth Ward Bath Beach District; Dredging Sewer Outlets, etc., or against all Appropriation Accounts for 1904.....	\$244,079 05
Bonded Accounts, as Street Improvement Fund; Atlantic Avenue Improvement Fund; Construction of Sewers, Borough of Brooklyn..	2,220,901 45
For Outstanding Contracts on 1903 Appropriations, as Contingencies; Sewers, Repairing and Cleaning, Pay-rolls and Supplies; Thirty-first Ward Sewerage Districts 1 and 3; Sewers, Repairing and Cleaning, Contracts at Public Letting; Twenty-sixth Ward Disposal Works; Dredging Sewer Outlets; Horses, Horsekeep and Supplies, and Supplies and Contingencies.....	16,095 47
For Salaries; Construction of Private Sewers, and Refund to Owners of Same	5,541 28

Requisitions were drawn on the Comptroller by the Bureau of Sewers for the year 1904, as follows:

1904 Appropriations.	
Salaries, Superintendent's Office.....	\$86,538 35
Contingencies	1,777 23
Thirtieth Ward, Bath Beach District—	
Salaries	4,296 49
Sewers, Repairing and Cleaning, Pay-rolls and Supplies—	
Salaries—Foremen, Laborers, etc.....	\$55,160 45
Materials, Supplies, etc.....	12,500 82
	<u>67,661 27</u>
Twenty-sixth Ward Disposal Works—	
Salaries—Engineers, Firemen, Laborers, etc.....	\$17,721 85
Coal and Lime Contracts.....	6,113 26
Chemicals, Supplies, Repairs, etc.....	2,712 00
	<u>26,547 11</u>
Thirty-first Ward Sewerage Districts 1 and 3—	
Salaries—Engineers, Firemen, Laborers, etc.....	\$29,693 66
Coal and Lime Contracts.....	5,670 91
Chemicals, Supplies, Repairs, etc.....	2,668 99
	<u>38,033 56</u>
Horses, Horsekeep and Supplies—	
Supplies, etc.....	2,391 50
Sewers, Repairing and Cleaning, Contracts at Public Letting—	
Salaries—Inspectors and Engineers	\$693 03
Contracts and Supplies.....	5,765 90
	<u>6,458 93</u>
Dredging Sewer Outlets—	
Salaries—Inspectors and Engineers.....	\$300 35
Contracts and Supplies.....	10,074 26
	<u>10,374 61</u>
	<u>\$244,079 05</u>
1903 Appropriations.	
Salaries	\$46 00
Sewers, Repairing and Cleaning, Pay-rolls and Supplies—	
Materials and Supplies.....	545 49
Contracts at Public Letting—	
Salaries	\$16 00
Materials and supplies.....	4,465 09
	<u>4,481 09</u>
Thirty-first Ward Sewer Districts 1 and 3—Supplies.....	426 93
Twenty-sixth Ward Disposal Works—Supplies.....	428 05
Dredging Sewer Outlets—	
Salaries—Engineers and Inspectors.....	\$28 00
Contracts and supplies.....	9,775 00
	<u>9,803 00</u>
Horses, Horsekeep and Supplies.....	332 50
Supplies and Contingencies.....	31 81
	<u>\$16,095 47</u>
Bonded Accounts.	
Street Improvement Fund—	
Salaries—Engineers and Inspectors.....	\$83,099 23
Paid Contractors and Incidental Supplies.....	1,901,844 80
	<u>\$1,984,944 03</u>
Construction of Sewers, Borough of Brooklyn—	
Salaries—Engineers and Inspectors.....	\$6,266 30
Paid Contractors and Incidental Supplies.....	173,802 55
	<u>180,068 85</u>
Atlantic Avenue Improvement Fund—	
Salaries—Engineers and Inspectors.....	\$2,548 02
Paid Contractors and Incidental Supplies.....	53,340 55
	<u>55,888 57</u>
	<u>\$2,220,901 45</u>
Private Sewers.	
Construction of Private Sewers, Borough of Brooklyn—	
Salaries—Engineers and Inspectors.....	\$2,610 26
Refunds to owners of sewers.....	2,931 02
	<u>\$5,541 28</u>
Recapitulation.	
Total 1903 appropriations.....	\$16,095 47
Total 1904 appropriations.....	244,079 05
Total bonded accounts.....	2,220,901 45
Total private sewers.....	5,541 28
	<u>\$2,486,617 25</u>

Bonded Accounts.	
Street Improvement Fund—	
Salaries—Engineers and Inspectors.....	\$83,099 23
Paid Contractors and Incidental Supplies.....	1,901,844 80
	<u>\$1,984,944 03</u>
Construction of Sewers, Borough of Brooklyn—	
Salaries—Engineers and Inspectors.....	\$6,266 30
Paid Contractors and Incidental Supplies.....	173,802 55
	<u>180,068 85</u>
Atlantic Avenue Improvement Fund—	
Salaries—Engineers and Inspectors.....	\$2,548 02
Paid Contractors and Incidental Supplies.....	53,340 55
	<u>55,888 57</u>
	<u>\$2,220,901 45</u>

Private Sewers.	
Construction of Private Sewers, Borough of Brooklyn—	
Salaries—Engineers and Inspectors.....	\$2,610 26
Refunds to owners of sewers.....	2,931 02
	<u>\$5,541 28</u>

Recapitulation.	
Total 1903 appropriations.....	\$16,095 47
Total 1904 appropriations.....	244,079 05
Total bonded accounts.....	2,220,901 45
Total private sewers.....	5,541 28
	<u>\$2,486,617 25</u>

It will be noted that payments were made during this year charged to the 1903 appropriations. Said payments were for outstanding liabilities for work or supplies, to which the City was obligated. For instance, the greater part of the amount of the 1903 appropriations. Said payments were for outstanding liabilities for work or supplies, to Gowanus canal, all the work for same not having been completed until this year; in fact, there are outstanding liabilities for work which has not been completed, or for

supplies which have not been furnished, or salaries due, which are not forwarded from this office until the year 1905, as follows:

1904 Appropriation—	
Contingencies	\$259 85
Sewers, Repairing and Cleaning, Pay-rolls and Supplies—	
Salaries and for materials and supplies.....	4,840 61
Twenty-sixth Ward Disposal Works—	
Coal and lime contracts, etc.....	2,318 62
Thirty-first Ward Sewerage Districts 1 and 3.....	2,255 67
Horses, horsekeep and supplies.....	291 95
Sewers, Repairing and Cleaning, contracts at public letting.....	3,832 10

You will note that the volume of business transacted and work accomplished in all branches during the past year exceeds that of any year in the history of the Bureau. Of the work of construction, the Chief Engineer's report to me, copy of which is hereto attached, deals exhaustively. Among the subjects therein treated to which I would draw your attention particularly are the comparative number of miles of sewers constructed in the years of 1903 and 1904; the comparative value of all work cared for by our engineering force during the years 1902, 1903 and 1904; the report on proposed sewers for the relief of so-called "flooded sections," as well as those relief sewers completed and in course of construction. In the report of our Maintenance Branch you will note that the records of all previous years have also been surpassed—the comparative number of basins cleaned in the years 1903 and 1904 being particularly pleasing to me. Our contractor is about to start the work of removing the great deposits of sand, mud, etc., which were found to obstruct many of our large sewers, due, I presume, to lack of attention or the mistaken idea of economy on the part of the previous administration. Our sewage purification and disposal works, four in number, have been maintained at a high standard of efficiency—the statement of work performed therein being the best guarantee of the same.

Of our clerical work I might say that the work of this office has been conducted in a manner which is a credit to all our Clerks; the Permit Clerks have accomplished an amount of work much greater than in any previous year in the history of the Bureau; our Complaint Clerk, Pay-roll Clerk and Clerk in charge of bond and assessment work performing their duties in a systematic and efficient manner, which makes their efforts a credit to themselves and the Department.

I would state in conclusion that great credit is due to Mr. Asserson, Chief Engineer, for his untiring efforts in the interest of your Department, as well as to Mr. Kennedy, Superintendent of Maintenance, for his efforts in the branch under his supervision.

Yours respectfully,

ARTHUR J. O'KEEFFE, Superintendent of Sewers.

Bureau of Sewers,
Borough of Brooklyn, City of New York,
Chief Engineer's Office, Room 44, Municipal Department Building,
March 1, 1905.

Hon. ARTHUR J. O'KEEFFE, Superintendent of Sewers:

Dear Sir—In submitting a report of the conduct of affairs under the jurisdiction of the Engineering Division of the Bureau of Sewers for the year 1904, I have the honor to first call your attention to the number of miles of sewers which have been constructed during that period.

There was laid in the streets of this borough in 1904, 33.278 miles of sewers, ranging in size from a 9-inch pipe sewer to an 180-inch brick sewer.

In order to more clearly set forth this amount of work, I briefly tabulate that which has been done in the following manner:

	Miles.
9-inch to 24-inch pipe sewers laid.....	21.904
Brick sewers from 30 inches to 180 inches, inclusive.....	10.708
Reinforced concrete sewers from 78 inches to 120 inches.....	.647
6-inch and 36-inch cast iron pipe.....	.019
Giving a grand total of.....	<u>33.278</u>

It is to be noted that the sewerage system is not increased by this total amount, as in the mileage mentioned there is included some sewers which have been reconstructed, while others have been removed or abandoned during the year. I find under such heading that 1.750 miles of sewers must be accounted for, thus giving us a net increase in the mileage of the sewers in the streets of the borough of 31.528 miles.

The number of miles of sewers existing in the borough on the first day of January, 1904, was 703.301 miles. If we add the mileage of increase, viz., 31.528 miles, we find that there exists, at the close of the year 1904, 734.829 miles of sewers in the streets of the borough.

There is now connected with this sewerage system some 8,863 receiving basins. There were built during the year 393 basins, but as five of said basins were reconstructed the increase of basins in the borough during the year is 388.

Of the mileage of sewers constructed it is perhaps pertinent to bring to your attention that 4.637 miles were built by private parties, pursuant to Private Sewer Laws of the State, 3.897 miles of which were pipe sewers ranging from 12 inches to 24 inches in diameter.

The total amount of work constructed during this year is the greatest that was ever cared for in the history of the borough or the old City of Brooklyn.

It is true that the greatest mileage of sewers has not been constructed this year, for in 1895 there was built some 59.170 miles of sewers.

In other words, the mileage of sewers built does not by any means represent the amount of work which has been performed, from the fact that the construction of the smaller sizes of sewers, say from 12 inches to 24 inches, would have as much value in a table of mileage as sewers of 168 inches and 180 inches in diameter, while it is obvious that the amount of work to be performed would by no means be the same.

In order to bring out a clear comparison I have had, at the suggestion of the Commissioner of Public Works, computed the volume of the air space contained in the sewers built this year, the air space contained in the sewers built last year, when the volume of work was the greatest up to that time, and the volume contained in the sewers in the year 1895, when smaller sewers were built but the mileage was larger, viz.:

In 1904, 2,979,696 cubic feet;
In 1903, 2,223,946 cubic feet;
In 1895, 1,061,634 cubic feet;

—these volumes representing as it were the bore of the sewers constructed during the years noted.

I need but state one other comparison, that the total mileage of construction last year was 20.482 miles, while this year it has been 33.278 miles.

The net increase in mileage to the system in 1903 was 20.075 miles, and the net increase in the year 1904 was 31.528 miles. It may be interesting, however to note that the value of all work necessitating the supervision of the Engineering Corps during this year equals in amount \$5,747,231.89. That in the year 1903 this amount was equal to \$5,479,833.46. The value of all the work cared for in the year 1902 was \$4,034,819.

These comparative figures perhaps give, in as good a way as can be arrived at, fair comparisons of the three greatest years in the construction of sewers in Brooklyn's history.

I have summarized in a short statement the following, showing the status of the work represented by the \$5,747,231.89:

First—Contracts in status of repairs to sewers and roadways in the guarantee period, said period extending six months subsequent to the actual completion of the work.....	\$27,892 60
Second—Contracts completed in all work but remaining in force during the guarantee period of six months.....	1,966,296 83
Third—Contracts in course of construction, the estimated cost of same being	2,712,992 46

Fourth—Contracts for which plans and specifications have been drawn and bids advertised for in the public press.....	349,300 00
Fifth—Contracts in the status of the preparation of plans and specifications, the same having been authorized by the Board of Estimate and Apportionment, estimated amount.....	690,750 00

A total value of the work supervised of.....\$5,747,231 89

The above tabulated statement but briefly sets forth the work which has been performed by your Engineering Corps in a general way, giving one an idea of the magnitude of same. A careful reader will clearly understand that much detail and hard work is necessary in caring for a business of this dimension, especially so to those who are familiar with the great mass of detail and red-tape required in the City's contract work. Each contract has just so much detail, whether for a single street basin or for one of our largest contracts.

I find that during the year there have been 143 contracts in force.

Eighty contracts were entered into during the year at a total cost of \$795,059.52.

Of this number eleven (11) contracts were for private sewers, built pursuant to section 395 of the Greater New York Charter.

There has been expended on all contracts in force during this year an amount of money represented in the following items:

On contracts completed and the accounts of same closed, said contracts having been held in the guarantee period for six months for repairs, etc.....	\$27,892 60
Contracts completed in all work but now being held in the guarantee period.....	1,140,921 92
Contracts now in progress.....	1,069,789 95
Salaries, Engineers and Inspectors, private sewers and refunds to owners of same.....	5,541 28

Giving a total expenditure on all contracts for the year 1904 of.....\$2,244,145 75

The above total contains an amount expended on appropriation accounts, such as for coal and lime, etc. I tabulate these expenses, therefore, in order that they may be separated from the expenditures on bonded accounts.

Expenditures, Appropriation Contracts, Contracts Completed.

Title.	Payments.	Engineering.	Inspection.
Forage, 1903.....	\$466 50	.....	.....
Reconstructing Sewer, etc., Hegeman avenue, 1903..	4,465 09	\$60 74	\$76 00
Total.....	\$4,931 59	\$60 74	\$76 00

Contracts in Progress.

Title.	Payments.	Engineering.	Inspection.
Lime, 1904.....	\$5,209 40	.....	.....
Coal, 1904.....	5,574 27	.....	.....
Altering and Repairing Sewer, old Vandervoort Avenue.....	5,765 90	\$144 29	\$412 00
Total.....	\$17,549 57	\$144 29	\$412 00

Summary.

Payments.....	\$22,481 16
Engineering.....	205 03
Inspection.....	488 00
Expenditures charged to appropriation accounts.....	\$23,174 19
Expenditures charged to private sewers.....	5,541 28
Expenditures charged to bonded accounts.....	2,215,430 28
For all contracts.....	\$2,244,145 75

Appended to this report you will find a set of tables giving in a condensed manner the work performed during this year; for instance, showing the contracts entered into; those completed and the amount paid upon same; the different streets in each contract and the number of feet of sewer built in each street, with the manholes and street basins; a table of the mileage of sewers, those built by the City under assessment proceedings and those built by private contracts; also a table showing the mileage of each size of sewer existing in the streets of the borough, and a statement of the number of house connections made with the sewers during the year, and in fact during every year since 1859, when the sewerage system was established.

It is interesting to note that more sewer connections have been made during this year than during any year since 1873. There were 4,526 connections made this year, and 2,444 made last year; in fact only 4,537 connections were made during both years 1902 and 1903. In addition to the tables I have called your attention to, it is my desire to set forth in this report a statement of the contracts which were authorized by the Board of Estimate and Apportionment during the year, which have not yet been ordered ahead in work, from the fact that some have recently been advertised for bids, and others are in the status of having plans and specifications drawn for them, in order that they can be bid for and executed.

They are:

East Twenty-eighth street, from Newkirk avenue to Foster avenue, with outlet sewer in Newkirk avenue, between East Twenty-eighth street and East Twenty-ninth street.....	\$4,700 00
Sewer-basins at the northeast and southeast corners of Thirtieth street and Fourth avenue; southeast corner of Thirty-fourth street and Fourth avenue.....	700 00
Midwood street, between Nostrand avenue and Rogers avenue.....	3,900 00
Maple street, between Rogers avenue and Nostrand avenue.....	5,000 00
Ninety-first street, between Third avenue and Fourth avenue.....	5,000 00
Atlantic avenue, south side, between Howard avenue and Stone avenue..	15,000 00
Sewer-basin at the northwest corner of Rochester avenue and Dean street.	200 00
Fort Hamilton avenue, between Thirty-ninth street and Fortieth street..	2,500 00
Jefferson street, between Wyckoff avenue and St. Nicholas avenue.....	2,300 00
Nostrand avenue, between Midwood and Hawthorne streets; Hawthorne street, between Nostrand and New York avenues; New York avenue, between Hawthorne and Martense streets, and Martense street, between New York avenue and Bedford avenue.....	107,000 00
Sewer-basins at the northeast and northwest corners of Norwood avenue and Etna street.....	400 00
Sewer-basins, Clarendon road, northwest corner of East Twenty-second street, all four corners of East Twenty-third street, all four corners of East Twenty-fifth street, northeast and southeast corners of East Twenty-sixth street, northeast corner Rogers avenue, northeast corner East Twenty-eighth street, northeast corner East Twenty-ninth street, northeast corner Nostrand avenue, northeast and northwest corners East Thirty-first street, northeast and northwest corners of East Thirty-fourth street, northeast corner of East Thirty-fifth street and northwest corner of East Thirty-seventh street.....	4,200 00

Sewer-basins, Christopher avenue, northeast and northwest corners; Newkirk street and Christopher avenue, northeast and northwest corners; Lott avenue and Christopher avenue, northeast and northwest corners and New Lots road.....	1,200 00
Mansfield place (East Twenty-fourth street), from end of existing sewer south of Farragut road to Avenue G.....	3,000 00
Rogers avenue, east side, between Linden avenue and Martense street.....	2,800 00
East Thirty-first street, between Newkirk avenue and Clarendon road....	6,800 00
Seventh-second street, from Second avenue to Shore road.....	11,100 00
Bristol street, between Blake avenue and Hunterfly road.....	1,100 00
Fifty-seventh street, between Sixth avenue and Seventh avenue.....	3,800 00
Greenpoint avenue, from Diamond street to Provost street, and sewer-basins at the southeast and southwest corners of Greenpoint avenue and Diamond street.....	1,600 00
Sewer-basin at the northwest corner Greenpoint avenue and Provost street.....	200 00
Reconstructing sewer in Sixtieth street, between Fort Hamilton avenue and Twelfth avenue, and between Thirteenth avenue and New Utrecht avenue.....	6,000 00
Reconstructing sewer in Sixtieth street, between Twelfth avenue and Thirteenth avenue.....	2,000 00
Altering, repairing and reconstructing sewer in Knickerbocker avenue, from George street to Johnson avenue, and in Johnson avenue, from Knickerbocker avenue to Bushwick place.....	150,000 00
Repairing and reconstructing sewer in Sutter avenue, between Euclid avenue and Fountain avenue.....	8,800 00
	\$349,300 00

Plans and Specifications being Drawn for Contracts Authorized by Board of Estimate and Apportionment.

Sewer-basins at the northerly and westerly corners of Fifty-fifth street and Thirteenth avenue, and sewer in Fifty-fifth street, from Thirteenth avenue to New Utrecht avenue.....	700 00
Benson avenue, from Bay Eleventh street to Bay Thirteenth street.....	4,800 00
Bay Nineteenth street, from Benson avenue to Bath avenue.....	3,300 00
New Utrecht avenue, from Cropsey avenue to Bath avenue.....	4,200 00
Butler street, from Bedford avenue to Rogers avenue.....	7,500 00
Quay street, from East river to West street; West street, from Quay street to North Fifteenth street; North Fifteenth street, from West street to Engert avenue; Engert avenue, from North Fifteenth street to Humboldt street; Engert avenue, from Russell street to North Henry street; Wythe avenue, from Norman avenue to North Fifteenth street.....	75,000 00
India street, from a point 300 feet east of Oakland street to Provost street..	1,300 00
Grafton street, from Pitkin avenue to Sutter avenue, and outlet sewer in Sutter avenue, from Grafton street to Saratoga avenue.....	8,500 00
Lincoln road, from end of present sewer about 360 feet east of Rogers avenue to Nostrand avenue.....	2,100 00
Beverly road, from East Twenty-second street to Bedford avenue.....	3,600 00
Eighty-eighth street, from Fort Hamilton avenue to Fifth avenue, and outlet sewers in Gelston avenue, between Eighty-eighth street and Ninety-second street.....	6,800 00
Fourth avenue, both sides, from Sixtieth street to Sixty-first street, and outlet sewer in Fourth avenue, westerly side, between Sixty-first street and Sixty-fourth street.....	6,500 00
Eighty-eighth street, from First avenue to Narrows avenue.....	3,300 00
Ninety-sixth street, from Marine avenue to Shore road.....	3,400 00
Seventy-sixth street, from Fourth avenue to Sixth avenue.....	9,400 00
Sewer basin at the westerly corner of Palmetto street and Evergreen avenue.....	200 00
Sewer in Newkirk avenue, from Coney Island avenue easterly to East Eighteenth street, and outlet sewers in East Sixteenth street, between Newkirk and Foster avenues; East Seventeenth street, between Newkirk and Foster avenues, and in East Eighteenth street, between Newkirk and Foster avenues.....	19,400 00
East Twenty-third street, from Avenue G to a point about 500 feet north connecting with existing sewer there situate.....	2,000 00
Ovington avenue, from Fifth avenue to Sixth avenue.....	4,100 00
New York avenue, from Flatbush Water Works to Farragut road.....	2,000 00
Sewer basin at the southeast corner of Sackett street and Third avenue..	200 00
Sewer basin at the northwest corner of Oakland and Ash streets.....	200 00
Sewer basin at the southwest corner of Barbey street and Arlington avenue.....	200 00
Rogers avenue, between Vernon avenue and Avenue C, and outlet sewer in Beverly road, between Rogers avenue and Bedford avenue.....	11,600 00
Flatbush avenue, from Nostrand avenue to Avenue N, and outlet sewers in Avenue H, from Flatbush avenue to East Thirty-second street; East Thirty-second street, from Flatbush avenue to Avenue H; East Thirty-fourth street, from Avenue I to Flatbush avenue; Avenue I, from Flatbush avenue to East Thirty-fourth street; Avenue K, from Flatbush avenue to East Fortieth street; Flatlands avenue, from Flatbush avenue to East Fortieth street, and Flatbush avenue, east side, from Avenue E to East Forty-fifth street.....	88,000 00
Lincoln road, from Rogers avenue to a point opposite terminal of old sewer.....	1,750 00
Eighty-fifth street, between Sixteenth and Seventeenth avenues; in Sixteenth avenue, between Eighty-fifth street and Eighty-sixth street, and in Seventeenth avenue, between Eighty-fifth street and Eighty-sixth street, and outlet sewer in Eighty-sixth street, north side, from Seventeenth avenue to Fourteenth avenue.....	29,300 00
East Thirty-first street, from Flatbush avenue to Glenwood road.....	2,700 00
Jefferson street, from Irving avenue to Wyckoff avenue.....	2,800 00
Twentieth street, between Terrace place and Vanderbilt street, and outlet sewer in Vanderbilt avenue, north side, between Twentieth street and East Fifth street.....	5,400 00
Beverly road, from Ocean parkway to East Second street.....	7,700 00
Sixty-seventh street, between Second avenue and Third avenue, with outlet sewers in Third avenue, from Sixty-seventh street to Wakeman place; in Wakeman place, from Third avenue to First avenue, and in First avenue, from Wakeman place to Sixty-fifth street.....	28,800 00
Seventh avenue, between Seventy-ninth and Ninety-second streets; Tenth avenue, between Seventy-ninth and Eighty-sixth streets; Eleventh avenue, between Seventy-ninth and Eighty-sixth streets; Twelfth avenue, between Seventy-ninth and Eighty-sixth streets; Thirteenth avenue, between Eighty-second and Eighty-sixth streets; Fourteenth avenue, between Eighty-third and Eighty-sixth streets; Seventy-ninth street, between Seventh avenue and Thirteenth avenue; Eighty-fifth street, between Seventh avenue and Fourteenth avenue; Eighty-second street, between Seventh avenue and Twelfth avenue; Eighty-fourth street, between Seventh avenue and Fourteenth avenue; Eighty-third street, between Seventh avenue and Fourteenth avenue; Eighty-sixth street, between Seventh avenue and Fourteenth avenue, and outlet sewers in Parrot place, between Seventh avenue and Ninety-second street; Tenth avenue, between Eighty-sixth street and Seventh avenue; Gubner street, between Eighty-sixth street and Seventh avenue; DeRusse street, between Eighty-sixth street and proposed street through northern portion of Dyker Beach Park; Eleventh avenue, between Eighty-sixth street and proposed street through northern portion of Dyker Beach Park; Twelfth avenue, between Eighty-sixth street and proposed street through northern portion of Dyker Beach Park; Fourteenth avenue, between Seventy-ninth street and Eighty-third street; Fourteenth avenue, between Eighty-sixth street and proposed street through northern portion of Dyker Beach Park; Seventy-ninth street,	

between Thirteenth avenue and Fourteenth avenue; Eightieth street, between Seventh avenue and Eleventh avenue; Eightieth street, between Thirteenth avenue and Fourteenth avenue; Eighty-first street, between Seventh avenue and Eleventh avenue; Eighty-first street, between Thirteenth avenue and Fourteenth avenue.....	344,000 00
	<u>\$690,750 00</u>

Among the list of contracts just mentioned, four very important ones exist. They are:

1st. The Nostrand avenue, between Midwood street and Hawthorne street, etc., main sewer, which is an extension of the map "T" main sewers into the very heart of Flatbush, and its completion will result in changing many existing sewers from a separate system, caring for house sewage only, to a combined system to care for both house sewage and storm waters. Work will be begun upon this contract immediately in the spring. This contract, as will be noted, will cost about \$107,000.

Another very important contract is that one headed "Seventh avenue, between Seventy-ninth street and Ninety-second street, etc.," estimated to cost \$344,000, covering many streets for both main sewers and laterals in the Dyker Heights section of the City. Plans have been delayed in completion for this work, due to the adoption of changes of grade in the streets in which the sewers were authorized. These changes of grades were recently adopted by the Board of Estimate and Apportionment, and will result in filling in a hollow which would have cost the City many thousand dollars in damages to property had the old grades remained and houses built upon the streets in said hollow. A flooded district would certainly have been formed, paralleling the Wallabout flooded district, due to low land at a long distance from the shore lines and to the great difficulty in draining land under these conditions. It is expected that these plans will be ready for advertisement during the coming spring.

A third important improvement for which bids will soon be advertised for is the construction of the sewer noted in "Flatbush avenue, from Nostrand avenue to Avenue N," with various outlets, at an estimated cost of \$88,000.

The fourth, the Quay street sewer, from the East river to West street, through West street and North Fifteenth street, etc., at an estimated cost of \$75,000, is another very important improvement which will go forward in the spring. This contract was once advertised for the receipt of bids, but no contract was entered into.

The fifth and last, which I may mention, is the "Altering and repairing of the Johnson avenue and Knickerbocker avenue sewer," for which bids have been received. It is estimated that this contract will cost \$150,000. This improvement is a relief sewer measure, and one that has been advocated for some time by your Engineer. Its completion will result in the rehabilitation, as it were, of a sewer which was illy graded, to such extent that deposit collected in same, materially reducing its capacity, in fact a reduction of at least 40 per cent. resulting.

The many other works that we are to undertake in the spring, mentioned in the list above, are all of importance, but I thought it not out of place to make especial mention of the few contracts that I have.

Let us turn to Table No. 1, and there make brief mention of several contracts which have been entered into during this year, and upon which work is progressing.

1st. We find the Bath avenue contract, from Bay Sixth street to Bay Twenty-seventh street, for which Jas. Malloy & Co. were the successful bidders at	\$208,628 90
2d. The extension of the sewer through the northern portion of Dyker Beach Park, from Fourteenth avenue to Eleventh avenue, for which the Borough Construction Company were the successful contractors at	115,912 00
3d. The sewers in East New York, in the district headed by Ashford street, from Pitkin avenue to Blake avenue, at an estimated cost of	21,962 60
4th. The sewers in Steeplechase walk, and other walks of Coney Island, for which James Riley was the successful contractor, at an amount of	33,674 00
5th. That sewer in Coney Island avenue, from Avenue G northerly to Caton avenue, at an estimated cost of.....	33,604 50
—the bidder for this work being Geo. W. Phillips.	
6th. That sewer in Franklin avenue, from Montgomery street to 100 feet south thereof, with outlets in Washington avenue and Malbone street, for which John J. Creem was the successful bidder, at an amount of	23,645 00
7th. The extension of the Seventy-ninth street sewer, from the beach, its present terminus, to the bulkhead line, for which Jas. Malloy & Co. were the successful bidders, at	38,295 00
8th. The removing of silt and sand deposit from the brick sewers, for which the Donlon Contracting Company were the successful bidders, at	36,600 00

There are many others in Table No. 1 which could be mentioned, but brevity stops me.

I will not mention the retained percentage contracts further than are set forth in Table No. 2, as most of same have been reviewed in former reports as they progressed, excepting to state that the pavements of the streets through which the sewers ran were carefully inspected by your corps, and also passed upon by the Bureau of Highways before the contracts were closed in our books.

Let us briefly go over Table No. 3, and point out several of the important sewer contracts which have been completed in all work this year, some remaining, however, to be cared for during the six months after the date of their completion, with respect to necessary repairs or repairs to roadways. We find in that list of sewers:

Ashford street, between Pitkin avenue and Dumont avenue;	
Cleveland street, between Pitkin avenue and New Lots road;	
Sutter avenue, between Ashford street and Elton street;	
Blake avenue, between Ashford street and Elton street;	
—at a cost of	\$22,407 47

—said improvement affording much convenience to that fast-growing district in East New York.

The same can be said of this contract which I now mention:	
Pitkin avenue, between Euclid avenue and Sheridan avenue;	
Pitkin avenue, between Grant avenue and Enfield street;	
Crescent street, between Pitkin avenue and Sutter avenue;	
Hemlock street, between Pitkin avenue and Sutter avenue;	
Pitkin avenue, northeast and northwest corners Atkins avenue;	
Pitkin avenue, northeast and northwest corners Montauk avenue;	
Pitkin avenue, northeast and northwest corners Milford street;	
Pitkin avenue, northwest corner Logan street;	
—at a cost of	\$13,027 21

East New York avenue, between Hopkinson avenue and Saratoga avenue;	
Amboy street, between East New York avenue and Pitkin avenue;	
Ames street, between East New York avenue and Pitkin avenue;	
Douglass street, between East New York avenue and Sutter avenue;	
Pitkin avenue, between Ames street and Saratoga avenue;	
—at a cost of	\$11,724 48

This latter contract is also within the East New York territory, but in that section of same known as Brownsville.

Next we come to the Bay Ridge tunnel sewer, which is designated in our contracts as sewer in

Tenth avenue, between Seventy-seventh and Sixty-second streets,	
Sixty-second street, between Tenth avenue and Sixth avenue,	
Sixth avenue, between Sixty-second street and Sixty-fourth street,	
Sixty-fourth street, between Sixth avenue and New York Bay,	
—at a cost of	\$864,970 57

Much has been written about this contract from the time it started in 1900 until its final completion this year, hence it will be appropriate if further mention is not made of the same, excepting to say that the entire work is a credit to the contractors, the Borough Construction Company, and the City has obtained a fine piece of work.

Let us go further inland and speak briefly of two sewers which are extensions of the Bay Ridge tunnel sewer, viz.:

Sixtieth street, between Fourteenth avenue and Nineteenth avenue; Nineteenth avenue, between Sixtieth street and Fifty-seventh street.....	\$309,502 35
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Nineteenth avenue, between Fifty-seventh street and Bergen lane; Bergen lane, between West street and Foster avenue; Foster avenue, between Bergen lane and East Ninth street.....	\$364,829 24
--	--------------

—the Sixtieth street contract having been constructed by Contractor John J. Creem, and the Nineteenth avenue and Foster avenue pieces by James H. Holmes & Co., both works being well constructed and a credit to the contractors as well as to the City.

Contractors Sigretto & Mannino successfully completed the sewer in Fourteenth avenue, between Thirty-ninth street and Forty-first street, Thirty-ninth street, between Fourteenth avenue and New Utrecht avenue, Fortieth street, between Fourteenth avenue and New Utrecht avenue, Tenth avenue, between Thirty-ninth street and New Utrecht avenue, New Utrecht avenue, between Fifty-second street and Sixtieth street, —at a cost of.....	\$60,468 55
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—said work being well done, and the sewers in the contract entering streets in the vicinity of Borough Park and Blythebourne. Especially is that sewer in New Utrecht avenue between Sixtieth and Sixty-second streets appreciated by the people in the vicinity.

I refer to Table No. 3 for other works which have been completed, but before concluding upon this special subject, "Contracts in which all work was completed," I must mention the sewers completed in the walks at Coney Island, adjacent to the Bowery, which were constructed in

Steeplechase walk, from the Bowery to a point 225 feet southerly therefrom,	
Kensington walk, from Surf avenue to a point 325 feet south of the Bowery,	
Van Bergen walk, from Surf avenue to a point 325 feet south of the Bowery,	
Bushman's walk, from Surf avenue to a point 325 feet south of the Bowery,	
Schweikert's walk, from Surf avenue to a point 325 feet south of the Bowery,	
Stratton's walk, from end of existing sewer north of the Bowery to a point about 300 feet south of the Bowery,	
Jones' walk, from Surf avenue to a point about 550 feet south of Surf avenue,	
Swan walk, from Steeplechase walk to Tillyou's walk,	
—at a cost of.....	\$29,513 06

With the completion of the above sewers the old Coney Island, with its board walks, ceases to exist. It is well that it is so, from the fact that under the said board walks was a veritable storehouse for refuse of all kinds. The construction of the sewers has permitted the laying of patented sidewalks, and much benefit has been derived, not only by the property holders but by the many thousands who visit this resort with respect to their health.

Let us turn to the "Contracts in Progress," Table No. 4. We first find there listed that sewer in

Foster avenue, between East Ninth street and Flatbush avenue, etc., which has been in course of construction now two working seasons, but is practically completed, there remaining minor details only to be performed in the year 1905.

This contract was bid for by Contractor John J. Creem, at \$289,705.

Contractor O'Grady has made fine progress with the construction of a sewer in East Fifth Street, from Vanderbilt street to Ditmas avenue, and thence in the Ocean parkway to Foster avenue.

This work will be completed in the year 1905, there remaining the smaller sizes of sewers to be built under this contract. Its cost to the City will be, from the contractor's bid, \$187,755.

The Ninety-second street tunnel has been completed by Contractors James J. Malloy & Co., that is, the tunnel sewer proper has been completed and all of the Fort Hamilton avenue district opened up for drainage, connections having been made with the tunnel sewer and lateral sewers which were built before the tunnel could be completed. There remains to be done upon this important contract, however, the building of the outfall sewer, extending 400 feet into the water of New York Bay at the Narrows.

Rapid progress has been made by these same contractors in the Bath avenue sewer, extending from Fourteenth avenue to Twenty-first avenue, etc., as noted in Table No. 4, advantage having been taken of every available day during the cold weather to push this work to a completion.

The so-called Paerdegat avenue sewer, built by Contractor John McNamee, extending in Avenue G and F, in Flatlands, discharging into the Paerdegat basin, is practically completed, minor details in construction only being necessary.

The same contractor is progressing rapidly with the construction of the flat-top reinforced concrete sewer in Flatlands avenue, from Paerdegat basin to East Fortieth street, etc.

Rapid progress has been made by the Borough Construction Company in constructing a sewer through Dyker Beach Park, between Fourteenth avenue and Eleventh avenue, being a connecting piece of sewer between the two contracts that Jas. J. Malloy & Co. are prosecuting, which I have just before mentioned.

The relief sewers in Fourth avenue, between Butler street and Degraw street, and thence to the Gowanus canal, the other in Dean street, Third avenue, Baltic street and Butler street to the Gowanus canal, are about completed.

I also mention the alteration of sewers necessitated by the Atlantic subway improvement, being built by P. J. Murray & Co., said sewers having been progressed to an advanced stage of completion.

I have thus briefly reviewed the work at hand, having called upon my assistants to furnish me reports upon the work they have had in charge, and respectfully refer you to them for explicit details. I take the opportunity at this time to extend to my assistants my sincere appreciation of how their services have been valued, and also to each and every one of their assistants for their loyalty and careful work. It would have been impossible to have successfully directed the large amount of work which we have had at hand had not these gentlemen been conscientious and able workers.

I quote my Assistant Engineers' reports:

"January 1, 1905.

"Mr. H. R. ASSERSON, Chief Engineer:

"Sir—I have the honor to present herewith a report of work done under my direction during the year 1904. Only two contracts remained on hand at the close of 1903, and very little work had been done on either. During the year we built 5.5 miles of sewer of various sizes at an estimated cost of \$266,000. Perhaps the most important work done by us this year was building the main relief outlets for the Greene avenue sewer. This work consisted of a 90-inch circular brick sewer, beginning at Fourth avenue and Butler street and running along Fourth avenue to Degraw street, and then along Degraw street to a concrete steel trap basin and quay wall, with a battery of thirteen 36-inch cast-iron pipes emptying into Gowanus canal.

"Among the difficult features incidental to the construction of this sewer were the large number of gas mains and electric conduits which the contractor was obliged to care for, and the depth of foundation required for the quay wall, where, owing to the presence of old cribwork, it was almost impossible to drive piles to the depth required or to obtain tight joints in the necessary cofferdam.

"The second main relief sewer, constructed to relieve the Greene avenue sewer system, furnishes a 78-inch brick sewer from its outlet, through Butler street to Nevins street; through Nevins street to Baltic street, and through Baltic street to Third avenue; thence through Third avenue to Dean street. At this point the size changes to a 72-inch brick sewer and continues up Dean street, joining the 180-inch brick sewer at Dean street and Fourth avenue, and extending up Dean street to Fifth avenue, and through Fifth avenue across Flatbush avenue to Pacific street, with pipe sewers on Flatbush avenue, between Atlantic avenue and Fifth avenue, and alterations to the existing trap basin and original right-angle outlet (rebuilt on circular lines) at Gowanus canal, near Butler street and Nevins street.

"Also a concrete steel quay wall, containing sixteen new 36-inch cast-iron outlet pipes, was built at the same location, with a 16-inch cast-iron pipe house sewer siphon under the 180-inch storm sewer at Fourth avenue and Dean street.

"This sewer has been difficult of construction from the beginning. The same trouble with piles was encountered as at Degraw street and Gowanus canal, before mentioned, and seemed to be due to the presence of old crib timbers buried deep under the surface. A water jet was used for sinking piles, but did not prove to be efficient, the sand, of which the bottom consisted, not yielding to this treatment. A cofferdam was finally constructed, which was fairly tight, thus permitting the building of the quay wall. The right-angle elbow at the outlet of the Greene avenue sewer, joining this trap basin, was torn out and completely rebuilt on circular lines. No large storms occurring during this reconstruction, it was accomplished with ease. The contractor, however, cut a temporary passage into the trap basin, thus diverting the ordinary flow of the sewer around the part rebuilt.

"Gas and water mains in Nevins and Butler streets were serious obstacles, and caused no little delay, and in some instances small changes in alignment. The 42-inch sewer in Baltic street and the 36-inch sewer in Third avenue, each running nearly full of house sewerage, were piped across the portion of work under construction, and in some instances had to be pumped over the built work into the new sewer. This work was well handled by the contractor, and a dry place for construction was obtained.

"The siphon at Fourth avenue and Dean street required a 16-inch cast-iron pipe to be carried under the 180-inch storm sewer at a depth of over 30 feet below the surface of the ground. Water was encountered here, and concrete was placed to protect the cast-iron pipe, the work being done without accident to the new or settlement in the large sewer.

"I have also been in charge of dredging sewer outlets during the year, and 45,664 cubic yards of material have been taken from Gowanus canal and other places where outlets exist. I respectfully call your attention to the necessity for doing a large amount of this work during the coming year, particularly in the slips adjacent to Gowanus canal, where commerce is impeded by the accumulations which occur.

"We have also had a number of repair jobs for the Maintenance Division, mostly on sewers beneath piers at the water front. Some of these outlets are in poor condition, and should be replaced by more permanent structures of better design.

"I have also examined and reported upon a number of claims for damages occasioned by the flooding alleged to have been caused by sewers, and have been called to testify in court on these cases. We have made a large number of surveys and have run profiles for proposed sewers in all parts of the city, and also taken soundings in Gowanus canal and the slips where sewers empty, for dredging purposes. I have also made a number of examinations and reports on projects and complaints.

"It is scarcely necessary for me to call your attention to the amount of office work which your Assistant Engineers have to perform. I will only mention the fact that about half my time is taken up with this part of my duties.

"In closing this report I wish to call your attention to the able assistance which has been rendered me by my field party, composed of Messrs. Morrison, Lynch and Doyle, on whom I am obliged to depend for matters for line and grade, and who have performed their duties to my entire satisfaction, handling as many as ten or twelve contracts at one time during our most busy season.

"Respectfully submitted,

"(Signed) JOHN F. HAMMOND, Assistant Engineer."

"March 4, 1905.

"Mr. HENRY R. ASSERSON, Chief Engineer of Sewers:

"Dear Sir—I have the honor to submit herewith a report of the sewer construction work carried on under my charge during the year 1904.

"On January 1, 1904, the contracts uncompleted were:

"Sewer in Nineteenth avenue, from Fifty-seventh street to Bergen lane, etc.

"Sewer in Foster avenue, from East Ninth street to Flatbush avenue, etc.

"Private sewers in East Fourteenth street, East Thirteenth street and East Twelfth street, from Foster avenue to Avenue G.

"Of these, 67 per cent. of the Nineteenth avenue contract, representing \$241,900, and 48 per cent. of the Foster avenue contract, or \$139,100, remained to be finished, while of the private contract 95 per cent. was to be completed.

"All the work on the above contracts has been done during the past year.

"During 1904 the following contracts were assigned to me:

"Sewer in Coney Island avenue, from Caton avenue to Avenue G.

"Sewer in Troutman street, from Irving avenue to Wyckoff avenue.

"Sewer in Starr street, from Irving avenue to Wyckoff avenue.

"Sewer in Sutter avenue, from Powell street to Van Sinderen avenue.

"Relief sewer in Morgan avenue, at Meadow street to Newtown creek.

"Altering and repairing Vandervoort avenue sewer, from Knickerbocker avenue to Newtown creek.

"Also the contracts for private sewers in—

"Dumont avenue, from Bristol street to Rockaway avenue, etc.

"Williams avenue, from Sutter to Livonia avenue, etc.

"Alabama avenue, from Livonia to Sutter avenue, etc.

"On these City and private contracts, all work has been completed during 1904, with the exception of the Coney Island avenue contract, which is now 98 per cent. complete.

"The construction work on the above city contracts during 1904 amounts to \$437,900, while the private contracts represent \$47,660. This is an addition to the mileage of sewers of—

	"Miles.
"City contracts	3.06
"Private contracts	2.91
"Total	5.97

—of which 3 1-3 miles are brick sewers from 30 inches to 144 inches in size.

"In addition to the supervision and giving of lines, grades, etc., on construction work, preliminary surveys have been made during the year to procure the field data from which the plans have been made for the new sewers authorized by the Board of Estimate.

"It may be interesting to note in connection with the sewers in Nineteenth avenue and in Foster Avenue, they being a part of the main trunk sewer of Map "T," with outlet at New York Bay at Sixty-fourth street, that with the junction made of the latter section with the previously built mains in or near Flatbush and Bedford avenues, both house sewage and storm water were carried through from the Flatbush section of the city to tide water the first week of December, 1904, thus carrying to completion the last link in the sewer mains begun in 1898.

"On the Foster avenue contract was also built the first reinforced concrete sewer section in the city, some 600 feet of 10-foot sewer, the concrete arch of 12 inches being reinforced by three 7/8-inch corrugated steel rods 10 feet long, bent to the circle of the section, one at the crown extending down on each side, overlapped by the side bars running up from three feet below the springing line.

"I take great pleasure in expressing here my thankful appreciation of the faithful help given me in the carrying on of the work by all the members of the field party under my charge, as well as the attention paid to the details of construction and the faithful service of all the Inspectors on the line of the work.

"Respectfully yours,

"(Signed) F. C. BATES, Assistant Engineer."

"January 1, 1905.

"Mr. HENRY R. ASSERSON, Chief Engineer of Sewers:

"Dear Sir—In response to your request I submit the following report of the work done under my direction during the year 1904. A brief summary shows that this includes the charge of construction of works involved in 27 contracts under which 6.16 miles of sewer were laid, at an estimated cost of \$286,000. Also 6 contracts for the repair and reconstruction of sewers involving 3.5 miles at an estimated cost of \$14,157. Thus the total number of contracts which were under my charge were 33, the estimated cost of work done during the year on them being \$300,000.

"Of these contracts 5 remain unfinished. The estimated total cost of these 33 contracts, when all completed, is \$810,000.

"(1) "The most important work completed under my direction during the year is the so-called Paerdegat avenue sewer. This is a system of main sewers in Avenue

G, from Coney Island avenue to Flatbush avenue, to Glenwood road, to Nostrand avenue, to Avenue F, and thence to Paerdegat avenue, to outlet trap basin constructed at Paerdegat avenue and Flatlands avenue, estimated cost, \$313,000.

"Work on this contract was started September 22, 1902, by Contractor John McNamee, and previously to January 1, 1904, 63 per cent. of the contract had been completed. This contract was completed October 14, 1904. The sewers constructed under it have a total length slightly in excess of 3 miles, including 3,279 feet of 90-inch; 5,743 feet of 84-inch; 2,408 feet of 66-inch and 60-inch; 4,002 feet of 54-inch to 36-inch, etc.; 94 manholes; 49 street basins. The "trap basin" and temporary disposal chambers at the outlet of this sewer into Paerdegat creek, built as part of this contract, is a structure 60 feet by 80 feet of sheet piling, decked over, and divided into two sides, each having an inlet and an outlet chamber. By means of gates the sewerage is made to pass alternately through each side while under treatment. Storm water overflows directly into the creek.

"During the progress of construction, the creek mentioned has, in consequence of floods carrying sand from the sewer embankments, become so filled that the grade of its bed is now higher than at the time of our original surveys. The effect is to change the course of the stream. A canal is therefore needed to give a straight outlet from the trap basin. This will involve making such a passage about 1,200 feet long within the lines of the projected Paerdegat basin.

"The most serious difficulty encountered in the progress of this contract was caused by the great quantity of water which flowed into the trenches. From the outlet to Albany avenue, the sewer ran parallel to Paerdegat creek and close to it, and the grade of the sewer was below the water-table as far as Nostrand avenue, about 1 3/4 miles from the outlet. At parts of the work 3 eight-inch and 2 six-inch discharge centrifugal pumps were required, all running at the same time, in order to keep 300 feet of ditch dry enough for the masons to work. The bottom upon which the grillage was laid was, with slight exception, gravelly sand filled with water. A double line of sub-drain 12 inches in diameter was required nearly the whole length of the larger sizes. The great quantity of water encountered was the chief cause of such delays as occurred.

"(2) "Next in importance to the above is the contract for construction of sewers in Brooklyn avenue, Avenue J, East Fortieth street and Flatlands avenue, etc.

"The contractor is Mr. John McNamee, and at the opening of the year 1904 but 1 per cent. of the work had been done. This contract includes rather more than 2 1/2 miles of sewer, of which over half the length is brick and concrete steel construction of a novel design.

"The estimated cost of this contract is \$323,000. Up to December 31, 1904, only 17 per cent. of the work had been completed.

"The brick and concrete-steel sewer is in area of section equivalent to a circle having 10 feet diameter. The section is 12 feet across inside and 7 6-10 feet high from flow line to interior of top. The invert is a three-centered arch, with the lesser radius in the middle. The "top" or "roof" (which is to be covered with only 3 feet of fill when the street is graded) is a flat concrete slab, 13 1/2 inches thick, in which are embedded, transversely of the sewer, steel "I" beams spaced every 5 feet. Between these "I" beams are also embedded 3/4-inch corrugated steel bars or rods, spaced 3 3/4 inches transversely of the sewer. The invert is formed of a mass of concrete 16 feet wide, which is given the shape of the interior invert, and is lined inside with brick. Brick walls are built from the springing line of the invert to carry the "roof." Great care has been taken in inspecting this work (and indeed in all the work mentioned in this report). Concrete has been used wherever possible in making connections at the trap basin, valve seats, etc. The effect is pleasing.

"Progress on this contract will probably be rapid during the coming summer. As in the Paerdegat contract, vast quantities of water have been encountered, which always means delay. I confidently expect that the work will be completed before next winter sets in.

"(3) Alterations in sewers necessitated by the Atlantic Avenue Improvement Subway.

"The time allowed on this contract was 100 working days, and the estimated cost \$76,500.

"The contractors, P. J. Murray & Co., were notified to begin work March 28, 1904.

"The purpose of this work is to provide (1) a new 30-inch main sewer in Pacific street, between Vanderbilt avenue and Fifth avenue, to take the place of sewers which were displaced in the south side of Atlantic avenue by the new subway, and (2) a new 48-inch main sewer in Hanson place, from Flatbush avenue to South Elliott place, and through the latter to Atlantic avenue, to take the place of the main sewer on the north side of that avenue, which was removed by the subway.

Condition of the Work January 1, 1905.

"The 48-inch main in Hanson place and in South Elliott place, and in Atlantic avenue, north side, completed, but on account of the weather the streets not yet repaved.

"Owing to the excavation made by the contractor for the Atlantic Avenue Improvement along the southerly side of Hanson place, between Flatbush avenue and Fort Greene place, considerable settlement has occurred, and the curbs have moved out of line. It seems only fair that the expense of replacing this, and repaving the street at this place, should be shared between the Atlantic Avenue Improvement and the contractors, Murray & Co. In view of the many cuts in and rough condition of the surface, it would probably be to the interest of the City to have this part of Hanson place repaved with asphalt from curb to curb, under the direction of the Bureau of Highways, charging each contractor interested and responsible for repavement a share of the expense.

"The 30-inch main in Pacific street is approaching completion. Work on this contract has progressed under unusual disadvantages. All the streets in the vicinity are much congested with traffic, which had to be constantly provided for, necessitating numerous bridges, etc. Progress also largely depended upon the facilities extended by the contractors of the Atlantic Avenue Improvement, who, in their excellent attention to their own larger work, were at times constrained to place obstacles in the way of the sewer construction, and P. J. Murray & Co. were frequently obliged to change their plans of carrying on their work so as to construct parts of the sewer required to enable the subway contractors to work to the best advantage. This, of course, always meant delay and loss of time, as change of plan in the course of construction always must.

"Much of the work required a very deep trench through 'filled' and extremely cavy ground. Sheet piling and bracing required the utmost care and has been left in situ.

"On account of the urgency of completing this contract, work has continued every hour permitted by the weather this winter.

"Since the beginning of the work I have exerted myself continually to see that as little inconvenience as possible was suffered by the traveling public and residents along the line, but considerable inconvenience to them was naturally unavoidable.

"I expect this contract will be completed on or before May 1. At present 89 per cent. is completed.

"(4) Besides the three contracts already mentioned, I have, during the year, had charge of twenty-four smaller contracts, the aggregate estimated cost of which is \$84,538, including 28,588 linear feet of all sizes of sewer, ranging from 60-inch down to 12-inch, and forty-five receiving basins, 221 feet of which was done previous to January 1, 1904.

"Of these smaller contracts all are completed except the following, the condition of which is indicated:

Title.	Estimated Cost.	Per Cent. Completed.
"1. Sewer in Franklin avenue, John J. Creem, contractor; work started September 12, 1904.....	\$23,645 00	85 per cent.
"2. Sewer in East Twenty-ninth street, from Avenue F to Canarsie lane, John J. Creem, contractor; work started November 1, 1904.....	9,050 00	46 per cent.
"3. Sewer in East Thirty-fifth street, from Avenue F to Avenue G, Philip Hayes, contractor; work started November 17, 1904.....	2,214 00	65 per cent.

"In the above three contracts an aggregate of 2,725 feet of all sizes of sewer remains to be laid.

"(5) Reconstruction and repairs in the Twenty-sixth Ward.

"In addition to the direction of the contracts reported on above I have, during the year 1904, had the charge of the following items, which come under the head of 'Repairs, etc.':

	Estimated Cost.
"Six small contracts, aggregating.....	\$2,913 00
"Order for drains at Metropolitan avenue, 500 feet 12-inch.....	500 00
"Hegeman avenue, 90-inch sewer, between Snediker avenue and Hinsdale street, Henry Newman, contractor.....	10,716 00
"Total.....	\$14,173 00

"More than half of the work on this contract was completed prior to January 1, 1904, but as it was one of the contracts brought over into 1904 it should properly be described here.

"This contract included the repair of the 60-inch sewer in Hinsdale avenue, near New Lots road, and embankment over sewer in Fountain street, near Sutter avenue.

"Hegeman avenue sewer at this location has four times within a few years been destroyed and rebuilt at great expense. The break repaired under the present contract occurred to the west of the three previous breaks on June 29, 1903, during an unusually heavy storm, doing considerable damage to surrounding property.

"Two hundred and thirty-two feet of 90-inch sewer was broken and replaced under this contract, the old invert being allowed to remain after having been repaired. The break in the sewer in Hinsdale street occurred during the same storm, and was confined to the destruction of one manhole and a longitudinal crack in the bottom and top of the sewer, which extended from New Lots road to Hegeman avenue. Repair to these cracks consisted merely in filling the largest and rebuilding the manhole referred to and replacing the fill over the outside of the sewer.

"The cause of these failures of the sewer was, in each instance, the same, namely, insufficient covering over the arches, to resist internal pressure, the sewers passing through embankments which were narrow (4 feet to 6 feet) at the top when made, and have gradually been washed away. The embankment placed over the Hegeman avenue sewer under this contract is 15 feet wide at the top and covers the sewer to the depth of 3 feet above the exterior of the crown of the arch. The greatest height of the embankment above the natural surface at this point is about 14 feet. One factor that contributed the immediate cause of the break in each of these instances, and also in those about to be mentioned, was the large amount of deposit and silt in the outlet sewers between the point of break and the purification plant, the effect of which was to cut down the discharge capacity and cause a head of water to form above the point of break, the pressure of which the unprotected arches could not withstand. The result of this is seen in the overflowing of the manholes on the main sewers from Wortman avenue on the west side of the Twenty-sixth Ward in all low spots up to Osborn street and Livonia avenue, and on the east side from Hendrix street in Wortman avenue, and in Milford street, up to Sutter avenue, and in Sutter avenue, from Milford street to Crescent street. In accordance with your instructions I had careful examinations made last summer as to the condition of all the sewers in the Twenty-sixth Ward, which are constructed in embankment, and in my report to you at the time called attention to the necessity of more filling in various places. The necessity of acquiring title to the streets, rendering it difficult to carry out the plan long advocated, of filling the roadways of the streets to grade, leaves us only tentative measures of protection, and more breaks may be expected when heavy rains occur in the spring.

"As a result of the conditions described, a break occurred in the 42-inch sewer in Fountain avenue, near Sutter avenue, in the fall of 1903, before Contractor Henry Newman had finished his work of replacing the fill over this part of the sewer, which was included in his contract for the repair of Hegeman avenue. The break was about 40 feet long, and was repaired on requisition and order, being completed soon after January 1, 1904, at a cost of \$675.

"Another break occurred in August, 1904, on Sutter avenue, near Euclid avenue, in the 72-inch circular sewer, a location where at different times three other breaks have occurred. The sewer at this point passes over a swamp, the whole sewer being above the surface and constructed in embankment, which is about 15 feet high. At this point the causes referred to above were assisted in their work of destruction by settlement of the swampy ground on which sewer and embankment were built. I had photos taken and made a careful examination soon after the break occurred. The sewer was broken open for a distance of about 40 feet where the settlement in the foundation was greatest, and the brick work of the sewer from Euclid avenue to Fountain avenue was found to be very badly cracked. As the wells and pumping station, from which the old Long Island Water Supply Company take their water to supply the Twenty-sixth Ward, some of which I understand is still used, are only a short distance south and down grade from this sewer, and all sewage leaking out of the broken main may find its way into this water supply, the danger of contamination is great. In my report at the time I advised rebuilding this sewer on piles and repairing such parts as were found not to require reconstruction. This work is now under contract. Temporary repairs were completed under my direction on November 12, 1904, at a cost of \$480.

"In August, 1904, a break occurred in the 72-inch sewer in Osborn street from the same causes as above described break. This sewer is in embankment, being only partly within the natural surface. The embankment is nearly all washed away from Hegeman avenue to Livonia avenue. About 40 feet was ripped out of the left flank of the sewer, making a hole about that length and three feet wide. Temporary repair was made under my direction, but I anticipate further trouble at this point, as the sewer is cracked top and bottom a distance of about 400 feet south of the break and has little or no covering over it. The cost of temporary repair was \$500.

"In September, 1904, a break was discovered in the 36-inch Kings County sewer in Paerdegat avenue, near Utica avenue, and reported to this office by Dr. Kenneth Junor. Immediate steps were taken for its temporary repair. By your instruction examination was then made of the condition of this sewer, which was discovered to be badly broken in numerous places nearer the outlet, and the portal at the outlet was found to be destroyed. This sewer requires extensive repairs and new embankment. The frost and floods of the 30 years during which it has stood in service have nearly destroyed parts of it and now are rapidly completing its destruction.

"Other matters which you have assigned to me during the past year are too numerous to be mentioned here. Many of them involved interesting questions and more or less extensive investigations. Such, for instance, was that concerning the condition of the sewer in North Twelfth street and flooding in the vicinity. During the early months of the year myself and my field party were required to investigate several hundred claims against the City for damages alleged to be due from flooding from inadequate sewers. Besides and in addition to duties in the care of construction work the members of my party made profiles and surveys of all the main sewers in Map 'O,' for use in connection with our study of the question of relief for the flooded districts at Central avenue and Gates avenue, etc. During the year my party made profiles of streets more than five miles in aggregate length for new work.

"In this connection permit me to speak in the highest terms of commendation of Mr. J. C. Riedel, who has for the last four years been the leader of my field party, and of the other members of the force, Messrs. Hochlerner, Seward and Galvin. The best praise I can give them is to refer to the large amount of work they have done, and the accuracy with which it has been done. They have been ready and capable in every circumstance, whether called upon in the field or in the office—but I feel sure you know the worth of each and appreciate it as highly as I do.

"During the year, there has, as usual, been a great quantity of office work done by myself and force—weekly reports, monthly and final estimates, records of construction, time, etc., as well as the regular data required and used in computation, have taken a considerable proportion of our time.

"Thanking you for your continual kindness and thoughtfulness, and assuring you that as in the past, so in the future, I shall endeavor to the extent of my ability to second your efforts.

"Respectfully yours,
(Signed) "GEORGE T. HAMMOND, Assistant Engineer."

"January 1, 1905.

"Mr. HENRY R. ASSERSON, Chief Engineer:

"Dear Sir—In response to your request I submit the following as my report of the work done under my direction during the year 1904:

"The principal work has been on the contract known as the Ninety-second street tunnel sewer. This contract covers the outlet into New York Bay, at the foot of Ninety-second street; the tunnel sewer in Ninety-second street, from New York Bay to Seventh avenue, and from Seventh avenue, in a proposed street through Dyker Beach Park to Eleventh avenue; also sewers to take the house connections in the same streets.

"The contract for this work was signed on November 20, 1902, and the work actually began on March 1, 1903. The amount of the contract is \$633,256.25. The contracting firm is James Malloy & Co.

"Up to January 1, 1904, under the able direction of the late Wm. T. Bruorton, 34 per cent. of this work has been completed, amounting to \$220,521.90.

"From January 1, 1904, to December 31, 1904, there has been constructed under this contract 1.76 miles of sewer, in the following sizes and amounts:

"1,673 feet 132-inch brick sewer in tunnel.
"1,587 feet 126-inch brick sewer in tunnel.
"376 feet 120-inch brick sewer in tunnel.
"70 feet 54-inch brick sewer in tunnel.
"267 feet 30-inch brick sewer in open cut.
"875 feet 24-inch pipe sewer in open cut.
"390 feet 18-inch pipe sewer in open cut.
"296 feet 15-inch pipe sewer in open cut.
"3,760 feet 12-inch pipe sewer in open cut.
"61 manholes.
"21 catch-basins.

"In the outlet, now in course of construction, there has been driven 69,033 linear feet of spruce bearing piles, 5,508 linear feet of oak fender piles, and 334,101 feet, board measure, of yellow pine sheet piling. This gives for the work done during the year 576 per cent., amounting to \$363,205.37, and this, added to the work of 1903, makes a total of 92 per cent. to January 1, 1905, amounting to \$583,727.27.

"For the most part the tunneling has been through hard loam, clay and boulders, and in this material with no great obstacles to overcome, very good progress was made. The best progress was made during the month of June, when in the east heading of shaft No. 2 and the west heading of shaft No. 3 there was completed 377 feet of 10-foot 6-inch tunnel. Considerable difficulty was experienced between shafts No. 4 at Seventh avenue and No. 5 at Eleventh avenue. The tunnel here is under an old swamp, and in places the material excavated was very wet and soft. The pressure was very great, at times breaking 12-inch by 12-inch timbers. No special method of construction was required, however, the difficulty being overcome by diligent and continuous work, and the placing of extra timbering, sheeting and bulkheads.

"During the year two working shafts, one at Seventh avenue and one at Eleventh avenue, were excavated; also five shafts for the construction of manholes, the deepest of these being at Fourth avenue and Ninety-second street, about 70 feet to the arch of the tunnel. The bracing and sheeting of these manhole shafts were of considerable interest. The size of the shafts was 11 feet by 12 feet. No cross braces were used. The timbering was 12-inch by 12-inch let in half and spaced 4½ feet apart C to C. Behind these sets of timber were driven and wedged 2-inch polling board 5 feet long. The sets of timber were held together at each corner by spiking 2-inch plank to them. In this way the shafts were carried down the same size from top to bottom.

"Some little difficulty was experienced in driving the bearing piles and sheet piling at the outlet. At the shore end the material through which they were driven consisted of large boulders and hard pan, and here the work was slow. At the outer end the depth to which the piles had to be driven was somewhat greater than had been expected on account of a strata of soft mud 20 to 25 feet thick, through which the piles had to be driven before hard bottom was reached. On account of the hard driving and length of piles, it was found necessary to use 12-inch sheet piling instead of 10-inch, as the design called for.

"The surface sewers and sewer basins are all connected with the tunnel, and a temporary outlet has been constructed by building a bulkhead at the end of the tunnel and carrying the sewage to one side of the foundation for the outlet through a 24-inch pipe.

"I cannot give too much praise and credit to the members of the party under me, consisting of Messrs. J. H. Kirby, G. H. Knight, L. H. VanEvery and R. J. Maloney, for their careful and accurate work. The headings and manhole shafts meeting in every case within a reasonable error. The best work was done between shafts No. 2 and No. 3, where, after carrying the tunnel around a reversed curve at Third avenue and 1,000 feet beyond the curve, we found when the headings met a difference of less than 2 inches in line, and that the grade checked exactly.

"A number of profiles for new work have been run, and a considerable amount of work done on the profile of the sewers in map 'N.'

"Permit me to further add that a great deal of credit is due to Mr. William T. Bruorton for his excellent work in getting this large piece of work started in such an excellent manner.

"Respectfully submitted,
(Signed) "GEO. W. CADMUS, A. E."

"January 1, 1905.

"Mr. HENRY R. ASSERSON, Chief Engineer of Sewers:

"Dear Sir—I herewith submit report of the work done under my charge for the year ending December 30, 1904:

"At the beginning of the year there remained about .66 of a mile of the large 156-inch sewer on Sixtieth street, between Fourteenth and Nineteenth avenues, to be built. Mr. J. J. Creem determined to complete this work within the time allowed, so he employed two gangs of men, one at Nineteenth avenue and the other at Sixteenth avenue. This work was quite difficult; the trench being 20 feet wide by 42 feet deep at the Sixteenth avenue end, we were troubled a great deal with water in the bottom. Notwithstanding this the work was completed in 20 days less than the time allowed. He also repaired the street its full width between Fourteenth and Sixteenth avenues and it is in better condition now than it has been for many years.

"The 72-inch sewer on Ocean Boulevard and East Fifth street, between Foster avenue and Seeley street, has been completed as far as Fort Hamilton avenue, the connection having been made with the Foster avenue main. This sewer is in operation to this point. Mr. O'Grady, the contractor, has pushed this work as rapidly as possible and will have it finished about July 1, 1905, when I believe the residents of Windsor Terrace will have no further cause for complaint as to flooded streets and cellars.

"The sewer in New Utrecht avenue was one of the most difficult pieces of work we had this year, as the street drains all the territory bounded by Sixtieth street, Seventh avenue and Thirty-ninth street. During the heavy rains of the summer it did not seem possible to keep the water from running into the trench, filling the sewer and undermining the bank. Messrs. Sigretto & Mannino, the contractors, were on hand at every storm with a large force of men and there was no accident of any kind during its progress.

"The rest of my work consisted of small brick and pipe sewers, together with manholes, receiving basins, etc., as follows:

	Miles.
"James Riley, contractor.....	1.36
"H. A. Rutan, contractor.....	.49
"Murphy Bros., contractor.....	1.15
"Donlon Contracting Company, contractor.....	1.25
"Norton & Gorman, contractor.....	.77
"G. M. Gest, contractor.....	.22
"J. J. Creem, contractor.....	.66
"A. M. Fragner, contractor.....	1.40
"Chapman & Ryan, contractor.....	.14
"P. J. Murray, contractor.....	.58
"James Jennings, contractor.....	.19
"Sigretto & Mannino, contractor.....	.48
"J. O'Grady, contractor.....	1.40
"Total.....	10.00

"Great credit is due to the Inspectors for their attention to the work. I always found them on the work, attending to their duties, and, with one exception, I did not find it necessary to refer any question to you during the year.

"In addition to the care of these contracts my party has run about 10 miles of profiles and many surveys for receiving basins.

"I desire to thank Mr. P. J. Farley, Transitman; Mr. G. M. Caulfield, Rodman, and Mr. W. F. McCormick, Axeman, who by their careful attention to the many details of our work added much to its progress and relieved me of a great deal of care.

"Respectfully submitted,

"(Signed) GEO. W. MARTIN, Assistant Engineer."

"March 4, 1905.

"Mr. HENRY R. ASSERSON, Chief Engineer of Sewers:

"Dear Sir—In reply to your communication of March 2, 1905, requesting a report reviewing the work under my charge for the year 1904, I respectfully submit the following report on sewers, etc.:

"There remained two uncompleted contracts on January 1, 1904.

"(1) Map 'T,' District No. 40.

"Sewers in Tenth avenue, from Seventy-seventh street to Sixty-second street; in Sixty-sixth street, from Tenth avenue to Sixth avenue; in Sixth avenue, from Sixty-second street to Sixty-fourth street, and in Sixty-fourth street, from Sixth avenue to New York Bay.

"The contractors having this work were the Borough Construction Company.

"(2) Map 'T,' District No. 40.

"Sewers in Sixty-fifth street, between First and Fourth avenues, and in First, Second and Third avenues, between Sixty-fifth and Sixty-fourth streets, the contractor being James Riley.

"The contract being constructed by the Borough Construction Company, so-called the Bay Ridge tunnel sewer, is the outlet trunk sewer for Map 'T,' drainage district of this borough, draining a part of New Utrecht, Blythebourne, West Brooklyn, Borough Park, Parkville and Flatbush. This sewer has been one of the largest and most important completed this year.

"The contract for this sewer was awarded to the Borough Construction Company August 13, 1901; work was begun on August 21 of the same year on the open cut on Tenth avenue, and also Sixty-fourth street; March 20, 1902, work on the tunnel was started at Fourth avenue and Sixty-fourth street. The tunnel section of this contract extended from the west house line, Fort Hamilton avenue and Sixty-second street, through centre of Sixty-second street to Sixth avenue; through Sixth avenue, from Sixty-second to Sixty-fourth streets; through Sixty-fourth street, from Sixth avenue to a point about 200 feet west of centre Third avenue, to open cut; this work being carried on continually day and night, Sundays and holidays included. Much has already been said in reference to this contract in previous reports. The principal part of this work, namely, the outlet into New York Bay, was completed during this year.

"The outlet section at the foot of Sixty-fourth street, known on plan as Section 'A,' Triple sewer, about 925 feet in length, and equal in capacity to a sewer 15 feet in diameter, taking about nine months to complete, also sewers of smaller sizes, constructed in—

- "Sixty-second street, curve into Eighth avenue (north).
- "Sixty-second street, curve into Seventh avenue (north).
- "Sixty-second street, curve into Seventh avenue (south).
- "Sixty-second street, curve into Ninth avenue (north).
- "Sixty-second street, between Seventh and Sixth avenues.
- "Sixty-second street, between Ninth and Eighth avenues.
- "Sixty-second street, between Ninth and Fort Hamilton avenues.
- "Sixty-fourth street, between Fifth and Sixth avenues.
- "Sixty-second street, curve into Ninth avenue (south).
- "Sixty-second street, curve into Eighth avenue (south).
- "Sixty-fourth street, curve into Fourth avenue (north), east side.
- "Sixty-second street, curve into Fort Hamilton avenue, east side (north).
- "Sixty-second street, curve into Fort Hamilton avenue, west side (north).
- "Sixty-second street, between Eighth and Ninth avenues.
- "Sixth avenue, curve into Sixty-third street (east).
- "Sixth avenue, curve into Sixty-third street (west).
- "Sixth avenue, between Sixty-second and Sixty-third streets.
- "This contract was completed September 17, 1904.

"Total cost..... \$810,000 00

"The James Riley contract in Sixty-fifth street, between First and Fourth avenues, and in First, Second and Third avenues, between Sixty-fifth and Sixty-fourth streets, was completed about June 1, 1904. This contract amounts to about \$10,000.

"Streets in which contracts for sewers were awarded and completed during the year, ranging in size from 12-inch to 24-inch pipe, were as follows:

- "Sewer in Second avenue, between Bay Ridge avenue and Sixty-eighth street.
- "Sewer in Seventy-fifth street, between Narrows and First avenues.
- "Sewer in Ninetieth street, between Fourth and Fifth avenues.
- "Private sewer in Hancock street, between Knickerbocker and Irving avenues.

"Map 'CC,' District No. 49, Coney Island.

- "Sewer in Kensington walk, from Surf avenue to a point south of Bowery.
- "Sewer in Jones' walk, from Surf avenue to a point south of Bowery.
- "Sewer in Buschman's walk, from Surf avenue to a point south of Bowery.
- "Sewer in Schweickert's walk, from Surf avenue to a point south of Bowery.
- "Sewer in Stratton's walk, from Surf avenue to a point south of Bowery.
- "Sewer in Swan walk, from Tilyou's to Steeplechase walk.

"Contracts started and in course of construction are as follows:

"Map 'W,' District No. 43.

"Sewer in proposed street (Ninety-second street), through the northerly portion of Dyker Beach Park, between Eleventh and Fourteenth avenues, on which the Borough Construction Company, contractors, were notified to commence work April 25, 1904.

"This contract is the connecting section uniting the districts comprising Bath Beach, Dyker Beach, Bensonhurst, Lefferts Park, etc., with Ninety-second street and New York Bay outlet, being for the most part a circular sewer 120 inches in diameter.

"The contract price of this work is about \$140,000, of which 75 per cent. is completed; time consumed, 180 working days out of the 300 days allowed to complete the contract. This is a very good showing, notwithstanding the fact that nearly 1,000 feet has been constructed through marshy ground on a pile foundation.

"Map 'T,' District No. 43.

"Sewers in Bath avenue, between Fourteenth and Twenty-first avenues, and outlet in Fourteenth avenue, between Bath avenue and a proposed street through the northern portion of Dyker Beach Park; also in Twenty-first avenue, between Benson and Bath avenues.

"This contract, known as the Bath avenue sewer to relieve the Bath Beach section, consists of:

- "1,715 feet 90-inch brick sewer.
- "2,955 feet 84-inch brick sewer.
- "1,725 feet 78-inch brick sewer.

"Work was started on this contract by James Malloy & Co., contractors, first section, August, 1904, at Ninety-second street and Fourteenth avenue; second section, October 31, at Fifteenth avenue and Bath avenue, and third section, November 31, at Bay Seventeenth street and Bath avenue. About 40 per cent. of this work was completed December 31, 1904. Great progress has been made by the contractors, using at two of the sections which are being excavated a double-ended platform derrick, with double hoisters, etc., this being the first time, to my knowledge, that they have been used in this borough on sewer work.

"The contract price for this work is about \$210,000.

"All the contract work has been carefully inspected, and all details as to workmanship and materials used, etc., looked after with great care, in order to get the best results possible.

"I take this opportunity of thanking my assistants, Mr. Wm. A. Markey and Mr. John McAuliff, and all the men in my field party, for the energy and zeal they have taken in the work under my charge during the past year.

"Respectfully yours,

(Signed) "JAMES W. MAGRATH, Assistant Engineer."

Assistant Engineer Wenige reports to me as hereinafter set forth, in regard to the examination of claims due to the flooding of cellars:

"December 31, 1904.

"Mr. HENRY R. ASSERSON, Chief Engineer of Sewers:

"Dear Sir—Pursuant to request, I herewith submit the following report of work engaged on since April 26, 1904, to December 31, 1904:

"Investigation and report of facts in 153 damage cases (overflowing of public sewers on various dates from July 5, 1901, to August 20, 1904) against The City of New York, 93 cases of which include surveys, plans and profiles.

"Attended Court proceedings, as witness for The City of New York, in 150 trial damage cases, due to the overflowing of public sewers on various dates from July 5, 1901, to August 20, 1904.

"Made preliminary survey plans and profile of proposed sewer in Canarsie, Map 'X,' in the following streets:

- "Paerdegat avenue, from Flatlands to Ralph avenue.
- "Ralph avenue, from Paerdegat avenue to Avenue C.
- "Avenue C, from Ralph avenue to Avenue D.
- "Avenue D, from Avenue C to Powell street.
- "East Ninety-eighth street, from Avenue D to Vienna avenue.
- "Vienna avenue, from East Ninety-eighth street to Williams avenue.
- "Williams avenue, from Vienna avenue to Fresh creek.
- "Vienna avenue, from Powell street to Malta street.
- "Malta street, from Vienna avenue to Wortman avenue.
- "Wortman avenue, from Malta street to New Jersey avenue.

"Also made a resurvey of all brick sewers in Maps 'E,' 'F,' 'G' and 'K'; map and profile of same.

"Examination of various sewers in Map 'S,' as to amount of deposit, etc. Report and plan on same.

"Also examination and reports of various citizens' complaints in the Borough of Brooklyn.

"Preparing questions and reviewing numerous cases with the Assistant Corporation Counsel.

"Party consists of one Assistant Engineer, one Transitman and one Leveler, and Driver.

"Respectfully submitted,

(Signed) "ARTHUR E. WENIGE, Assistant Engineer."

Relief Sewers.

Under this heading it will perhaps be best for me to write first in regard to what has been accomplished in the construction of relief sewers during the year; then to place before you my recommendations as to the location and sizes of sewers to be built throughout the borough to relieve the persistent flooding of cellars through several flooded districts situate therein.

I have explained in my former reports, first in the year 1901, as to what should be done to remedy the faulty outlet of the Greene avenue sewer; also to remedy the faulty construction of the sewer in Johnson avenue and Knickerbocker avenue.

It was pointed out that due to these defects a stopper existed within our two most important sewer mains, at the locations described, to the extent of reducing the efficiency of these mains 50 and 40 per cent. respectively. I am glad to say that one of these stoppers, as it were, has been removed from the sewers, that is, in the alteration of the outlet of the Greene avenue sewer, which resulted in the construction of the relief sewers described in Mr. John Hammond's report, viz.: In Fourth avenue, from Butler street to Degraw street, and in Degraw street to the Gowanus canal; also in Fifth avenue, from Flatbush avenue, to Dean street, to Third avenue, to Baltic street, to Nevins street, to Butler street, to Gowanus canal.

The endeavors of the President of the Borough in regard to the remedy of the other faulty sewer mains, viz., in Knickerbocker avenue and Johnson avenue, which I spoke of as collecting deposit, has resulted in the authorization and construction during the year of the Vandervoort avenue outlet, and of the overflow outlet into a basin of the Newtown creek canal, situate between Meadow and Stagg streets. The completion of these two overflow outlets will greatly remedy the condition existing in the flooded district in the Eighteenth Ward, and the completion of the alterations to the Knickerbocker avenue and Johnson avenue sewer, extending from George street to Bushwick place, which has been authorized and contracted for through the persistent workings of the President of the Borough, will bring this sewer to the capacity it was originally designed for. Easements had to be procured for the first two of these improvements, for which the administration should be congratulated. It is expected that the alteration to this faulty sewer will be completed during the coming year.

It will be seen from what I will hereafter write that, notwithstanding the completion of five of the important relief measures recommended in 1901, four of which I have already mentioned, the fifth being the alteration of the sewer in Evergreen avenue, from Halsey street to Schaeffer street, which was completed last year, and the anticipated completion of the alteration of the Johnson avenue and Knickerbocker avenue sewers this year, which was also recommended in 1901, that I am of the opinion it would be advisable to build many more relief sewers throughout the old Borough of Brooklyn, as it existed as a City prior to the annexation of the new wards.

Additional Relief Sewers Recommended.

The repeated heavy downpours of rain since the year 1901, especially so in the years 1903 and 1904, have led me to give considerable study to that which should be done to relieve the flooded districts which exist in this borough.

The rapid extension of asphalt streets to such an extent that the Borough of Brooklyn has now more such pavements than exist in all of the cities of Europe, has tested the sewers to their limit, and proved, without question, that rain falls are conducted to the sewers in a much quicker time than heretofore, or in such a period of time too short to permit them to discharge these precipitations until damage has occurred in low-lying land pockets throughout the borough.

It is interesting to note in this connection that ten years ago there existed seventeen miles of asphalt streets in the borough, while now there are about 212 miles, and much the greater part of this increase has been constructed during the past three years.

I have given much time to this study during the past two years, but have been unable to hasten my computations, even with the assistance of all my Engineers, because so much other work has been placed before us to care for in the construction of new sewers; in fact my assistants have really not been able, until here recently, to give the greater part of their time in studying out this problem with me. Many field surveys had to be made to determine the elevations and grades of the sewers constructed very many years ago. Said surveys have been going on for more than a year, from time to time, taken in conjunction with other work at hand.

The work has also been retarded by the loss of five members of my corps during the year, they being called upon by other departments in other boroughs at advanced wages. Their places, in fact, we have not been able to fill yet, as there is a wide demand for draughtsmen at high wages; in fact it is hard to obtain men from the City's eligible list unless they are fully compensated.

Another cause of flooding in one or two of our so-called flooded districts, especially so in that one known as the Wallabout district, is that land pockets exist at an elevation only about 10 feet above tide, said pockets being inland, or distant from the outlet of the main sewer of the territory by at least a mile, resulting in the main sewers being built at low elevation in order to drain these pockets, and at such elevation that at the period of high tide they were tide-locked. Modern concrete construction and improved methods will permit us, in the construction of sewers hereafter, to remedy this condition of tide-locking. I will speak of how this can be done in that which is to follow under this heading.

With this feature of design borne in mind, the scheme of the design of the new relief sewers has been to build intercepting sewers through such streets as would intercept one-half of the water now carried by the sewerage system, allowing the remainder of the rainfall to discharge through the old outlets, and to skirt the land pockets or flooded valleys in the City with intercepting sewers to intercept a greater portion of the rainfall from discharging into the old main sewers which were built through these valleys and land pockets. In other words, to carry the rainfalls around, instead of allowing them to collect in these depressions of land.

The three features of the design will, therefore, be seen to be:

- 1st. To care for one-half the rainfall by new sewers, thus giving twice the efficiency as now exists;
- 2d. The prevention of rainfalls entering valleys of depression; and
- 3d. The construction of outlet sewers which will not be obstructed during the period of high tide.

The theory of the capacity of the existing sewers in Brooklyn has been that they were efficient, considering the relief sewers which already exist, to care for a 2-inch rainfall per hour, under the assumption that one-half the rainfall, or 1 inch, at once, reached the sewers. This, in accordance with deductions as determined by the Adams formula and the new Brooklyn formula.

According to McMath and Cutter, the efficiency of the old sewers are such as to care for a 1½-inch rainfall per hour, with an amount reaching the sewers varying from 1½ inches to ½ inch immediately.

In providing relief sewers to double the efficiency as now existing, we have decided to care for a run-off varying from 2.25 to 1 inch at once, slope conditions and area of territory considered.

It is estimated that the cost of the relief sewers hereinafter recommended that should be constructed will cost in the neighborhood of \$7,500,000.

It is not expected that relief sewers to this extent will be authorized during any one year, but it would certainly be advisable that considerable progress should be made in the completion of these sewers during each year. At least \$2,000,000 per annum should be obtained until all these sewers are completed. I believe this amount of money is set aside for the paving of streets each year, which is a charge against the whole City, and I can see no reason why parallel action should not take place in the matter of sewers, even if enactment of the Legislature at Albany is necessary to secure this result. It appears that power rests directly with the Board of Estimate and Apportionment, to my understanding, to set aside any amount they should see fit for this class of work during each year. It is assumed that the sewers will be paid for by the City at large, as they should be, in my opinion, from the fact that all relief sewers heretofore have been so paid for. The amount of money paid each year by the City in the settling of damages occasioned by overflowing sewers alone warrants their construction. Thousands of claims are against the City. It is true that some are not warranted, endeavors being made by unscrupulous persons to mulct the City.

The sewers that I have recommended will be large in size, and it might seem at first thought that they could be reduced, but from all available data that we have been able to collect, and from observations extending over many years, the sizes recommended are believed not to be too large nor the prices exorbitant.

It is earnestly desired, however, that a special appropriation of at least \$25,000 should be set aside for this Bureau, in order that experiments may be made as to the amount of water actually reaching the sewers from the varied slopes of Brooklyn over its present impervious pavements, such as the establishment of observation stations throughout Brooklyn, to measure the varying intensity of the rainfalls during the summer as well as during each particular storm; in fact, to obtain all implements and the labor necessary to thoroughly gauge the sewers while in active operation. It may be by so doing that some little expense can be saved by the reduction in the sizes of the sewers I advocate. I believe that no material amount would be saved the City. The designs in sizes are considered liberal, under the theory that it is better to be safe than sorry in the future.

First—In order to relieve the flooded district in the Eighteenth Ward, which is near Palmetto street and Hamburg avenue, extending thence around Myrtle avenue and Knickerbocker avenue, and Knickerbocker avenue and DeKalb avenue, it is proposed to intercept the water running into this valley by constructing an intercepting sewer through White street, between Johnson avenue and Flushing avenue, and thence through Central avenue to Woodbine street, there tapping the existing main sewer; thence continuing in Central avenue by enlarging the existing sewers from Woodbine street to the Evergreen Cemetery, caring for about one-half of the area of said cemetery, which now discharges upon our street surfaces during heavy rains.

The size of this main will be 138 inches between Flushing avenue and Johnson avenue, on White street; on Central avenue, at Flushing avenue, 132 inches, extending to Hart street; thence 126 inches to Stanhope street; thence 120 inches to Grove street; thence 108 inches to Woodbine street; thence 84 inches to Halsey street; thence 60 inches to Cooper street, and thence a 48-inch to Evergreen Cemetery. It is perhaps possible that the 78-inch sewer existing in Central avenue, between Halsey street and Woodbine street, may not be disturbed, being only 6 inches too small compared with the diameter of the sewer which has been calculated.

I estimate the cost of this main at \$654,000.

Second—On the easterly side of Knickerbocker avenue it is also proposed to construct a large main sewer to intercept drainage waters, to prevent same from entering this valley. This sewer was spoken of last year in my annual report as being one of the sewers which must be considered conjointly with the borough authorities of Queens County, as said sewer, although extending in Brooklyn's territory, would drain considerably more of the territory of Queens than of Brooklyn; in fact I believe it to be absolutely necessary that this sewer be constructed to prevent further flooding in the Eighteenth Ward flooded districts, as a large proportion of the surface waters from the Borough of Queens, consisting of 2,150 acres, enters our flooded district through the valley of Myrtle avenue.

It has only been within the last few days that we have been able to compute the size of this sewer, from the fact that Queens County, adjacent to our borough, has just been finished in mapping, showing the layout of the streets and the elevations thereof.

This sewer will extend in Scott avenue, from a branch of the Newtown Creek canal near Metropolitan avenue, through Scott avenue to Flushing avenue, thence through a proposed street (an extension of Scott avenue) to St. Nicholas avenue, thence in St. Nicholas avenue to Myrtle avenue, and easterly through Myrtle avenue; the size of this sewer being 192 inches from the canal through the above route to Himrod street, thence 186 inches to Bleeker street, thence 180 inches to Myrtle avenue, and thence 168 inches in Myrtle avenue to Cypress avenue. I will not note the size of the main further eastward, as the length I have mentioned will be sufficient to be considered as a relief sewer, that is, with a 48-inch sewer running from Wyckoff avenue to St. Nicholas avenue through Harman street, and by constructing an overflow sewer from the present Wyckoff avenue sewer through Gardiner avenue, from Johnson avenue to Meadow street, and through Meadow street to a branch of the Newtown Creek canal, a sewer 54 inches in diameter. The dry-weather flow from the present Wyckoff avenue sewer will follow its usual course through Johnson avenue. The dry-weather flow from the St. Nicholas main will be pumped to the existing main in Johnson avenue, but as this item will be a part of the Queens County sewers it is not included in this estimate. When this sewer is authorized a certain proportion of its expense should be borne by assessment proceedings, as said sewer will act as a main sewer for a large territory of Queens as well as for a relief sewer for the Borough of Brooklyn.

I estimate the cost of this main at \$1,077,000.

Third—In order to relieve the Wallabout flooded district, a pocket of low land, the centre of which is about at Walton street and Marcy avenue, and extending adjacent thereto over considerable area, it is proposed to extend a main sewer through Division avenue, from the East river to Harrison avenue, and through Harrison avenue to Tompkins avenue, thence through Tompkins avenue to Vernon avenue, and by building a submain connected therewith through Lynch street, from Harrison avenue to Broadway, and through Broadway, from Lynch street to Moore street. In this manner we skirt this land pocket and intercept surface waters before they can reach same.

It is also proposed to build an overflow sewer in Classon avenue, extending from the Wallabout Basin to Willoughby avenue, thence through Willoughby avenue to Tompkins avenue, and through Tompkins avenue southerly, but as this main and its further extensions, which I have not mentioned, will be considered as a separate item hereafter in this report, it is merely mentioned now to show how relief will be obtained by further intercepting surface waters from entering this low pocket or flooded district.

Another feature of the design is in constructing a boat-shaped section of sewer, of flat top, the greater sectional area of which will be above high tide, while the keel as it were will provide for the connection of low lying sewers and drain the dry-weather flow from the district. This section of sewer, I believe, is an entirely new departure in structures of this kind, in order that the storm waters from the sewer may have free flow above and from any interference or retardation of tide water.

The size of this main will be 126 inches in Division avenue, from the East river to Harrison avenue, thence in Harrison avenue to Lynch street 120 inches, thence 108 inches to Wallabout street and 72 inches to Flushing avenue; thence in Tompkins avenue to Park avenue 54 inches, to Floyd street a 48-inch, to Stanhope street a 42-inch, to Myrtle avenue a 36-inch, and to Vernon avenue a 30-inch. The Lynch street branch of this main will be 66 inches from Broadway to Harrison avenue, thence 54 inches in Broadway, between Lorimer street and Lynch street, and 48 inches in Broadway, from Lorimer street to Moore street.

I estimate the cost of this main sewer at \$575,000.

Fourth—Prior to the extension of the Greene avenue sewer east of Marcy avenue, in 1894 and 1895, there were several flooded districts south of Greene avenue, such as at Bainbridge street and Saratoga avenue, Patchen avenue and Chauncey street, Fulton street and Reid avenue, Lewis avenue and Chauncey street, Throop avenue and Halsey street, Putnam avenue and Nostrand avenue, and Franklin avenue and Putnam avenue, etc. The Greene avenue extension relieved this territory until the recent development of asphalt streets has thrown the water into the sewers in a much shorter space of time, resulting in their surcharge and the reappearance of flooding. In order to relieve these many places it is devised to cut off one-half of the area running into the Greene avenue sewer, which will be accomplished by tapping said sewer at Greene avenue and Tompkins avenue, this amount of drainage to be conducted to the East river, with an outlet at Classon avenue, over a route which I will hereafter describe.

In order to get right into the heart of these districts with relief sewers, it is devised to resubdivide the territory in equal parts of drainage south of Greene avenue, that is, by extending a main from Greene avenue sewer through Stuyvesant avenue to Chauncey street, and through Chauncey street to Broadway, with still smaller mains, further resubdividing the territory south of Chauncey street.

I will describe under the next heading how the resubdivision of the territory south of Greene avenue and west of Stuyvesant avenue will be made to secure like relief. In all cases the submains are built above the flooded districts, intercepting drainage which would naturally run to it.

This grand main sewer, with its tributaries, will cost \$2,140,000, beginning at the head of the Wallabout canal and extending through Classon avenue to Willoughby avenue; through Willoughby avenue to Tompkins avenue, and through Tompkins avenue, tapping the Greene avenue sewer, its size through this length being 186 inches.

A 150-inch sewer will extend in Van Buren street, paralleling the Greene avenue sewer, from Tompkins avenue to Stuyvesant avenue, and thence through Stuyvesant avenue connecting with the Greene avenue sewer again at this point, caring for the drainage in the major part from the Greene avenue sewer easterly, and in a minor degree from the Stuyvesant avenue main to be built south of Greene avenue.

The Stuyvesant avenue main from Greene avenue to Chauncey street will be 120 inches in diameter, thence extending in Chauncey street to Patchen avenue at a diameter of 102 inches, thence to Ralph avenue with a diameter of 96 inches, thence to Saratoga avenue with a diameter of 84 inches, thence to Hopkinson avenue with a diameter of 48 inches, and thence to Broadway with a 42-inch sewer connecting with the Broadway sewer.

The tributary mains connected with this large main will extend in Rockaway avenue, from Chauncey street to Fulton street, being a 30-inch sewer throughout this length.

It is proposed to enlarge the Saratoga avenue sewer southerly from Chauncey street in this manner: A 42-inch sewer to Marion street, a 36-inch sewer to Sumpter street, and a 30-inch sewer to Hull street.

It is proposed to enlarge the Ralph avenue sewer from Chauncey street to Herkimer street to a 42-inch, and to enlarge the Herkimer street, from Ralph avenue to Howard avenue, to a 30-inch.

The Stuyvesant avenue main south of Chauncey street will be enlarged through Stuyvesant avenue to Fulton street, and through Fulton street to Utica avenue, and through Utica avenue to Pacific street to a size of 54 inches; thence in Pacific street to Rochester avenue with a 48-inch, and thence to Buffalo avenue with a 42-inch.

It is also proposed to connect with this main sewer another branch in Myrtle avenue, extending from Classon avenue to Clinton avenue, of size 48-inch from Classon avenue to Grand avenue; 36-inch from Grand avenue to Hall street, and 30-inch from Hall street to Clinton avenue.

The estimated cost of this is as above, \$2,140,000.

Fifth—I spoke under the last heading of the resubdivision of the territory south of Greene avenue and east of Stuyvesant avenue. This will be accomplished by extending a sewer in Tompkins avenue, connecting with the existing Greene avenue sewer, discharging a major portion of its drainage into Gowan canal through said sewer, and a minor portion, or the dry-weather flow, through the Tompkins avenue sewer recommended to be built in this writing under the last heading.

This main should be 120 inches in size as far south as Halsey street, thence it should be 108 inches to Fulton street; in Fulton street, from Troy avenue to Tompkins avenue, it should be 72 inches, and extend through Troy avenue southerly as far as Pacific street. Its size in Troy avenue should be 72 inches to Herkimer street and 66 inches to Pacific street. It should then extend in Pacific street to Schenectady avenue, of size 54 inches, and in Schenectady avenue southerly to St. Mark's place, of 48 inches in size.

A further branch of this sewer is recommended in Fulton street, from Tompkins avenue to Brooklyn avenue, and through Brooklyn avenue as far south as Prospect place, and of size 72 inches in diameter. It should extend in Prospect place, from Brooklyn avenue to New York avenue, 60 inches in diameter; thence in Prospect place to Nostrand avenue, 48 inches in diameter; thence in Nostrand avenue to Park place, 48 inches in diameter, and thence in Nostrand avenue to Degraw street, 42 inches in diameter.

The description of these mains will show that the territory is being continuously subdivided, one-half of the flow being carried by the new sewers, and in all cases being above the points of trouble.

The estimated cost of this main is \$410,000.

Sixth—Another main to extend in the territory south of Greene avenue should be made as follows: By enlarging the existing sewer in the centre of Marcy avenue, from a 72-inch to a 96-inch from Greene avenue to Fulton street, and in Fulton street of the same size, from Marcy avenue to New York avenue. From this point an 84-inch sewer should extend in New York avenue as far as Herkimer street; thence the course of the sewer should be turned westerly through Herkimer street to Nostrand avenue, the size within this limit being 78 inches; thence extending still westerly with a 54-inch sewer in Herkimer street to Bedford avenue, and through Bedford avenue to Brevoort place, there tapping an existing 54-inch sewer.

A further extension of this main should be in Nostrand avenue, from Herkimer street to Prospect place, the size of said sewer being within this limit 66 inches to Pacific street and 60 inches from there to Prospect place. This 60-inch sewer should be continued through Prospect place, from Nostrand avenue to Bedford avenue; thence further extended in Prospect place, with a size of 54 inches to Franklin avenue and 42 inches to Classon avenue, and a 36-inch to Grand avenue, these mains to intercept the existing sewers in the streets through which they cross.

It is estimated that this length of mains will cost \$270,000.

Seventh—The Grand avenue sewer should be enlarged to a 60-inch, from Greene avenue to a point near Putnam avenue, or to that point where a sewer recently built to provide drainage under the Atlantic avenue subway was terminated by joining same with existing sewer in Grand avenue.

I estimate the cost of this work at \$25,000.

Eighth—Warren street-Smith street main—A sewer is designed in Warren street, from the East river to Smith street, and in Smith street, from Warren street to President street, for the relief of the flooded districts around Smith street, Hoyt street and Bond street, to take half of the drainage area now being cared for by the Bond street main.

The sizes of this proposed sewer are as follows: In Warren street, from the bulkhead to Hicks street, 78 inches, boat section; from Hicks street to Clinton street, 72 inches, and from Clinton street to Smith street, 66 inches; thence in Smith street, from Warren street to Butler street, 36 inches; from Butler street to Degraw street, 30 inches; from Degraw street to Sackett street, 24 inches; from Sackett street to Union street, 18 inches, and from Union street to President street, 15 inches.

The estimated cost of this sewer is \$185,000.

Ninth—Gold street-Myrtle avenue main—In order to relieve the flooded districts in the vicinity of the Navy Yard, the most notable of which are Flushing avenue, between North Oxford street and Hudson avenue, and St. Edward's place, from Tillary street to Flushing avenue; also Navy street, Flushing avenue to Tillary street, etc., a relief sewer is designated in Gold street, from the East river to Myrtle avenue, and in Myrtle avenue, from Gold street to Carlton avenue. This projected sewer will relieve the present main in Hudson avenue of half its present catchment area, and the Carlton avenue sewer to the same extent.

Under heading No. 4 I mentioned a piece of sewer in Myrtle avenue, from Classon avenue to Clinton street. It will be noted that this piece of sewer will also catch one-half of the area drained by the Flushing avenue sewer between Classon avenue and Clinton avenue, diverting said drainage from the so-called Navy street sewer. There are several old sewers in the vicinity of the Navy Yard, such as in Navy street, Tillary street, crossing the old City Park, etc., which must be adjusted and reconstructed after this relief sewer is built; in fact, an entirely new system will have to be laid out within a small area adjacent to City Park at a small cost, but as this work would be a minor detail of the relief sewer, and its construction should not be undertaken until the relief sewer is completed, a complete design of all changes to be made has not as yet been devised.

The sizes required for this sewer are: 126-inch boat section in Gold street, from the outlet to a point about 150 feet southerly; from the latter point to Tillary street, 120 inches; from Tillary street to Myrtle avenue, 114 inches; in Myrtle avenue, from Gold street to Hudson avenue, 108 inches; from Hudson avenue to Navy street, 72 inches; from Navy street to Raymond street, 66 inches; from Raymond street to North Portland avenue, 54 inches; from North Portland avenue to Cumberland street, 48 inches, and from Cumberland street to Carlton avenue, 36 inches.

The estimated cost of this sewer is \$365,000.

Tenth—In order to afford relief in the vicinity near the junction of Union avenue, North Twelfth street and Roebling street, it has been deemed advisable that a relief sewer should be constructed through Lorimer street, from Ten Eyck street to Newton street, thence through Newton street to North Twelfth street, and through North Twelfth street to the East river.

The sewer in North Twelfth street is now too small, and is in an ill state of repair, the crown of same being split for a great distance and recently held together by keying the arch of same with broken slate from the inside. It would be well, therefore, instead of enlarging the sewer in North Twelfth street, to reconstruct it entirely.

The Quay street and North Fifteenth street sewer, which has been contracted for, can readily be enlarged to the new conditions of run-off, cared for by constructing a 42-inch overflow in Driggs avenue, from North Fifteenth street to North Twelfth street, and a 48-inch overflow in Nassau avenue, from North Fifteenth street to Berry street, and in Berry street, from Nassau avenue to North Twelfth street; also by constructing a relief sewer through Calyer street, from the East river to Dobbins street, and through Dobbins street to Meserole avenue, tapping the Meserole avenue sewer.

The size of these mains are as follows:

In North Twelfth street, from the East river to Kent avenue, 138 inches, boat shape section; from Kent avenue to Berry street, 132 inches, boat shape section; from Berry street to Driggs avenue, 126 inches, boat shape; from Driggs avenue to Newton street, 120 inches, boat shape section; in Newton street, from North Twelfth street to Lorimer street, and in Lorimer street, from Newton street to Richardson street, 102 inches, boat shape section; in Lorimer street, from Richardson street to Frost street, 96 inches, boat shape section; in Lorimer street, from Frost street to Withers street, 60 inches; Withers street to Skillman street, 54 inches; Skillman street to Devoe street, 48 inches; Devoe street to Powers street, 42 inches; Powers street to Grand street, 30 inches; Grand street to Maujer street, 24 inches; Maujer street to Ten Eyck street, 18 inches.

The size of the Calyer street sewer should be 66 inches from New York Bay to Franklin street; 48 inches to Dobbins street; thence turning in Dobbins street with a 42-inch to Meserole street.

I estimate the cost of this branch of sub-mains at \$486,000.

Eleventh—Carlton avenue, Sixth avenue and Twenty-first street main relief. This sewer is designed to take half the area now running into the main sewer in Third avenue, from Twenty-first street to Seventh street, and in Fourth avenue, from Seventh street to Butler street; also to take the sewerage coming down in the Flatbush avenue sewer above Prospect place, and the area in Drainage Map "F," east of Carlton avenue. The effect will be to relieve the low places in Third avenue, between Twenty-first street and Seventh street; also in Fourth avenue, from Twenty-first street to Butler street, and especially at Garfield place, Carroll street, President street and Union street, in all of which flooding occurs, in consequence of the large area and steep slopes of the drainage district involved, and large damages have been allowed against the City.

The projected sewer, beginning at the outlet at Gowanus Bay channel, is designed to be 156 inches to Third avenue, then 138 inches in open cut to Fourth avenue, where it will be necessary to commence construction in tunnel, and from this point tunnel will be required to Sixth avenue, and in Sixth avenue, from Twenty-first street to Sixth street, where open cut will again be resumed. The sizes in tunnel will be, from Fourth avenue to Sixth avenue, 138 inches; in Sixth avenue, from Twenty-first street to Prospect avenue, 132 inches; from Prospect avenue to Thirteenth street, 126 inches; from Thirteenth street to Tenth street, 120 inches, and from Tenth street to Sixth street, 114 inches.

In open cut, from Sixth street to Third street, the size will be 108 inches; Third street to Garfield place, 102 inches; Garfield place to President street, 96 inches; President street to Berkeley place, 90 inches; Berkeley place to Prospect place, 84 inches; turning into Prospect place, from Sixth avenue to Flatbush avenue, 78 inches; Flatbush avenue to Carlton avenue, 60 inches, and turning into Carlton avenue, from Prospect place to St. Mark's avenue, 48 inches; St. Mark's avenue to Bergen street, 42 inches, and from Bergen street to Dean street, where the sewer terminates, 36 inches.

The estimated cost is \$1,140,000.

Twelfth—In order to relieve that section in Fourth avenue, between Fifty-fifth and Fifty-ninth streets, and Fifty-sixth, Fifty-seventh and Fifty-eighth streets, between Fourth and Fifth avenues, it is recommended that a 60-inch sewer be constructed in Fifty-fourth street, from New York Bay to Second avenue; a 42-inch from Second avenue to Fourth avenue, and a 30-inch from Fourth to Fifth avenue; a 30-inch sewer in Fifth avenue, from Fifty-fourth to Fifty-sixth street; a 24-inch in Fifth avenue, from Fifty-sixth to Fifty-eighth street.

A 36-inch sewer should be constructed along the easterly side of Fourth avenue, from Fifty-fourth to Fifty-sixth street, and a 30-inch from Fifty-sixth to Fifty-eighth street, all at an estimated cost of \$106,000.

Thirteenth—An overflow sewer should be constructed in Carroll street, from the Gowanus canal to Third avenue, to tap the two 30-inch sewers which run north and south on Third avenue to Carroll street, and thence to Fourth avenue, thus assisting in relieving the flooded district around Carroll street and Fourth avenue, a greater part of which relief will be secured by the construction of the Sixth avenue tunnel before mentioned in this report.

The size of this overflow sewer should be 42 inches in diameter.

It is estimated to cost \$11,000.

The above has been the result of the combined study of myself and my assistants to date. Further study will be carried on for such other recommendations as it may appear may be needed to secure other relief sewers.

In all these studies care has been taken to so lay down the sewers that overflow connections will be made complying with the law with respect that surface waters only should reach the canals of the City, while sewage proper will be conducted to the channels in which it now runs.

Care has been taken also to so lay down these sewers as not to interfere with the projection of any of the proposed rapid transit subways.

I am of the opinion that the relief sewers above subdivided under headings 1, 3, 9, 10 and 12 would give the best results towards relief under the basis of an expenditure of \$2,000,000 per annum.

In the devisement of these relief sewers many consultations have been held with all of my Assistant Engineers; in fact every one of them have been requested to give their opinions as to what should be done. The results obtained represent the efforts of labor of Mr. George Hammond, Mr. F. C. Bates, Mr. Frank Bartlett, Mr. John Hammond, Mr. George Martin, Mr. James Magrath, Mr. Frank Conlon, and I am especially indebted to Messrs. Bates, George Hammond, Conlon and Bartlett for their zealously in preparing this work with me.

Much credit should be given to other members of my corps in the preparation of plans and in obtaining notes from the field. They all know how I appreciate their labors, and will understand that brevity estops me from mentioning each and every individual by name.

Sewers, Repairing and Cleaning.

Work under this branch of the Bureau of Sewers has been well cared for by the Superintendent of Maintenance, Mr. M. J. Kennedy, and the Assistant Superintendent, Mr. Thomas J. McGee. I will not dwell upon the work performed in this branch of the Bureau, except to call attention to the repairs which were made to existing sewers in East New York, as contained in Mr. George Hammond's report.

In addition to the cases mentioned in his report, repairs were made to the brick sewer in Eighth avenue, from Sixtieth street to Sixty-first street.

I must again call attention to the necessity of covering over main sewers in East New York, which I mentioned in my last annual report, and to state that every endeavor should be made to secure the opening of the streets there set forth, in order that said streets may be graded from house-line to house-line, giving ample protection to valuable sewers. I hope further delay will not ensue in obtaining the title to these streets.

Sewage Purification Disposal Works.

The disposal works throughout the borough have been kept in good condition and satisfactory work has been performed.

A tabulated statement of the work performed at each works is here appended:

Twenty-sixth Ward Disposal Works.

Gallons pumped, Engine No. 1.....	1,381,518,280
Gallons pumped, Engine No. 2.....	1,787,951,000

Materials Used.

Waste, pounds.....	391½
Machine oil, gallons.....	184
Cylinder oil, gallons.....	386
White oil, gallons.....	695
Sulphuric acid, pounds.....	10,800
Oxide of manganese, pounds.....	4,163
Salt, pounds.....	6,096
Perchloride of iron, pounds.....	6,529
Quicklime, barrels.....	5,522
Phenyle, gallons.....	257
Coal, tons.....	817 1937-2240
Fluid sludge removed, cubic feet.....	2,907,596
Average yearly duty of Engine No. 1.....	21,050,000
Average yearly duty of Engine No. 2.....	20,899,000

Thirty-first Ward Disposal Works.

Station No. 2.

Gallons pumped, Engine No. 1.....	481,600,853
Gallons pumped, Engine No. 2.....	18,940,060

Materials Used.

Waste, pounds.....	79
Machine oil, gallons.....	43
Cylinder oil, gallons.....	78
White oil, gallons.....	29½
Sulphuric acid, pounds.....	3,283
Oxide of manganese, pounds.....	1,456
Salt, pounds.....	1,904
Quicklime, barrels.....	709
Phenyle, gallons.....	184
Sal soda, pounds.....	265
Coal, tons.....	449 240-2240
Fluid sludge, cubic feet.....	152,402
Average yearly duty Engine No. 1.....	6,745,000
Average yearly duty Engine No. 2.....	11,124,000

Thirty-first Ward Disposal Works—Station No. 3.

Gallons pumped, Engine 1.....	41,879,350
Gallons pumped, Engine 2.....	177,092,517

Materials Used.

Cylinder packing, pounds.....	30
Waste, pounds.....	66½
Machine oil, gallons.....	11½
Cylinder oil, gallons.....	69
White oil, gallons.....	137
Sulphuric acid, pounds.....	1,152
Oxide of manganese, pounds.....	512
Salt, pounds.....	1,027
Quick lime, pounds.....	530
Phenyle, gallons.....	175
Boiler compound, gallons.....	26
Sal soda, pounds.....	164
Coal, tons.....	347½
Soil removed, cubic yards.....	4,455
Average yearly duty, Engine 1.....	5,170,900
Average yearly duty, Engine 2.....	3,887,000

Thirty-first Ward Disposal Works—Station No. 4.

Gallons pumped, Engine 1.....	41,244.375
Gallons pumped, Engine 2.....	723,542.699

Materials Used.

Cylinder packing, pounds.....	100½
Waste, pounds.....	95¾
Machine oil, gallons.....	68
Cylinder oil, gallons.....	24
White oil, gallons.....	335
Sulphuric acid, pounds.....	1,390
Oxide of manganese, pounds.....	712
Salt, barrels.....	1,028
Quick lime, barrels.....	610
Phenyle, gallons.....	157¼
Sawdust, barrels.....	161
Sal soda, pounds.....	157
Coal, tons.....	492 716-2240
Soil removed, cubic feet.....	621,545
Average yearly duty, Engine 1.....	10,591,000
Average yearly duty, Engine 2.....	17,048,000

Assessment Work.

I quote the report made to me by George E. Winslow, Assistant Engineer, who has cared for this branch of the Bureau in the same acceptable manner that he has for many years past.

"March 7, 1905.

"Mr. HENRY R. ASSERSON, Chief Engineer of Sewers:

"Dear Sir—I have the honor to report that during the year 1904 the following work has been done:

"Sewer assessment cases prepared and forwarded.....	37
"Parcels of land included in assessment districts.....	2,730
"Number of maps made.....	185

"Twenty-sixth Ward Sewer Assessments, Eighth Installment, Apportioned.

"Number of parcels of land.....	14,500
"Amount of installments confirmed by Borough President.....	\$114,186 16

"Eighth Ward Sewer Assessment, Tenth and Final Installment.

"Number of parcels of land.....	1,710
"Amount of installment confirmed by Borough President.....	\$15,182 81
"Private sewer cases, with maps, contracts, bonds, etc.....	12
"Assessed valuations obtained—Number of cases.....	256
"Amount of property examined.....	\$156,042,866 00
"Number of feet of new sewers plotted on connection book.....	145,674

"In addition to the above I have prepared 760 maps for sewer assessment work in map 'W.' These maps have been prepared in anticipation of the completion of the main sewers. They cannot be completed until the contracts are finished.

"Respectfully submitted,
(Signed) "GEO. E. WINSLOW, Assistant Engineer."

Cement Tests.

Mr. William H. Broadhurst, Chemist, submits the following report as to cement testing during the year:

"January 1, 1905.

"Mr. H. R. ASSERSON, Chief Engineer, Bureau of Sewers:

"Dear Sir—I beg to submit the following report of the work of testing cements performed in the Physical Testing Laboratory for the Bureau of Sewers:

"The number of samples submitted for test was 352. Over 4,000 briquettes, or test pieces, were made up on these samples and tested for tensile strength. In addition thereto tests for 'fineness,' 'time of set' and both normal and accelerated 'pat' tests, were made on all samples which acted abnormally under the tensile test. The method followed revealed defective material in a number of cases. This check on the quality of the cement used has precluded the use of poor material.

"Respectfully,
(Signed) "WM. H. BROADHURST, Chemist."

In the beginning of my report I pointed out to you that the amount of work accomplished and completed during the year has been greater than any year in the history of the Bureau of Sewers of The City of New York or of the old City of Brooklyn. I cannot conclude this report, therefore, without calling to your attention that each and every member of the corps has assisted in accomplishing this result with activity and zeal, or else the result I have mentioned would not have been obtained. I take this time to extend to them my sincere appreciation of their many efforts.

It is my desire also to thank you for the confidence you have placed in me, and the support you have given me in my labors during the year.

Yours respectfully,

HENRY R. ASSERSON, Chief Engineer of Sewers.

City of New York, Borough of Brooklyn, }
Bureau of Sewers, Office of Superintendent, }
January 5, 1905. }

Hon. ARTHUR J. O'KEEFFE, Superintendent of Sewers:

Dear Sir—I respectfully submit my annual report of work done and material used for maintaining the sewage plan in the Borough of Brooklyn, from January 1 to December 31, 1904, inclusive.

In submitting the same I beg to state that the work performed during the year was done in a faithful, conscientious manner by the men under my supervision, and I am glad of this opportunity to give them credit for the same.

The result of cleaning sewer basins shows the largest number cleaned in the history of the Bureau of Sewers; the total number cleaned in the year of 1904 was 15,534. Despite the fact that the men were unable to clean basins on 73 working days in 1904, as compared to 38 working days in 1903, owing to the weather conditions, the number cleaned exceeded that of 1903 by 3,327, and the best previous record by 576. The cost of cleaning the same was \$1.73 per basin.

The work in the various purification stations has been performed in a thoroughly efficient manner by the men in charge of the same.

I would recommend that prompt action is taken by you to establish permanent dumping stations to take care of the deposit removed from sewer basins, as the Bureau has no dumps of its own and the men are compelled in a great many cases to dump the refuse on private ground, which not only leaves them liable for arrest, but leaves the City liable for suit. This is a serious matter and one which should receive immediate attention.

I would also renew my recommendations made in my previous yearly report, relative to enlarging the present repair yard at North Portland avenue, or establishing other yards in various sections of the City to meet the demands of the Bureau, which have largely increased since the establishment of the present yard some eighteen years ago.

In conclusion, I desire to say that in all of the work relative to the Maintenance Branch of this Bureau, I have at all times been assisted by Mr. Thomas McGee, my assistant.

Respectfully yours,

MATTHEW J. KENNEDY, Superintendent of Maintenance.

SUMMARY.

January 1 to December 31, 1904.

New sewer connections.....	4,526
Repairs to sewer connections.....	1,057
Amount received for permits.....	\$53,156 94
Basins examined.....	41,650
Basins cleaned.....	15,534
Basins relieved.....	31
Basin connections cleaned and repaired.....	128
Basin pans reset.....	181
Basins repaired.....	82
Basin pans set (new).....	73
Basins altered.....	33
Basins lowered.....	20
Basins raised.....	5
Basins cleaned of snow.....	9,396
Basin hoods set.....	11
Deposit removed from basins (cubic yards).....	22,751
Manhole covers set.....	329
Manhole heads set.....	47
Manholes raised.....	27
Manholes repaired.....	20
Manhole covers deafened.....	6
Manholes lowered.....	2
Manholes cleaned.....	69
Cellars pumped out.....	165
Market pans and frames set.....	3
Drains cleaned.....	48
Ponds drained.....	3
Catch-basins built.....	3
Cesspools pumped out.....	4
Bulkheads cut out of sewers.....	14
Bulkheads cut out of sewer connections.....	58
Trunks repaired.....	2

Sewers examined—

Pipe, feet.....	1,476,770
Brick, feet.....	504,549
Total, feet.....	1,981,319

Sewers cleaned—

Pipe, feet.....	657,850
Brick, feet.....	17,250
Total, feet.....	675,100

Sewage pumped—

Twenty-sixth Ward Disposal Works, gallons.....	3,169,352,180
Thirty-first Ward Disposal Works, gallons.....	1,367,677,657

Fluid sludge removed—

Twenty-sixth Ward Disposal Works, feet.....	2,907,596
Thirty-first Ward Disposal Works, feet.....	1,020,337

Cost of cleaning sewer-basins—

Average cost per basin.....	\$1 73
Average cost per cubic yard.....	1 17

Sewers repaired, feet.....

299

Materials Used.

Cement, barrels.....	61
Hard brick.....	19,299
Market pans and frames.....	3
Spruce plank, 2 inches by 9 inches by 13 feet.....	62
Cement pipe, feet.....	21
Vitrified pipe, feet.....	1,202
Manhole covers.....	329
Manhole heads.....	47
Basin pans.....	73
Basin hoods.....	14
Granite basin heads.....	2
Granite mudsills.....	4
Granite backstones.....	6
Granite cheekstones.....	2
Rubber gaskets.....	6
Spruce timber, feet.....	600
Blue flagstones.....	8

TABLE No. 1.
Contracts Entered Into During the Year 1904.

Date of Contract.	Location of Work.	Nature of Work.	Contractor.	Estimated Cost.
Jan. 12	Ashford street, from Pitkin avenue to Blake avenue, etc.	Sewer construction.	Murphy Brothers.	\$21,962 60
Jan. 18	Fifty-ninth street, from a point 400 feet easterly from Fifth avenue to Sixth avenue, etc.	Sewer construction.	James Riley.	4,033 30
Jan. 21	Northeast and northwest corners Montauk avenue and Belmont avenue, etc.	Basin construction.	T. J. O'Connor.	771 00
Jan. 21	Northwest corner Degraw street and Rochester avenue.	Basin construction.	T. J. O'Connor.	133 90
Jan. 28	Forty-first street, from Fifth avenue easterly to summit of Forty-first street, between Sixth avenue and Seventh avenue, etc.	Sewer construction.	Guy M. Gest.	3,390 91
Jan. 28	Troutman street, from Wyckoff avenue to St. Nicholas avenue.	Sewer construction.	Guy M. Gest.	1,410 40
Feb. 19	Pitkin avenue, from Euclid avenue to Sheridan avenue, etc.	Sewer construction.	John J. Creem.	12,695 00
Mar. 7	Eighty-fourth street, from Fourth avenue to Fifth avenue, etc.	Sewer construction.	Norton & Gorman.	4,690 50
Mar. 7	Thirty-eighth street, from Third avenue to Fifth avenue.	Sewer construction.	Norton & Gorman.	5,078 40
Mar. 11	Bath avenue, from Bay Sixth street (Fourteenth avenue to Bay Twenty-seventh street (Twenty-first avenue), etc.	Sewer construction.	James Malloy & Co.	208,628 90
Mar. 18	Furnishing and delivering quicklime at the various disposal works.	Quicklime.	Otto E. Reimer.	7,336 80
Mar. 22	Proposed street through northern portion of Dyker Beach Park, from Fourteenth avenue to Eleventh avenue.	Sewer construction.	Borough Construction Company.	115,912 00
Mar. 22	Franklin avenue, from Montgomery street to Union street, etc.	Sewer construction.	George W. Phillips.	13,365 10
Apr. 4	Fourth avenue, easterly side, from Seventy-sixth street to Seventy-ninth street.	Sewer construction.	H. A. Rutan.	3,520 44
Apr. 4	East New York avenue, from Hopkinson avenue to Saratoga avenue, etc.	Sewer construction.	H. A. Rutan.	11,339 40
Apr. 4	Thirty-ninth street, from Seventh avenue to New Utrecht avenue.	Sewer construction.	H. A. Rutan.	5,312 80
Apr. 8	East Thirty-second street, from Glenwood road to Avenue H.	Sewer construction.	George W. Phillips.	2,428 06
Apr. 12	Bay Eleventh street, from Bath avenue to Cropsey avenue.	Sewer construction.	Patrick J. Donlon.	2,117 50
Apr. 12	Bay Ridge avenue, from Third avenue to Fifth avenue, etc.	Sewer construction.	Patrick J. Donlon.	16,455 00
Apr. 16	Fifty-fifth street, from Seventh avenue to Ninth avenue.	Sewer construction.	P. J. Murray.	3,897 50
Apr. 21	Furnishing and delivering coal.	Coal.	P. J. McCollum.	8,265 06
May 2	Fifty-fifth street, from Fifteenth avenue to New Utrecht avenue.	Sewer construction.	James Riley.	3,639 75
May 2	East Nineteenth street, from Albemarle road to Beverley road.	Sewer construction.	James Riley.	3,926 00
May 7	Creamer street, from Smith street to Court street, etc.	Sewer construction.	George W. Phillips.	2,972 60
June 2	From the basin of the Newtown Creek canal, between Meadow and Stag streets to Morgan avenue sewer.	Sewer construction.	John J. Creem.	7,186 00
June 11	Forty-fourth street, from Sixth avenue to Seventh avenue, etc.	Sewer construction.	James Riley.	4,784 00
June 11	Fifty-second street, from Seventh avenue to Fort Hamilton avenue, etc.	Sewer construction.	Murphy Brothers.	16,983 40
June 11	Steeplechase walk, from the Bowery to a point about 225 feet southerly therefrom, etc.	Sewer construction.	James Riley.	33,674 00
June 23	North and west corners Ovington avenue and Fifth avenue.	Basin construction.	James Riley.	286 00
June 24	Coney Island avenue, where not already built, from Caton avenue to summit south of Avenue G.	Sewer construction.	George W. Phillips.	33,604 50
June 24	Altering and repairing sewer in Vandervoort avenue, from Knickerbocker avenue to Newtown Creek canal.	Sewer reconstruction.	George W. Phillips.	9,598 00
July 7	Forty-first street, from Tenth avenue to Fourteenth avenue.	Sewer construction.	James Riley.	10,640 95
July 12	Furnishing forage.	Forage.	Gasteiger & Schaeffer.	1,384 79
Aug. 1	Franklin avenue, from Montgomery street 100 feet southerly to existing sewer, etc.	Sewer construction.	J. J. Creem.	23,645 00
Aug. 24	Forty-ninth street, from Seventh avenue to Eighth avenue, etc.	Sewer construction.	James Jennings & Co.	3,570 45
Aug. 24	Stanhope street, from Knickerbocker avenue to Irving avenue.	Sewer reconstruction.	James Jennings & Co.	2,266 70
Sept. 7	Troutman street, from Irving avenue to Wyckoff avenue.	Sewer construction.	Philip Hayes.	1,802 70
Sept. 14	Southwest corner of DeKalb avenue and Spencer court.	Basin construction.	Dennis Norton.	148 00
Sept. 14	Sixty-third street, from Third avenue to Fourth avenue, etc.	Sewer construction.	Dennis Norton.	4,121 90
Sept. 14	Northeast corner Fourth avenue and Butler street.	Basin construction.	Dennis Norton.	145 00
Sept. 19	Sixtieth street, from Fifth avenue to Sixth avenue.	Sewer construction.	Donlon Contracting Company.	2,374 50
Sept. 22	Bedford avenue, from North Thirteenth street to North Fourteenth street.	*Sewer construction.	J. L. Carey.	1,152 00
Sept. 24	Ashford street, from Glenmore avenue to Pitkin avenue.	Sewer construction.	James Jennings & Co.	1,402 85
Sept. 27	West Ninth street, from Clinton street to Henry street.	Sewer construction.	Donlon Contracting Company.	1,283 20
Sept. 28	East Thirty-fifth street, from Glenwood road to Avenue H, etc.	Sewer construction.	James Riley.	10,249 25
Sept. 28	Fifty-eighth street, from Tenth avenue to New Utrecht avenue, etc.	Sewer construction.	P. J. Murray.	16,654 00
Sept. 30	Seventy-third street, from Narrows avenue to First avenue.	Sewer construction.	Donlon Contracting Company.	2,214 80
Sept. 30	D street, etc., Wallabout Market.	Sewer construction.	T. J. O'Connor.	1,541 80
Sept. 30	Southwest corner Wyona street and Belmont avenue.	Basin construction.	T. J. O'Connor.	139 00
Oct. 3	East Thirty-fourth street, Avenue G to Avenue H.	Sewer construction.	William J. Redmond.	2,277 00
Oct. 3	Beverley road, from East Thirteenth street to East Fifteenth street.	Sewer reconstruction.	William J. Redmond.	3,795 00
Oct. 3	Church avenue, from Flatbush avenue to Bedford avenue, etc.	Sewer reconstruction.	William J. Redmond.	2,887 60
Oct. 10	Starr street, from Irving avenue to Wyckoff avenue.	Sewer construction.	J. J. Creem.	1,839 10
Oct. 10	East Twenty-ninth street, from Avenue F (Farragut road) to Canarsie lane, etc.	Sewer construction.	J. J. Creem.	9,050 50
Oct. 10	Crescent street, from Liberty avenue to Pitkin avenue.	Sewer construction.	J. J. Creem.	1,764 00
Oct. 15	Degraw street, from Franklin avenue to Bedford avenue.	Sewer construction.	Donlon Contracting Company.	1,678 56
Oct. 21	East Thirty-fifth street, from Avenue F to Glenwood road.	Sewer construction.	Philip Hayes.	2,213 95
Oct. 27	Sutter avenue, from Powell street to Junius street, etc.	Sewer construction.	J. L. Carey.	2,549 22
Oct. 27	Seventy-ninth street, from present terminus to bulkhead line.	Sewer construction.	James Malloy & Co.	38,295 00
Oct. 28	Southwest, northwest and northeast corners of East Fourteenth street and Cortelyou road, etc.	Basin construction.	Joseph D'Cola.	1,040 00
Nov. 4	Sixty-second street, from Third avenue to Fifth avenue, etc.	Sewer construction.	Donlon Contracting Company.	4,949 39
Nov. 9	Northeast and northwest corners of Linden avenue and Rogers avenue.	Basin construction.	Cherubino Ghelardi.	274 00
Nov. 25	Sherman street, from Reeve place to Greenwood avenue.	Sewer construction.	H. A. Rutan.	2,006 25
Nov. 25	Vandam street, from Meeker avenue to Bridgewater street, etc.	Sewer construction.	H. A. Rutan.	7,808 75
Nov. 25	Greenwood avenue, north side, from Coney Island avenue to East Second street.	Sewer construction.	H. A. Rutan.	9,282 60

Date of Contract.	Location of Work.	Nature of Work.	Contractor.	Estimated Cost.
Nov. 25	Eighty-fifth street, from First avenue to Third avenue.....	Sewer construction.....	H. A. Rutan.....	5,476 90
Dec. 5	Eighty-seventh street, from Third avenue to Fourth avenue, etc.....	Sewer construction.....	J. L. Carey.....	3,474 59
Dec. 5	East Twenty-eighth street, from Clarendon road to Newkirk avenue, etc.....	Sewer construction.....	Sigretto & Mannino Company.....	3,661 40
Dec. 10	Removing silt or sand deposits, etc., from brick sewers.....	Sewer cleaning.....	Donlon Contracting Company.....	36,600 00
Mar. 19	Dumont street, from Bristol street to Rockaway avenue, etc.....	Private sewer.....	Private contract.....	.....
Apr. 27	Diamond street, between Norman avenue and a point within 100 feet of Meserole avenue	Private sewer.....	Private contract.....	.....
May 3	East Thirty-seventh street, from Avenue F to Avenue G.....	Private sewer.....	Private contract.....	.....
May 26	East Thirty-eighth street, from Avenue F to Avenue G.....	Private sewer.....	Private contract.....	.....
June 9	Linden street, between Wyckoff avenue and St. Nicholas avenue, etc.....	Private sewer.....	Private contract.....	.....
June 15	Williams avenue, from Sutter avenue to Livonia avenue, etc.....	Private sewer.....	Private contract.....	.....
Aug. 31	Alabama avenue, from Sutter avenue to Livonia avenue, etc.....	Private sewer.....	Private contract.....	.....
Sept. 1	Forty-third street, from Seventh avenue to New Utrecht avenue.....	Private sewer.....	Private contract.....	.....
Sept. 7	Sixty-first street, from Fort Hamilton avenue westerly about 200 feet.....	Private sewer.....	Private contract.....	.....
Oct. 27	East Eighteenth street, from Voorhees avenue to Voorhees lane.....	Private sewer.....	Private contract.....	.....
Nov. 28	Hancock street, from Knickerbocker avenue to Irving avenue.....	Private sewer.....	Private contract.....	.....
Total.....				\$795,059 52

TABLE NO. 2.

Payments of Retained Percentages Due in Year 1904 for Contracts Completed Prior Thereto.

Location and Nature of work.	Retained Percentage.	Location and Nature of Work.	Retained Percentage.
Map "J," District 22.		Fort Hamilton avenue, between Sixty-fifth street and Sixty-sixth street; Sixty-fifth street, south side, between Fort Hamilton avenue and Tenth avenue, sewer construction	255 82
Nelson street, between Henry street and Columbia street; sewer construction.....	\$180 90	Map "U," District 41.	
Map "N," District 29.		Third avenue, between Bay Ridge avenue and Silliman place, sewer construction....	84 07
Windsor place, between Eighth and Ninth avenues, sewer construction.....	244 13	Ovington avenue, between Third and Fourth avenues; Second avenue, between Seventy-first street and Silliman place; Silliman place, between Second and Third avenues, sewer construction	532 32
Northeast and southeast corners of Fourth avenue and Twenty-ninth street, basin construction	24 20	Map "U," District 41; Map "V," District 42.	
Third avenue, between Gowanus canal and Third street, sewer construction.....	91 91	Seventy-third street, between Third and Fourth avenues; Fourth avenue, west side, between Seventy-third and Seventy-fourth streets, sewer construction.....	264 64
Map "O," District 37.		Map "U," District 41; Map "V," District 42; Map "W," District 43.	
Willoughby avenue, between Irving avenue and Wyckoff avenue, sewer construction.....	172 68	Narrows avenue, between Seventy-first street and Shore road; Eighty-third street, between Narrows avenue and Shore road; Eighty-eighth street, between Narrows avenue and Shore road; Shore road, between Eighty-eighth and Eighty-sixth streets, sewer construction.....	1,991 47
Map "S," District 39.		Map "V," District 42.	
Sutter avenue, all four corners Saratoga avenue; Sutter avenue, all four corners Douglass street; Sutter avenue, northeast and northwest corners Ame street; Sutter avenue, northeast and northwest corners Amboy street; Sutter avenue, northeast and northwest corners Hopkinson avenue, basin construction.....	161 00	Seventy-eighth street, between Second and Fourth avenues, sewer construction.....	399 08
Ridgewood avenue, between Euclid avenue and Norwood avenue, sewer construction	295 85	Eightieth street, between Third and Fourth avenues, sewer construction.....	204 68
Map "T," District 40.		Third avenue, between Eighty-fifth and Eighty-sixth streets, sewer construction.....	143 18
Fifty-third street, between Seventh avenue and Eighth avenue, and Eighth avenue, between Fifty-third street and Fifty-fourth street, sewer construction.....	268 14	Map "W," District 43.	
Ovington avenue, between Fourth avenue and Fifth avenue; Fifth avenue, between Ovington avenue and Bay Ridge avenue; Bay Ridge avenue, between Fifth avenue and Sixth avenue, sewer construction.....	669 49	Bay Eighth street, between Bath avenue and Cropsey avenue, sewer construction....	201 40
Southwest corner Cortelyou road and East Eighteenth street, basin construction.....	13 00	Map "Y," District 45.	
East Twenty-first street, between Regent place and Albemarle road, sewer construction	97 08	New York avenue, between Avenue C and Newkirk avenue; Newkirk avenue, between New York avenue and Nostrand avenue; Nostrand avenue, between Newkirk avenue and Avenue F, sewer construction.....	1,449 63
Sixty-first street, between Fourth and Fifth avenues, and Fourth avenue, east side, between Sixty-first street and Sixty-fourth street, sewer construction.....	817 97	Nostrand avenue, between Avenue C and Newkirk avenue, sewer construction.....	364 15
East Twelfth street, between Beverley road and Avenue C, and Avenue C, north side, between East Twelfth street and East Fourteenth street, sewer construction.....	670 65	Northeast corner Avenue K and Flatbush avenue, basin construction.....	18 00
Northwest corner Dorchester road and East Eighteenth street, basin construction....	18 00	Sewer crossings under Atlantic Avenue Subway at Howard avenue, etc.....	3,218 18
Southeast and southwest corners Clarkson street and Rogers avenue, basin construction	33 00	Alterations to sewers, Franklin avenue, between Atlantic avenue and Brevoort place....	3,262 63
Bedford avenue, between Montgomery street and Flatbush avenue, sewer construction	11,745 35	Total.....	\$27,892 60



NEWLY ARRANGED INSPECTORS' ROOM, BUREAU OF BUILDINGS, BOROUGH HALL.

TABLE
Contracts on Which All Work Was

Date of Contract.	Location of Work.	Pipe Sewers.						
		9-inch.	12-inch.	15-inch.	18-inch.	24-inch.	30-inch.	36-inch.
Map "J," District 22.								
May 7, 1904	Creamer street, between Smith street and Court street.....	....	325	....	....	....	....	....
May 7, 1904	Smith street, between Creamer street and Lorraine street.....	....	....	....	....	....	248	....
July 10, 1903	Columbia street, between Sigourney street and Lorraine street.....	....	....	....	....	....	752	....
Sept. 22, 1904	West Ninth street, between Clinton street and Henry street.....	....	483	33	....	....	....	....
Map "N," District 29.								
Sept. 9, 1903	Eighth street, between Eighth avenue and Prospect Park, West.....	....	784	....	....	....	....	....
Jan. 28, 1904	Forty-first street, from Fifth avenue easterly to summit of Forty-first street, between Sixth and Seventh avenues.....	....	3,615	781	....	....	....	....
Mar. 7, 1904	Thirty-eighth street, between Third avenue and Fifth avenue.....	....	....	780	720	53	....	....
Map "O," District 37.								
Aug. 22, 1903	Bushwick avenue, west side, between Jefferson avenue and end of existing sewer south of Hancock street.....	....	340	....	....	....	....	....
Aug. 27, 1903	Eagle street, between end of sewer east of Oakland street and Provost street.....	....	372	36	....	....	....	....
Aug. 27, 1903	Provost street, between Eagle street and Huron street.....	....	....	....	....	....	431	....
Oct. 12, 1903	Starr street, between Irving avenue and Knickerbocker avenue.....	....	699	37	....	....	....	....
Nov. 2, 1903	Freeman street, between end of existing sewer east of Oakland street and Provost street.....	....	378	38	....	....	....	....
Nov. 9, 1903	DeKalb avenue, from Wyckoff avenue westerly 275 feet.....	....	....	....	....	....	....	....
Jan. 28, 1904	Troutman street, between Wyckoff avenue and St. Nicholas avenue.....	....	....	428	39	....	....	....
Sept. 7, 1904	Troutman street, between Irving avenue and Wyckoff avenue.....	....	727.8	40	....	....	....	....
Oct. 10, 1904	Starr street, between Irving avenue and Wyckoff avenue.....	....	714.2	40	....	....	....	....
Map "S," District 39.								
Oct. 12, 1903	Reconstruction and earth filling over sewer in Hegeman avenue, between Snediker avenue and Hinsdale street; earth filling over sewers in Hinsdale street, between New Lots avenue and Hegeman avenue; Crystal street, between Belmont avenue and Sutter avenue; Fountain avenue, between Belmont avenue and Sutter avenue.....	....	....	....	....	....	....	....
Oct. 16, 1903	Powell street, between Pitkin avenue and Sutter avenue.....	....	....	....	....	....	....	....
Oct. 30, 1903	Pitkin avenue, between Hopkinson avenue and Ames street.....	....	473	....	....	....	....	....
Oct. 30, 1903	Ames street, between Pitkin avenue and Sutter avenue.....	....	60	....	917	....	....	....
Oct. 30, 1903	Amboy street, between Pitkin avenue and Sutter avenue.....	....	....	63	697	....	....	....
Nov. 9, 1903	Belmont avenue, between Sackman street and Vesta avenue.....	....	245	260	262	....	....	....
Dec. 11, 1903	Pine street, between Glenmore avenue and Sutter avenue.....	....	....	476	917	....	....	....
Jan. 12, 1904	Ashford street, between Pitkin avenue and Dumont avenue.....	....	36	490	467	1,140	....	....
Jan. 12, 1904	Cleveland street, between Pitkin avenue and New Lots road.....	....	912.5	....	570	570	555	....
Jan. 12, 1904	Sutter avenue, between Ashford street and Elton street.....	....	250	228	....	....	....	....
Jan. 12, 1904	Blake avenue, between Ashford street and Elton street.....	....	465	....	....	....	....	....
Feb. 19, 1904	Pitkin avenue, between Euclid avenue and Sheridan avenue.....	....	1,362	....	....	....	....	....
Feb. 19, 1904	Pitkin avenue, between Grant avenue and Enfield street.....	....	256	....	....	....	....	....
Feb. 19, 1904	Crescent street, between Pitkin avenue and Sutter avenue.....	....	61	468	453	....	....	....
Feb. 19, 1904	Hemlock street, between Pitkin avenue and Sutter avenue.....	....	62	466	454	....	....	....
Feb. 19, 1904	Pitkin avenue, northeast and northwest corners of Atkins avenue.....	....	....	....	....	....	....	....
Feb. 19, 1904	Pitkin avenue, northeast and northwest corners of Montauk avenue.....	....	....	....	....	....	....	....
Feb. 19, 1904	Pitkin avenue, northeast and northwest corners of Milford street.....	....	....	....	....	....	....	....
Feb. 19, 1904	Pitkin avenue, northwest corner of Logan street.....	....	....	....	....	....	....	....
Apr. 4, 1904	East New York avenue, between Hopkinson avenue and Saratoga avenue.....	....	891	....	....	....	....	....
Apr. 4, 1904	Amboy street, between East New York avenue and Pitkin avenue.....	....	....	465	....	....	....	....
Apr. 4, 1904	Ames street, between East New York avenue and Pitkin avenue.....	....	379	....	....	....	....	....
Apr. 4, 1904	Douglass street, between East New York avenue and Sutter avenue.....	....	....	325	917	....	....	....
Apr. 4, 1904	Pitkin avenue, between Ames street and Saratoga avenue.....	....	475	....	....	....	....	....
Map "T," District 40.								
Aug. 13, 1901	Tenth avenue, between Seventy-seventh street and Sixty-second street.....	....	....	....	....	....	....	....
Aug. 13, 1901	Sixty-second street, between Tenth avenue and Sixth avenue.....	....	1,234	77	50	43	....	48
Aug. 13, 1901	Sixth avenue, between Sixty-second street and Sixty-fourth street.....	....	....	82	271	....	....	....
Aug. 13, 1901	Sixty-fourth street, between Sixth avenue and New York Bay.....	....	....	....	....	....	1	....
Oct. 15, 1902	Sixtieth street, between Fourteenth avenue and Nineteenth avenue.....	....	46	....	143	90	103	50
Oct. 15, 1902	Nineteenth avenue, between Sixtieth street and Fifty-seventh street.....	....	....	91	....	....	....	....
Apr. 3, 1903	Nineteenth avenue, between Fifty-seventh street and Bergen lane.....	....	....	....	....	....	....	49
Apr. 3, 1903	Bergen lane, between West street and Foster avenue.....	....	....	....	....	....	....	....
Apr. 3, 1903	Foster avenue, between Bergen lane and East Ninth street.....	....	....	....	....	....	....	....
Apr. 11, 1903	Fiftieth street, between Sixth avenue and Eighth avenue.....	....	....	....	....	....	....	....
Apr. 11, 1903	Eighth avenue, between Fiftieth street and Fifty-third street.....	....	....	....	....	....	....	....
Apr. 11, 1903	Seventh avenue, between Fifty-second street and Sixty-second street.....	....	....	....	....	....	....	....
Aug. 22, 1903	Fourteenth avenue, between Thirty-ninth street and Forty-first street.....	....	....	....	....	....	....	....
Aug. 22, 1903	Thirty-ninth street, between Fourteenth avenue and New Utrecht avenue.....	....	1,286	783	....	....	....	....
Aug. 22, 1903	Fortieth street, between Fourteenth avenue and New Utrecht avenue.....	....	995	480	778.2	11.8	....	....
Aug. 22, 1903	Tenth avenue, between Thirty-ninth street and New Utrecht avenue.....	....	....	....	....	597	....	....
Aug. 22, 1903	New Utrecht avenue, between Fifty-second street and Sixtieth street.....	....	....	....	....	....	....	....
Oct. 15, 1903	Fort Hamilton avenue (Parkside avenue), between Flatbush and Ocean avenues..	....	408	....	287.5	....	....	....
Oct. 22, 1903	Sixty-fifth street, between Fourth avenue and First avenue.....	....	1,861	3	....	....	....	....
Oct. 22, 1903	First avenue, between Sixty-fourth street and Sixty-fifth street.....	....	....	268	....	....	....	....
Oct. 22, 1903	Second avenue, between Sixty-fourth street and Sixty-fifth street.....	....	....	....	....	....	....	....
Oct. 22, 1903	Third avenue, between Sixty-fourth street and Sixty-fifth street.....	....	....	263	....	....	....	....
Oct. 30, 1903	Fifty-second street, between Sixth avenue and Seventh avenue.....	....	700	45	....	....	....	....
Oct. 31, 1903	East Fourteenth street, Beverley road to Avenue C.....	....	739	....	....	....	....	....
Oct. 31, 1903	Avenue C, north side, between East Fourteenth street and East Fifteenth street..	....	....	....	....	....	34.5	....
Nov. 12, 1903	East Thirteenth street, between Beverley road and Cortelyou road.....	....	....	....	....	....	....	....
Nov. 20, 1903	East Eleventh street, between Beverley road and Cortelyou road.....	....	739	742	23	....	....	....
Nov. 20, 1903	Cortelyou road, north side, between East Eleventh street and East Twelfth street..	....	....	....	282	....	....	....
Jan. 18, 1904	Fifty-ninth street, from a point 400 feet easterly from Fifth avenue to Sixth avenue.....	....	346	....	....	....	....	....
Jan. 18, 1904	Sixth avenue, between Fifty-ninth street and Sixty-second street.....	....	276.5	525.9	....	....	....	....

No. 3.

Completed During the Year 1904.

42-inch.	48-inch.	54-inch.	60-inch.	Brick Sewers. 72-inch.	78-inch.	132-inch.	138-inch.	144-inch.	156-inch.	180-inch.	Manholes.	Basins.	Total Cost.
....	4	....	.....
....	3	....	\$3,350 67
....	7	8	8,755 63
....	6	....	1,377 49
....	7	2	3,695 95
....	10	....	3,682 48
....	15	3	5,705 91
....	3	....	1,386 38
....	3	....	.....
....	4	....	6,225 72
....	7	3	2,555 17
....	4	....	1,787 77
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	1,010 63
....	4	....	1,534 43
....	8	....	1,882 58
....	8	....	1,936 74
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	10,716 22
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	2,637 81
....	6	4	9,961 73
....	9	....	....
....	7	....	....
....	6	6	3,668 37
....	13	6	5,423 84
....	17	11	....
....	22	11	....
....	6	....	22,407 47
....	6	1	....
....	17	9	....
....	3	1	....
....	9	3	....
....	9	3	....
....	2	13,027 21
....	2	....
....	2	....
....	1	....
....	12	2	....
....	5	....	....
....	4	....	11,724 48
....	12	....	....
....	6	1	....
....
....	21	....	864,970 57
48.5	50	303	....	....	....	....	....	....	....	....	4	4	....
....	9	....	....
....	141	....	....	....	....	....	....	....	995	....	....	....
....	58	....	....	290	2,615	....	14	12	309,502 35
....	5	4	....
....	55	....	....	....	....	....	1,569.2	15.4	....	....	9	2	....
....	277.1	....	....	....	3	....	364,829 24
....	45	....	....	47	....	1,038.3	955.7	....	....	....	10	8	....
....
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	27,401 24
....
....	27	10	....
....	16	10	60,468 55
....	5	....	....
....	1,512	870.5	....	....	....	....	....	....	....	15	7	....
....	10	....	3,295 78
....	21	....	....
....	2	1	12,236 48
....	3	....
....	2	3	....
....	8	....	2,493 66
....	8	....	5,647 70
....
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	4,037 54
....	13	....	....
....	2	1	5,941 85
....	4	....	....
....	6	3	4,416 63

Date of Contract.	Location of Work.	Pipe Sewers.						
		9-inch.	12-inch.	15-inch.	18-inch.	24-inch.	30-inch.	36-inch.
Mar. 22, 1904	Franklin avenue, between Montgomery street and Union street.....	....	314	....	....	331	334	319
Mar. 22, 1904	Montgomery street, between Franklin avenue and Bedford avenue.....	....	....	....	....	....	....	763
Apr. 4, 1904	Thirty-ninth street, between Seventh avenue and New Utrecht avenue.....	....	763	955	....	....	....	....
May 2, 1904	Fifty-fifth street, between Fifteenth avenue and New Utrecht avenue.....	....	1,379.7	89.5	....	....	....	....
May 2, 1904	East Nineteenth street, between Albemarle road and Beverley road.....	....	58	38	876	....	....	....
June 11, 1904	Fifty-second street, between Seventh avenue and New Utrecht avenue.....	....	2,858	1,291	....	....	....	....
June 11, 1904	Fort Hamilton avenue, westerly side, between Fifty-third street and Fifty-fourth street .....	....	....	....	....	....	....	257
June 11, 1904	Fifty-third street, between Tenth avenue and Fort Hamilton avenue.....	....	....	....	....	....	....	151
June 11, 1904	Tenth avenue, between Fifty-second street and Fifty-third street.....	....	....	....	....	....	....	259
June 11, 1904	Ninth avenue, between Fifty-second street and Fifty-fourth street.....	....	....	257	263	....	....	....
June 11, 1904	Forty-fourth street, between Sixth avenue and Seventh avenue.....	....	744	....	....	....	....	....
June 11, 1904	Seventh avenue, between Forty-fourth street and Forty-seventh street.....	....	260	261	260	....	....	....
July 7, 1904	Forty-first street, between Tenth avenue and Fourteenth avenue.....	....	713	829	782	763	....	....
Sept. 19, 1904	Sixtieth street, between Fifth avenue and Sixth avenue.....	....	701	46	....	....	....	....
Map "U," District 41.								
Nov. 20, 1903	Seventy-fifth street, between First avenue and Narrows avenue.....	....	....	718	49	....	....	....
Sept. 30, 1904	Seventy-third street, between Narrows avenue and First avenue.....	....	716	46	....	....	....	....
Map "T," District 40, and Map "U," District 41.								
Apr. 12, 1904	Bay Ridge avenue, between Third avenue and Fifth avenue.....	....	1,595	....	....	....	....	....
Apr. 12, 1904	Bay Ridge avenue, between Sixth avenue and Tenth avenue.....	....	1,936	40	....	833	....	....
Map "V," District 42.								
Oct. 31, 1903	Ninetieth street, between Fourth avenue and Fifth avenue.....	....	390	....	....	....	....	....
Apr. 4, 1904	Fourth avenue, easterly side, between Seventy-sixth street and Seventy-ninth street .....	....	....	555.7	270.8	....	....	....
Mar. 7, 1904	Eighty-fourth street, between Fourth avenue and Fifth avenue.....	....	749.5	77	....	....	....	....
Mar. 7, 1904	Fourth avenue, between Eighty-fourth street and Eighty-sixth street.....	....	....	570	....	....	....	....
Map "W," District 43.								
Apr. 12, 1904	Bay Eleventh street, between Bath avenue and Cropsey avenue.....	....	630	48	....	....	....	....
Map "Y," District 45.								
July 10, 1903	East Thirty-fourth street, between Avenue F and Glenwood road.....	....	....	....	....	....	....	....
July 10, 1903	Glenwood road, between East Thirty-fourth street and Nostrand avenue.....	....	....	....	....	....	....	....
July 10, 1903	New York avenue, between Avenue F and Avenue G.....	....	....	....	....	....	....	....
July 10, 1903	East Thirty-second street, between Avenue C and Newkirk avenue.....	....	....	....	....	....	....	....
Aug. 22, 1903	East Twenty-ninth street, between Avenue F and Avenue G.....	....	794	43	....	....	....	....
Nov. 11, 1903	Nostrand avenue, between Flatbush avenue and Avenue G (Glenwood road).....	....	420	....	....	....	....	....
Dec. 1, 1903	New York avenue, between Avenue G and Avenue H.....	....	....	793	42	....	....	....
Dec. 4, 1903	East Thirty-second street, between Flatbush Water Works and Avenue F.....	....	375	....	....	....	....	....
Apr. 8, 1904	East Thirty-second street, between Glenwood road and Avenue H.....	....	....	793	43	....	....	....
Map "CC," District 49.								
June 11, 1904	Steeplechase walk, from the Bowery to a point 225 feet southerly therefrom.....	....	....	....	....	....	....	....
June 11, 1904	Kensington walk, from Surf avenue to a point 325 feet south of the Bowery.....	619	....	....	....	....	....	....
June 11, 1904	Van Bergen walk, from Surf avenue to a point 325 feet south of the Bowery.....	....	....	....	....	....	....	....
June 11, 1904	Bushman's walk, from Surf avenue to a point 325 feet south of the Bowery....	625	....	....	....	....	....	....
June 11, 1904	Schweikert's walk, from Surf avenue to a point 325 feet south of the Bowery....	637	....	....	....	....	....	....
June 11, 1904	Stratton's walk, from end of existing sewer north of the Bowery to a point about 300 feet south of the Bowery.....	384	....	....	....	....	....	....
June 11, 1904	Jones' walk, from Surf avenue to a point about 550 feet south of Surf avenue....	617	....	....	....	....	....	....
June 11, 1904	Swan walk, from Steeplechase walk to Tillyou's walk.....	100	....	....	....	....	....	....
Main Relief.								
Oct. 8, 1903	Reconstruction of sewer in Evergreen avenue, between Halsey street and Schaeffer street .....	....	....	....	....	....	....	....
Sewer Basins.								
Apr. 2, 1903	North and west corners of Sixth avenue and Fourth street.....	....	....	....	....	....	....	....
July 10, 1903	Northwest corner of Humboldt street and Norman avenue.....	....	....	....	....	....	....	....
Sept. 15, 1903	Southeast corner of Morgan avenue and Stagg street.....	....	....	....	....	....	....	....
Oct. 7, 1903	Northeast corner of Lenox road and Rogers avenue.....	....	....	....	....	....	....	....
Oct. 7, 1903	Northwest corner of Lenox road and Nostrand avenue.....	....	....	....	....	....	....	....
Oct. 7, 1903	Northwest and southwest corners of Webster avenue and Coney Island avenue....	....	....	....	....	....	....	....
Oct. 26, 1903	Northwest and southwest corners Lincoln avenue and Fulton street.....	....	....	....	....	....	....	....
Oct. 26, 1903	Northwest, southwest and northeast corners Grant avenue and Fulton street.....	....	....	....	....	....	....	....
Oct. 26, 1904	Northwest and southwest corners Elderts lane and Fulton street.....	....	....	....	....	....	....	....
Nov. 2, 1903	North corner Wyckoff avenue and Harman street.....	....	....	....	....	....	....	....
Nov. 9, 1903	Northeast and northwest corners Church avenue and Westminster road (West Twelfth street) .....	....	....	....	....	....	....	....
Nov. 9, 1903	Northeast and northwest corners of East Seventh street and Greenwood avenue..	....	....	....	....	....	....	....
Nov. 9, 1903	Northeast and northwest corners of East Seventh street and Ocean parkway.....	....	....	....	....	....	....	....
Dec. 2, 1903	Northeast corner Lenox road and Nostrand avenue.....	....	....	....	....	....	....	....
Dec. 2, 1903	Northwest corner Lenox road and New York avenue.....	....	....	....	....	....	....	....
Dec. 2, 1903	Northeast corner Clarendon road and New York avenue.....	....	....	....	....	....	....	....
Dec. 7, 1903	South corner Bay Twenty-fourth street (Twentieth avenue) and Cropsey avenue..	....	....	....	....	....	....	....
Dec. 7, 1903	Southeast corner Herkimer street and Columbus place.....	....	....	....	....	....	....	....
Jan. 21, 1904	Northeast and northwest corners Montauk avenue and Belmont avenue.....	....	....	....	....	....	....	....
Jan. 21, 1904	All four corners Sutter avenue and Montauk avenue.....	....	....	....	....	....	....	....
Jan. 21, 1904	Northwest corner of Degraw street and Rochester avenue.....	....	....	....	....	....	....	....
June 23, 1904	North and west corners of Ovington avenue and Fifth avenue.....	....	....	....	....	....	....	....
June 8, 1903	Furnishing and delivering forage.....	....	....	....	....	....	....	....
Totals.....		2,982	35,238.7	16,269.1	10,837.5	4,431.8	2,458.5	1,896

Payments to contractors, etc., for the year 1904..... \$1,105,116 03
 Engineering and inspection for the year 1904..... 35,805 89
 Cost prior to 1904..... 734,042 49
 Amount retained..... 90,732 42
 Total cost..... \$1,966,296 83

42-inch.	48-inch.	54-inch.	60-inch.	Brick Sewers. 72-inch.	78-inch.	132-inch.	138-inch.	144-inch.	156-inch.	180-inch.	Manholes.	Basins.	Total Cost.
....	9	10	13,914 33
....	6	1	7,484 91
....	16	5	3,973 84
....	15	....	4,914 55
....	9	....	....
....	42	6	....
....	2	....	17,553 93
....	2	1	....
....	3	....	....
....	4	4	....
....	6	6	5,004 53
....	8	....	....
....	31	6	12,149 62
....	8	....	2,691 96
....	8	....	2,443 85
....	8	....	2,634 00
....	16	4	18,079 87
....	27	8	....
....	4	....	1,192 28
....	7	....	3,365 95
....	8	....	5,185 24
....	5	2	....
....	8	2	2,369 04
....
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	8,112 33
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	2,326 14
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	3,158 58
....	7	....	2,119 96
....	4	....	1,755 81
....	8	....	3,049 06
....	4	....	1,264 30
....	8	....	2,597 53
....
....	7	....	....
....
....	6	....	29,513 06
....	6	....	....
....	4	....	....
....	6	....	....
....	1	....	....
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	11,542 49
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	462 07
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	212 91
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	303 53
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	....
....	410 81
....	2	....	437 36
....	2	....	....
....	3	....	1,002 91
....	2	....	....
....	Items reported in 1903.	....	....	....	....	....	....	....	....	....	....	267 81
....	2	....	469 71
....	2	....	756 06
....	2	....	....
....	1	....	378 87
....	1	....	191 89
....	1	....	215 18
....	1	....	195 67
....	2	....	953 59
....	4	....	....
....	1	....	161 40
....	2	....	326 31
....	1,457 32
48.5	150	1,656	8,705	47	58	1,038.3	2,802	305.4	2,615	995	789	233	\$1,966,296 83

Date of Contract.	Location of Work.	Pipe Sewers.								
		12-inch.	15-inch.	18-inch.	24-inch.	30-inch.	36-inch.	42-inch.	48-inch.	54-inch.
Mar. 22, 1904	Proposed street through northern portion of Dyker Beach Park, between Fourteenth and Eleventh avenues.....	....	....	....	....	....	....	....	....	....
Mar. 11, 1904	Bath avenue, between Bay Sixth street (Fourteenth avenue) and Bay Twenty-seventh street (Twenty-first avenue).....	....	....	....	....	....	....	....	....	....
Mar. 11, 1904	Fourteenth avenue, between Bath avenue and proposed street.....	....	....	....	....	....	....	....	....	....
Mar. 11, 1904	Twenty-first street, between Benson avenue and Bath avenue.....	....	....	....	....	....	....	....	....	....
Map "Y," District 45.										
Sept. 6, 1902	Avenue G, between Coney Island avenue and Flatbush avenue.....	....	....	....	....	....	....	....	....	....
Sept. 6, 1902	Flatbush avenue, west side, between Avenue G, northerly intersection, and Avenue G, southerly intersection.....	....	....	....	....	....	....	....	22	....
Sept. 6, 1902	Avenue G, between Flatbush avenue and Nostrand avenue.....	....	....	....	....	....	....	....	....	....
Sept. 6, 1902	Nostrand avenue, between Avenue G and Avenue F.....	....	....	....	....	....	....	....	....	....
Sept. 6, 1902	Avenue F, between East Twenty-sixth street and Paerdegat avenue, south side.....	....	....	....	....	....	406	....	....	....
Sept. 6, 1902	Paerdegat avenue, south side, between Avenue F and East Forty-fifth street.....	....	....	....	....	....	....	....	....	....
Sept. 6, 1902	East Forty-fifth street, between Paerdegat avenue, south side, and Avenue G.....	....	....	....	....	....	....	....	....	....
Sept. 6, 1902	Avenue G, between East Forty-fifth street and Paerdegat avenue, south side....	....	....	....	....	....	....	....	....	....
Sept. 6, 1902	Paerdegat avenue, south side, between Avenue G and Flatlands avenue.....	....	....	....	....	....	....	....	....	....
July 16, 1903	Brooklyn avenue, between Avenue H and Avenue J.....	....	....	....	....	....	....	....	....	....
July 16, 1903	Avenue J, between Brooklyn avenue and East Fortieth street.....	....	....	....	....	....	....	....	....	....
July 16, 1903	East Fortieth street, between Avenue J and Flatlands avenue.....	....	....	....	....	....	....	....	....	....
July 16, 1903	Flatlands avenue, between East Fortieth street and Paerdegat avenue.....	....	....	....	....	....	....	....	....	....
Dec. 5, 1904	East Twenty-eighth street, between Clarendon road and Newkirk avenue.....	....	....	....	....	....	....	....	....	....
Dec. 5, 1904	Avenue D, between East Twenty-eighth street and East Twenty-ninth street.....	....	....	....	....	....	....	....	....	....
Oct. 3, 1904	East Thirty-fourth street, between Avenue G and Avenue H.....	778	42	....	....	....	....	....	....	....
Oct. 21, 1904	East Thirty-fifth street, between Avenue F and Glenwood road.....	550	40	....	....	....	....	....	....	....
Sept. 28, 1904	East Thirty-fifth street, between Glenwood road and Flatbush avenue.....	837	....	1,483	....	....	....	....	....	....
Sept. 28, 1904	Flatbush avenue, east side, between East Thirty-fifth street and Avenue J.....	....	....	247	....	....	....	....	....	....
Sept. 28, 1904	Avenue J, between Flatbush avenue and Brooklyn avenue.....	....	....	....	....	....	....	....	....	....
Main Relief.										
Nov. 7, 1903	Fourth avenue, west side, between Butler street and Degraw street.....	....	....	....	....	....	....	....	....	....
Nov. 7, 1903	Degraw street, between Fourth avenue and Gowanus canal.....	....	....	....	....	....	....	....	....	....
Nov. 7, 1903	Fifth avenue, between Pacific street and Dean street.....	....	....	....	....	....	....	....	....	....
Nov. 7, 1903	Dean street, between Fifth avenue and Third avenue.....	....	....	215	....	....	....	....	....	....
Nov. 7, 1903	Third avenue, between Dean street and Baltic street.....	....	....	....	....	....	....	....	....	....
Nov. 7, 1903	Baltic street, between Third avenue and Nevins street.....	....	....	....	....	....	....	....	....	....
Nov. 7, 1903	Nevins street, between Baltic street and Butler street.....	....	23	....	....	....	....	....	....	....
Nov. 7, 1903	Butler street, north side, between Nevins street and Gowanus canal.....	....	....	....	....	....	....	....	....	....
Nov. 7, 1903	Flatbush avenue, between Atlantic avenue and Fifth avenue.....	....	....	....	....	....	....	....	....	....
June 2, 1904	Sewer from basin of Newtown Creek canal, between Meadow and Stagg streets to Morgan avenue sewer.....	....	....	....	....	....	....	....	....	....
Alteration of Sewers Necessitated by Atlantic Avenue Improvement Subway.										
Nov. 16, 1903	Vanderbilt avenue, between Atlantic avenue and Pacific street.....	....	....	....	....	....	....	....	....	....
Nov. 16, 1903	Carlton avenue, between Atlantic avenue and Pacific street.....	239.1	30	....	....	....	....	....	....	....
Nov. 16, 1903	Fifth avenue, between Atlantic avenue and Pacific street.....	....	....	....	....	....	223.2	....	....	....
Nov. 16, 1903	Pacific street, between Vanderbilt avenue and Flatbush avenue.....	....	....	....	....	2,123	86.8	....	....	....
Nov. 16, 1903	Atlantic avenue, south side, between point east of Vanderbilt avenue and Flatbush avenue	406.5	42	315	....	....	....	....	....	....
Nov. 16, 1903	Atlantic avenue, north side, between South Elliott place and Fort Greene place....	187.4	....	....	....	....	....	....	200.6	....
Nov. 16, 1903	Fort Greene place, between Atlantic avenue and Hanson place.....	....	530	23	....	....	....	....	....	....
Nov. 16, 1903	South Elliott place, between Atlantic avenue and Hanson place.....	....	....	....	....	....	....	706	....	....
Nov. 16, 1903	Hanson place, between South Elliott place and Ashland place.....	....	....	....	....	....	....	714.6	....	....
Alteration and Repair.										
June 24, 1904	Vandervoort avenue, between Knickerbocker avenue and Newtown Creek canal..	....	....	....	....	....	....	....	....	....
Wallabout Market.										
Sept. 30, 1904	"D" street, between Washington avenue and West avenue.....	....	160	45	....	....	....	....	....	....
Sept. 30, 1904	"C" street, at or near West avenue.....	....	....	....	....	....	....	....	....	....
Sewer Basins.										
Sept. 14, 1904	Northeast corner Fourth avenue and Butler street.....	....	....	....	....	....	....	....	....	....
Sept. 14, 1904	Southwest corner DeKalb avenue and Spencer court.....	....	....	....	....	....	....	....	....	....
Nov. 14, 1903	Easterly corner Sixtieth street and Fourth avenue.....	....	....	....	....	....	....	....	....	....
Sept. 30, 1904	Southwest corner Wyona street and Belmont avenue.....	....	....	....	....	....	....	....	....	....
Oct. 28, 1904	Southwest, northwest and northeast corners Cortelyou road and East Fourteenth street .....	....	....	....	....	....	....	....	....	....
Oct. 28, 1904	Southwest, northwest and northeast corners Cortelyou road and East Thirteenth street .....	....	....	....	....	....	....	....	....	....
Oct. 28, 1904	Northeast and southeast corners Cortelyou road and East Eleventh street.....	....	....	....	....	....	....	....	....	....
Nov. 9, 1904	Northeast and northwest corners Linden avenue and Rogers avenue.....	....	....	....	....	....	....	....	....	....
Miscellaneous.										
Dec. 10, 1904	Removing silt or sand deposits or refuse of a kindred nature from the brick sewers of the Borough of Brooklyn.....	....	....	....	....	....	....	....	....	....
Mar. 18, 1904	Furnishing quicklime for year 1904.....	....	....	....	....	....	....	....	....	....
Apr. 21, 1904	Furnishing coal for year 1904.....	....	....	....	....	....	....	....	....	....
July 12, 1904	Furnishing forage for year 1904.....	....	....	....	....	....	....	....	....	....
Totals.....		17,467.7	2,838.4	3,050.6	2,065	4,272.1	2,834.3	3,707.5	1,643.2	70.6
Payments to contractors, etc., during year 1904.....		\$1,013,000 26								
Engineering and inspection during year 1904.....		56,789 69								
Cost during year 1904.....		\$1,069,789 95								
Cost prior to year 1904.....		373,790 98								
Total cost of contracts.....		\$1,443,580 93								
Payments to contractors, etc., during year 1904..... \$1,013,000 26										
Engineering and inspection during year 1904..... 56,789 69										
Cost during year 1904..... \$1,069,789 95										
Cost prior to year 1904..... 373,790 98										
Total cost of contracts..... \$1,443,580 93										

Brick Sewers.																Concrete Steel.			Cast Iron.		Manholes.	Basins.	Contract Price.
60-inch.	66-inch.	72-inch.	78-inch.	84-inch.	90-inch.	102-inch.	120-inch.	126-inch.	132-inch.	78-inch.	90-inch.	120-inch.	16-inch.	36-inch.									
....	79	54	1,750	8	115,912 00						
....	1,200	4	208,628 90						
....	219	....	....	....	....	....	....	....	....	....	3	....						
....							
63	1	47	313,549 75						
232	2	....						
127	1	2							
....	5	....	....	....	....	....	....	....	....	....	....	....	....
....	1	....	....	....	....	....	....	....	....	....	....	2	....						
....	15	....	....	....	....	....	....	....	....	....	....	....	....
....							
....	832	....	....	....	....	....	....	....	....	....	4	....						
....	1,707	....	....	....	....	....	....	....	....	....	8	....						
....							
....	323,383 25						
....							
....							
....	1,475	2	3,661 40						
....							
....							
....	8	2	2,277 00						
....	5	2,213 95						
....	22	5	10,249 25						
....	2	1							
152	1	1							
....	285	2	107,865 00						
....	1,168	....	....	....	....	....	436 *	....	....	....	8	....						
....							
....	1,026	13	41	10	158,256 50						
....	1,022	....	....	....	....	....	....	....	....	....	....	....	5	....						
....	306	....	....	....	....	....	....	273	....	....	....	....	4	1		
....	229	2	7,186 00						
....	380	....	....	....	....	2	1							
....							
....	113	2	7,186 00						
....	76,583 00						
....	2	....						
....	3	2							
....	19	....						
....	8	2							
....	6	....						
....	7	1							
....	7	....						
....	7	....						
....	104	9,598 00						
....	3	1,541 80						
....	3							
....							
....	1	148 00						
....	1	145 00						
....	1	205 00						
....	139 00						
....	3	1,040 00						
....	3							
....	2							
....	2	274 00						
....	36,600 00						
....	7,336 80						
....	8,265 06						
....	1,384 79						
3,585.1	2,654	4,437	1,341	21	5,490	54	4,441.9	1,587	1,677.5	995	436	1,984	41	60	493	137	\$2,712,992 46						

TABLE No. 5.

Showing Sewers Reconstructed, Removed or Abandoned from January 1, 1904, to December 31, 1904.

Location of Work.	Pipe Sewers.				Brick Sewers. 36-inch.	Manholes.	Basins.
	12-inch.	15-inch.	18-inch.	24-inch.			
Map "E," District 11.							
Atlantic avenue, between Flatbush avenue and South Elliott place.....	30	100	....	....	682	5	....
Map "F," District 11.							
Atlantic avenue, between Flatbush avenue and Carlton avenue.....	....	372	762	....	....	9	....
Carlton avenue, between Atlantic avenue and Pacific street.....	188	39	....	....	....	3	....
Vanderbilt avenue, between Atlantic avenue and Pacific street.....	55	40	....	....	....	1	....
Map "J," District 22.							
Baltic street, between Nevins street and Third avenue.....	....	....	....	....	590	3	....
Third avenue, between Baltic street and Dean street.....	....	....	....	210	770	5	....
Dean street, between Third avenue and Fifth avenue.....	705	715	40	....	....	5	....
Fifth avenue, between Dean street and Flatbush avenue.....	95	....	....	....	....	1	....
Map "O," District 37.							
Stanhope street, between Knickerbocker avenue and Irving avenue.....	....	667	38	....	....	6	....
Palmetto street, between Knickerbocker avenue and Irving avenue.....	....	....	700	....	....	5	....
Map "T," District 40.							
Church avenue, between Flatbush avenue and Bedford avenue.....	749	....	....	....	....	....	....
Basins northeast and southeast corners Church avenue and Flatbush avenue.....	....	....	....	....	....	5	2
Basins northeast and southeast corners Church avenue and Nostrand avenue.....	....	....	....	....	....	....	2
Basin on Church avenue, opposite East Thirty-second street.....	....	....	....	....	....	....	1
Beverly road, between East Thirteenth and East Fourteenth streets.....	....	....	....	....	200	3	....
East Nineteenth street, between Albemarle road and Beverly road.....	800	....	....	....	....	7	....
Map "N," District 29.							
Degraw street, between Third avenue and Fourth avenue.....	647	40	....	....	....	7	....

TABLE No. 6.

Built by Private Contract During the Year 1904.

Date Approved Pursuant to Section 395 of Greater New York Charter.	Location.	12-inch Pipe Sewers.	15-inch Pipe Sewers.	18-inch Pipe Sewers.	24-inch Pipe Sewers.	30-inch Brick Sewers.	36-inch Brick Sewers.	Manholes.	Basins.
Map "O," District 37.									
Mar. 17, 1904	Diamond street, between Norman avenue and a point within 100 feet of Meserole avenue	495	40	....	....	....	....	6	....
Map "O," District 37.									
June 3, 1904	Linden street, between Wyckoff avenue and St. Nicholas avenue, from end of existing sewer easterly to Borough Line of Brooklyn.....	108	....	....	....	....	....	1	....
Map "O," District 37.									
Oct. 5, 1904	Hancock street, between Knickerbocker avenue and Irving avenue.....	650	90	....	....	....	....	8	....
Map "S," District 39.									
June 3, 1904	Williams avenue, from Sutter avenue to Livonia avenue.....	567.7	571	562.5	....	....	....	15	6
June 3, 1904	Livonia avenue, from Williams avenue to Alabama avenue.....	....	....	....	276	....	....	2	....
June 3, 1904	Sutter avenue, from Georgia avenue to Alabama avenue.....	272	....	....	....	....	....	4	....
Map "S," District 39.									
July 15, 1904	Alabama avenue, from Sutter avenue to Livonia avenue.....	....	570.5	1,142	....	....	....	15	6
July 15, 1904	Georgia avenue, beginning at end of old sewer between Belmont avenue and Sutter avenue, to Livonia avenue.....	253.9	571.4	1,130	....	....	....	16	7
Map "S," District 39, and Map "X," District 44.									
Mar. 15, 1904	Dumont avenue, from Bristol street to Rockaway avenue.....	476	....	....	....	....	....	6	....
Mar. 15, 1904	Livonia avenue, from Hopkinson avenue to Rockaway avenue.....	721	....	....	....	....	....	9	....
Mar. 15, 1904	Riverdale avenue, from Amboy street to Rockaway avenue.....	266.4	....	....	....	262	475	9	....
Mar. 15, 1904	Rockaway avenue, from Livonia avenue to Riverdale avenue.....	518.3	....	....	....	....	....	6	....
Mar. 15, 1904	Chester street, from Hunterfly road to a point 260 feet south of Riverdale avenue..	517.3	570	559.2	....	....	....	16	....
Mar. 15, 1904	Bristol street, from Hunterfly road to a point 260 feet south of Riverdale avenue..	646	571	558.5	....	....	....	17	....
Mar. 15, 1904	Hopkinson avenue, from Livonia avenue to Riverdale avenue.....	....	....	561.3	....	....	....	6	....
Map "T," District 40.									
July 21, 1904	Sixty-first street, from Fort Hamilton avenue westerly about 200 feet.....	231	....	....	....	....	....	3	....
Map "T," District 40.									
July 23, 1904	Forty-third street, from Seventh avenue to New Utrecht avenue.....	662	778	1,082	....	....	....	23	....
Map "T," District 40, and Map "Y," District 45.									
June 24, 1903	East Seventeenth street, from Avenue G to Foster avenue.....	....	....	....	....	....	....	....	2
June 24, 1903	East Eighteenth street, from Avenue G to Foster avenue.....	....	....	....	....	....	....	....	....
June 24, 1903	East Nineteenth street, from Avenue G to Foster avenue.....	....	....	....	....	....	....	....	....
June 24, 1903	Irvington place, from East Seventeenth street to Brighton Beach Railroad.....	....	....	....	....	....	....	....	....
June 24, 1903	De Koven court, from East Seventeenth street to Brighton Beach Railroad.....	....	....	....	....	....	....	....	....
Map "T," District 40, and Map "Y," District 45.									
Dec. 3, 1903	East Twelfth street, between Foster avenue and summit between Avenue G and Avenue H	255.3	179.5	41	....	....	....	5	....
Dec. 3, 1903	East Thirteenth street, between Foster avenue and summit between Avenue G and Avenue H	959.1	44	....	....	....	....	11	....
Dec. 3, 1903	East Fourteenth street, between Foster avenue and Avenue G.....	843.3	45	....	....	....	....	10	....
Dec. 3, 1903	De Koven place, from East Fourteenth street to Brighton Beach Railroad.....	364.4	....	....	....	....	....	4	....
Map "Y," District 45.									
Mar. 16, 1904	East Thirty-seventh street, between Avenue F and Avenue G.....	647	45	....	....	....	....	6	....

Date Approved
Pursuant to
Section 395 of
Greater New
York Charter.

	Location.	12-inch Pipe Sewers.	15-inch Pipe Sewers.	18-inch Pipe Sewers.	24-inch Pipe Sewers.	30-inch Brick Sewers.	36-inch Brick Sewers.	Manholes.	Basins.
Map "Y," District 45.									
Mar. 16, 1904	East Thirty-eighth street, between Avenue F and Avenue G.....	589	45	....	....	....	....	6	....
Map "Y," District 45.									
June 6, 1904	East Fourteenth street, between Avenue F and Avenue G.....	....	....	....	....	....	....	....	2
June 6, 1904	Wellington court, between Brighton Beach Railroad and East Fourteenth street....	....	....	....	....	....	....	....	....
June 6, 1904	Waldorf court, between Brighton Beach Railroad and East Fourteenth street.....	....	....	....	....	....	....	....	....
Sheepshead Bay.									
Oct. 27, 1904	East Eighteenth street, between Voorhees avenue and Voorhees lane.....	500	....	....	....	....	....	5	....
Total.....		10,542.7	4,120.4	5,636.5	276	262	475	209	23
Engineering and inspection for year 1904.....		\$2,610 26							
Refund to owners.....		2,931 02							
Total expenditures.....		\$5,541 28							

TABLE No. 7.

Total Amount of Work Done on Construction of Sewers from January 1, 1904, to December 31, 1904.

	Feet.	Feet.	Miles.	Miles.
9-inch pipe sewer, public contract.....	2,982.0		0.565	
12-inch pipe sewer, public contract.....	52,606.4		9.963	
15-inch pipe sewer, public contract.....	19,102.5		3.618	
18-inch pipe sewer, public contract.....	13,888.1		2.630	
24-inch pipe sewer, public contract.....	6,496.8		1.231	
		95,075.8		18.007
30-inch brick sewer, public contract.....	6,730.6		1.274	
36-inch brick sewer, public contract.....	4,730.3		0.896	
42-inch brick sewer, public contract.....	3,756.0		0.711	
48-inch brick sewer, public contract.....	1,793.2		0.340	
54-inch brick sewer, public contract.....	2,026.6		0.384	
60-inch brick sewer, public contract.....	4,455.6		0.844	
66-inch brick sewer, public contract.....	2,654.0		0.503	
72-inch brick sewer, public contract.....	4,484.0		0.849	
78-inch brick sewer, public contract.....	1,399.0		0.265	
84-inch brick sewer, public contract.....	21.0		0.004	
90-inch brick sewer, public contract.....	5,490.0		1.040	
102-inch brick sewer, public contract.....	54.0		0.010	
120-inch brick sewer, public contract.....	4,441.9		0.841	
126-inch brick sewer, public contract.....	1,587.0		0.301	
132-inch brick sewer, public contract.....	2,715.8		0.514	
138-inch brick sewer, public contract.....	2,802.0		0.531	
144-inch brick sewer, public contract.....	3,054.0		0.578	
156-inch brick sewer, public contract.....	2,615.0		0.495	
180-inch brick sewer, public contract.....	995.0		0.188	
		55,805.0		10.568
78-inch concrete steel sewer, public contract....	995.0		0.189	
90-inch concrete steel sewer, public contract....	436.0		0.082	
120-inch concrete steel sewer, public contract....	1,984.0		0.376	
		3,415.0		0.647
16-inch cast-iron pipe sewer, public contract....	41.0		0.008	
36-inch cast-iron pipe sewer, public contract....	60.0		0.011	
		101.0		0.019
12-inch pipe sewer, private contract.....	10,542.7		1.997	
15-inch pipe sewer, private contract.....	4,120.4		0.780	
18-inch pipe sewer, private contract.....	5,636.5		1.068	
24-inch pipe sewer, private contract.....	276.0		0.052	
		20,575.6		3.897
30-inch brick sewer, private contract.....	262.0		0.050	
36-inch brick sewer, private contract.....	475.0		0.090	
		737.0		0.140
Total.....	175,709.4		33.278	

TABLE No. 8.

Total Amount of Sewers, etc., Reconstructed, Removed or Abandoned from January 1, 1904, to December 31, 1904.

	Feet.	Feet.	Miles.	Miles.
12-inch pipe sewer, built under public contract...	2,469.0		0.468	
15-inch pipe sewer, built under public contract...	1,306.0		0.247	
18-inch pipe sewer, built under public contract...	802.0		0.152	
24-inch pipe sewer, built under public contract...	210.0		0.040	
		4,787.0		0.907
36-inch brick sewer, built under public contract..	2,242.0		0.425	
		2,242.0		0.425

	Feet.	Feet.	Miles.	Miles.
12-inch pipe sewer, built under private contract..	800.0		0.152	
15-inch pipe sewer, built under private contract..	667.0		0.126	
18-inch pipe sewer, built under private contract..	738.0		0.140	
		2,205.0		0.418
Total.....		9,234.0		1.750

Net increase in mileage for the year 1904, 31.528 miles.

TABLE No. 9.

Number of Miles of Sewers Completed from January 1, 1858, to December 31, 1904.

Size.	Miles.
6-inch cast-iron pipe.....	0.336
9-inch pipe.....	4.576
12-inch pipe.....	337.725
15-inch pipe.....	95.348
16-inch cast-iron pipe.....	0.293
18-inch cast-iron pipe.....	0.021
18-inch pipe.....	63.819
18-inch brick.....	0.023
24-inch cast-iron pipe.....	0.007
24-inch pipe.....	21.882
24-inch brick.....	10.720
30-inch cast-iron pipe.....	0.028
30-inch pipe.....	1.420
30-inch brick.....	25.289
36-inch cast-iron pipe.....	0.011
36-inch brick.....	21.577
42-inch wooden.....	0.122
42-inch brick.....	11.283
48-inch cast-iron pipe.....	0.231
48-inch wooden.....	0.315
48-inch brick.....	14.369
54-inch brick.....	7.005
60-inch brick.....	9.764
66-inch brick.....	4.080
72-inch brick.....	7.418
78-inch concrete steel.....	0.189
78-inch brick.....	6.043
84-inch brick.....	2.519
90-inch concrete steel.....	0.082
90-inch brick.....	2.271
94-inch brick.....	0.190
96-inch brick.....	1.147
102-inch brick.....	0.879
108-inch brick.....	1.530
120-inch concrete steel.....	0.376
120-inch brick.....	3.737
126-inch brick.....	1.193
132-inch brick.....	1.810
138-inch brick.....	0.659
144-inch brick.....	3.529
156-inch brick.....	0.760
162-inch brick.....	0.736
168-inch brick.....	1.393
180-inch brick.....	1.739
187-inch brick.....	0.289

Built Under Private Contract.

9-inch pipe.....	4.741
10-inch pipe.....	0.050
12-inch pipe.....	42.781
15-inch pipe.....	10.674
18-inch pipe.....	5.901
24-inch pipe.....	0.678
30-inch brick.....	0.557
36-inch brick.....	0.324
42-inch brick.....	0.050
48-inch brick.....	0.140

Built by the Department.

12-inch pipe.....	0.200
Total.....	734.829
184-inch wooden flume.....	0.623

TABLE No. 10.

Number of Connections Made with Sewers from 1859 to December 31, 1904.

Year.	Number.
1859 Connections made	422
1860 Connections made	1,695
1861 Connections made	4,896
1862 Connections made	3,168
1863 Connections made	1,984
1864 Connections made	1,301
1865 Connections made	1,519
1866 Connections made	3,605
1867 Connections made	2,922
1868 Connections made	3,286
1869 Connections made	3,501
1870 Connections made	2,972
1871 Connections made	2,861
1872 Connections made	2,845
1873 Connections made	5,276
1874 Connections made	3,648
1875 Connections made	2,786
1876 Connections made	2,237
1877 Connections made	2,110
1878 Connections made	1,999
1879 Connections made	1,908
1880 Connections made	1,664
1881 Connections made	1,872
1882 Connections made	2,058
1883 Connections made	2,626
1884 Connections made	3,079
1885 Connections made	3,162
1886 Connections made	3,093
1887 Connections made	3,295
1888 Connections made	3,302
1889 Connections made	3,937
1890 Connections made	3,168
1891 Connections made	3,137
1892 Connections made	3,068
1893 Connections made	2,245
1894 Connections made	2,174
1895 Connections made	3,440
1896 Connections made	3,696
1897 Connections made	3,300
1898 Connections made	2,562
1899 Connections made	2,608
1900 Connections made	2,478
1901 Connections made	2,244
1902 Connections made	2,093
1903 Connections made	2,444
1904 Connections made	4,526
Total	128,212

Brooklyn, December 31, 1904.

The Hon. J. C. BRACKENRIDGE, Commissioner of Public Works, Borough Hall, Brooklyn, New York City, N. Y.:

Dear Sir—Appended is a report in detail of the operations of the Bureau of Public Buildings and Offices, Borough of Brooklyn, for the year ending December 31, 1904. It sets forth minutely the operations of this branch of your Department for the time indicated and in so far as practicable is brought up to date. Some of the facts and figures embodied herein have been reckoned approximately, but substantially they are correct, and you may accept the statistics here set forth as being, for all practical purposes, final. You will observe that I have not made a detailed report of the financial accounts of this Bureau, as that is fully set forth in the fuller report of the General Bookkeeper of the Department of Public Works. So much of the Bookkeeper's statement, however, as is necessary to give you a clear idea of the administrative operations of this Bureau in connection with this report I have incidentally brought out. Concerning this part of the Bureau's work, I wish to make it clear to you that toward the latter part of the year I requested each and every tradesman with whom the Bureau had dealings to forward to me as speedily as possible bills for the year 1904, so that I could close the accounts so far as practicable on the last day of the old year. In most cases this request was complied with, and the few delayed bills will not materially alter the totals.

During the year this Bureau has expended on open orders, as purchasing agent of the entire Department of Public Works, all told, as closely as can be reckoned, \$134,292.07.

Orders covering this expenditure were divided as follows:

Bureau of Public Buildings and Offices.	
Supplies	\$33,570 81
Repairs	39,924 61
Bureau of Highways.	
Supplies	25,805 51
Bureau of Sewers.	
Supplies	29,578 44
General Administration.	
Supplies	1,163 17
Bureau of Incumbrances.	
Supplies	1,249 00
Topographical Bureau.	
Supplies	3,000 53

The total appropriations for the year for the Bureau of Public Buildings and Offices were divided as follows:

Salaries and wages	\$228,691 00
Transfers to other bureaus during the year	10,000 00
Final appropriations	\$218,691 00
Expended, 1904	217,216 37
Unexpended	\$1,474 63
Supplies and Repairs.	
Original appropriation	\$120,878 00
Transfers from salaries and wages	9,000 00
Final appropriation	\$129,878 00
Expended	126,827 31
Unexpended	\$3,050 69

Supplies and Contingencies.

Appropriation	\$1,000 00
Expended	937 65
Unexpended	\$62 35
The total expenditure on contracts was	\$352,908 41

For the purpose of an orderly presentation of facts and figures I have subdivided the subjects of this report under various subheads.

Contracts Entered Into and Registered During the Year.

Contract No.	Contractor.	Nature of Contract.	Date of Registration	Amount of Contract.
1	Moquin - Offerman - Heissenbuttel Coal Company	5,252 tons anthracite coal	Feb. 8, 1904	\$34,089 24
2	Thomas Dwyer	Changing of partitions, doors, extension of vaults, plumbing, etc., second story, Hall of Records	*Mar. 28, 1904	13,051 50
3	G. F. Stewart	Repairing and fitting out free floating baths	May 23, 1904	4,838 00
4	T. Fred'k Jackson	Furnishing and installing electric wiring for lighting and motors, Hall of Records	June 2, 1904	12,400 00
5	The Cassidy & Son Manufacturing Company	Furnishing and fitting lighting fixtures, Hall of Records	June 6, 1904	8,964 90
6	Neptune B. Smyth	Painting, graining, varnishing interior and exterior, Hall of Records	June 21, 1904	6,983 00
7	D. J. Ryan	Additional work, Gates Avenue Court-house	July 11, 1904	1,498 10
8	Tayntor Construction Company	One Hundred headstones, veterans' graves	July 20, 1904	1,395 00
9	Thomas Dwyer	Ventilating system, etc., Hall of Records	July 12, 1904	12,500 00
10	A. R. Townsend	Automobile for use of Borough President	July 29, 1904	2,500 00
11	United States Trading Company	Supplies, baths and comfort stations	Aug. 4, 1904	2,057 60
12	Keuffel-Esser Company	Engineers and Draughtsmen's supplies	Aug. 23, 1904	4,360 22
13	Van Dorn Iron Works Company	Metallic cases and fixtures, Hall of Records	Aug. 31, 1904	116,997 00
14	Thomas Dwyer	Remodeling main entrance, Hall of Records	Aug. 31, 1904	10,945 00
15	James Fay	New plumbing and fixtures, Kings County Jail	Aug. 25, 1904	16,585 00
16	Samuel Lewis	Janitors' supplies	Sept. 15, 1904	1,857 16
17	D. J. Ryan	Fitting up Fifth District Municipal Court, Fifty-third street and Third avenue	Sept. 8, 1904	2,099 00
18	N. B. Smyth	Repairing dome, Kings County Court-house	Sept. 29, 1904	6,900 00
19	Thomas J. Pillion	Repairing stonework, Borough Hall	Dec. 1, 1904	795 00

* Notice received from Assistant Commissioner Regan on April 6, 1904.

Contracts Completed During the Year.

Year of Contract.	Contract No.	Contractor.	Nature of Contract	Final Payment.	Amount of Contract.
1903	11	Thos. Dwyer	Constructing Lorimer Street Comfort Station	June 4, 1904	\$22,579 70
1903	13	Thos. G. Carlin	Building Reid Avenue Comfort Station	Mar. 3, 1904	22,520 43
1903	15	Moquin-Offerman-Heissenbuttel Coal Company	Furnishing and delivering coal to public buildings	Jan. 29, 1904	17,403 75
1903	18	Lustbader & Glantz	Building Greenpoint Comfort Station	Jan. 6, 1904	18,749 00
1903	33	Blake & Williams	Heating and ventilating Kings County Court-house	May 17, 1904	45,440 00
1903	36	Howe & Bassett	Plumbing and drainage, Kings County Court-house	Jan. 13, 1904	23,835 20
1903	43	Building and Sanitary Inspection Company	Engineer's services, heating and ventilating Kings County Court-house	May 17, 1904	2,272 00
1903	44	Building and Sanitary Inspection Company	Engineer's services, plumbing and drainage, Kings County Court-house	†Dec. 31, 1903	1,194 50
1903	48	United States Trading Company	Supplies for baths and comfort stations	Mar. 14, 1904	4,497 00
1903	49	Simon Nager, Jr.	Coal for baths and comfort stations	Feb. 9, 1904	2,108 00
1904	3	Geo. F. Stewart	Repairing and fitting out free floating baths	July 13, 1904	4,838 00
1904	8	Tayntor Construction Company	Headstones for veterans' graves	Nov. 3, 1904	1,395 00
1904	10	Alfred R. Townsend	Furnishing and delivering automobile for Borough President	Aug. 11, 1904	2,500 00
1904	11	United States Trading Company	Supplies for baths and comfort stations	Aug. 11, 1904	2,057 00

† Too late for 1903 report.

Uncompleted Contracts Still Pending from Previous Years.
(Architect's Services as per Mr. Daus's Original Contract.)

Contractor.	Nature of Contract.	Amount.
R. L. Daus	Additions and alterations, Kings County Hall of Records	Dwyer's original contract, \$398,700
R. L. Daus	Extending excavations, Kings County Hall of Records	Dwyer, modified contract, \$3,054.78
R. L. Daus	Changing partitions, doors, extension of vaults, plumbing, etc., Kings County Hall of Records	Dwyer, modified contract, \$13,051.50
R. L. Daus	Modified contract—Dwyer	\$12,500
R. L. Daus	Electric wiring	Jackson's contract, \$12,400
R. L. Daus	Front entrance	Dwyer's contract, \$10,945.
R. L. Daus	Lighting fixtures	Cassidy Manufacturing Company's contract, \$8,964.90
R. L. Daus	Painting	Smyth's contract, \$6,983.
R. L. Daus	Metallic cases	Van Dorn Iron Works contract, \$116,997.
R. L. Daus	Open order, conduits and outlets, for furnishing wiring	\$295

Uncompleted Contracts Still Pending from Previous Years.

Year of Contract.	Con. No.	Contractor.	Nature of	Amount of Contract.
1902	5	Thos. Dwyer	Additions and alterations to Kings County Hall of Records.	\$398,700 00
1903	3	Thos. Dwyer	(Modified.) Extending excavations, Kings County Hall of Records.	3,054 78
1903	29	Fuller & O'Connor	Erecting Montrose avenue bath building.	87,426 00
1903	41	Louis H. Voss	Architect's services, Montrose avenue bath building.	4,558 55
1903	42	Fuller & O'Connor	(Modified.) Extending foundation work, Montrose avenue bath building.	3,750 71
1903	45	Fuller & O'Connor	Erecting Huron street bath building.	89,447 00
1903	46	L. H. Voss	Architect's services, Huron street bath building.	4,472 35
1903	50	Myron C. Rush	Erecting Duffield street bath building.	95,940 00
1903	51	A. S. Hedman	Architect's services, Duffield street bath building.	4,797 00
1903	52	D. J. Ryan	Erecting Gates Avenue Court-house.	45,500 00
1903	53	Wilkinson & Magonigle	Architect's services, Gates Avenue Court-house.	2,275 00

Public Buildings in Charge of this Bureau.

The buildings of which this Bureau has had charge during the year are set forth in the subjoined statement:

Building and Location.	Leased or Owned.	Date of Expiration of Lease.
Borough Hall, Fulton and Joralemon streets.	Owned....	
Municipal Building, Joralemon and Fulton streets.	Owned....	
Kings County Court-house, Joralemon and Fulton streets.	Owned....	
Hall of Records, Fulton and Court square.	Owned....	
Disciplinary Training School, Eighteenth avenue and Fifty-sixth street.	Owned....	
Firemen's Hall (Eastern District), Bedford avenue and North First street.	Owned....	
Administration Building, East avenue, Wallabout Market.	Owned....	
Gates Avenue Court-house, Gates avenue, near Marcy avenue.	Owned....	
Atheneum Building (Court of Special Sessions), No. 171 Atlantic avenue.	Leased....	Sept. 1, 1905
Children's Court, No. 102 Court street.	Leased....	May 20, 1906
Kings County Jail, Raymond and Willoughby streets.	Owned....	
Municipal Courts—		
First District, State and Court streets.	Leased....	Feb. 1, 1907
Second District, No. 1217 Bedford avenue (till October 3).	Leased....	* Nov. 1, 1904
Third District, Lee avenue and Clymer street.	Owned....	
Fourth District, No. 14 Howard avenue.	Leased....	Feb. 15, 1907
Fifth District (removed), Bath avenue and Bay Twenty-second street (till June 20).	Leased....	June 20, 1904
Fifth District (from June 20), Third avenue and Fifty-third street.	Leased....	June 20, 1906
Magistrates' Courts—		
First District, Adams street, near Myrtle avenue.	Owned....	
Second District, Court and Butler streets.	Leased....	Jan. 1, 1907
Third District, Vanderbilt and Myrtle avenues.	Owned....	
Fourth District, No. 8 Lee avenue.	Owned....	
Fifth District, Manhattan avenue and Powers street.	Leased....	May 18, 1907
Sixth District (till November 3) (removed), Reid and Gates avenue.	Leased....	Jan. 1, 1904
Sixth District (thereafter), Gates Avenue Court Building.	Owned....	
Seventh District, Grant street and Flatbush avenue.	Owned....	
Eighth District, West Eighth street, Coney Island.	Owned....	
Storehouse, Bath and Comfort Station Supplies, No. 757 Myrtle avenue.	Leased....	May 1, 1905
Free Floating Baths—		
No. 1, foot Thirty-ninth street.	Owned....	
No. 2, foot North First street.	Owned....	
No. 3, foot Noble street.	Owned....	
No. 4, foot Conover street.	Owned....	
No. 5, foot Dock street.	Owned....	
Interior Baths—		
Hicks Street, Hicks street, near Degraw.	Owned....	
Pitkin Avenue, Pitkin avenue, near Watkins street.	Owned....	
Montrose Avenue, Montrose avenue, near Union.	Owned....	
Public Comfort Stations—		
Borough Hall, Fulton and Joralemon streets.	Owned....	
Hamilton Avenue, Hamilton avenue and Richards street.	Owned....	
Manhattan Avenue, Manhattan and Greenpoint avenues.	Owned....	
Liberty Avenue, Liberty and East New York avenues.	Owned....	
Lorimer Street, Lorimer street, near Broadway.	Owned....	
Reid Avenue, Reid avenue and Pulaski street.	Owned....	

* Removed. In Gates Avenue Court Building thereafter.

Borough Hall.

The occupants during the year were:

- First floor (basement)—
 Memorial Committee of the Grand Army of the Republic.
 Veteran firemen and soldiers.
 Police of Eighty-second Precinct.
 Police Bureau of Regulation of Street Traffic.
 Engine and boiler rooms.
 Reporters' rooms.
- Second floor—
 President of the Borough.
 Commissioner of Public Works.
 Deputy City Clerk.
 Members of the Board of Aldermen.

Second floor—

Bureau of Licenses.
 Coroners' offices and court room.
 Clerks of the Appellate Division and Judges' Chambers.

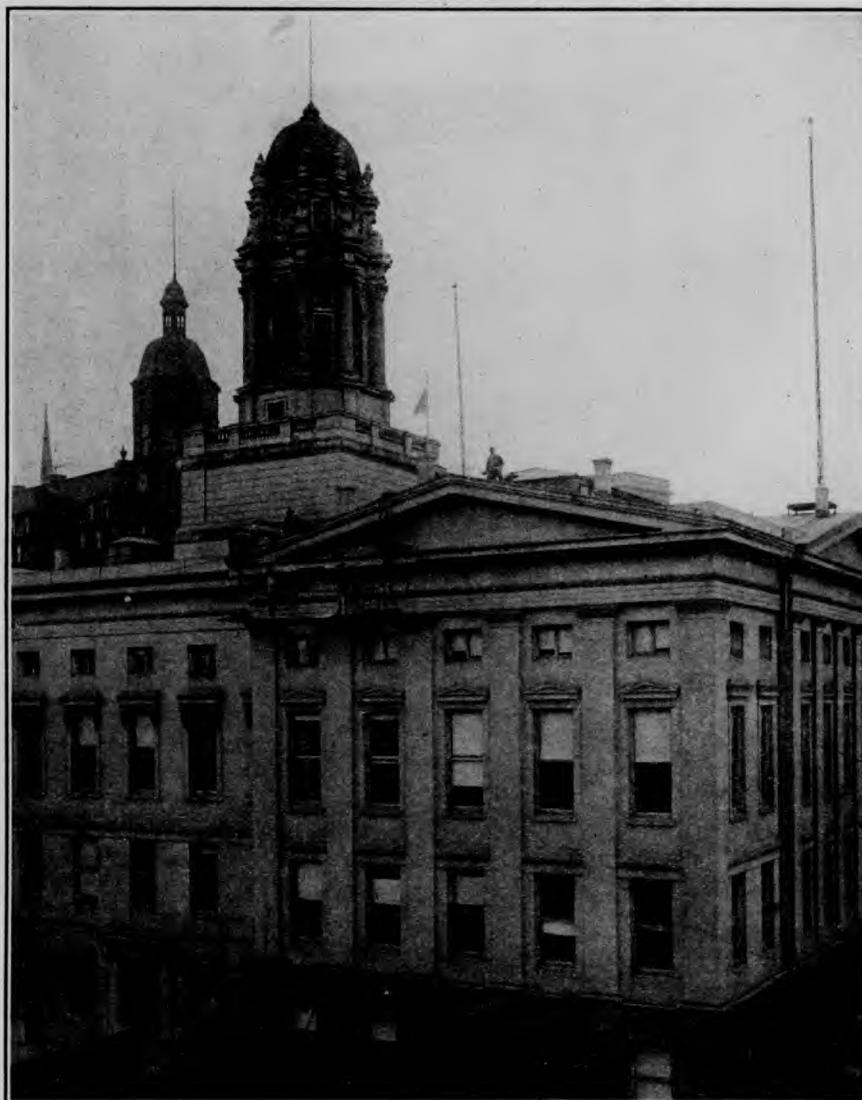
Third floor—

Stenographers, Presiding Justice, Appellate Division, Supreme Court.
 Clerks and court room of the Appellate Division, Supreme Court.
 Law Department.

Fourth floor—

Bureau of Buildings.

The main improvement to this building, which was the old City Hall of the former City of Brooklyn, and which dates back over forty-five years, was comprehended in a contract involving a total expenditure of \$795, to Thomas J. Pillion, and covering an unexpectedly discovered defective condition of the structure, early in July. On several occasions pieces of the building's coping became dislodged and fell to the street. On all sides of the building my Inspectors subsequently found the coping was in a very bad condition. So far as I could learn, this particular part of the structure had received no



REPAIRING BOROUGH HALL COPING.
 (Thomas J. Pillion's Contract.)

attention since the building was put up in 1859. A large part of the overhanging stone work on all sides of the structure, it was seen, should be taken down, most of it being decayed and detached, and the drip part of the crown, or top part of the cornice, cut off. When this matter was brought to the attention of the Board of Estimate and Apportionment by Borough President Littleton, an emergency appropriation to cover the cost of the repairs was immediately secured and eventually an advertised contract was let to Thomas J. Pillion. Work was speedily begun under the contract, but because of unavoidable delay by reason of bad weather the contract had not been completed up to the end of this year. It is progressing favorably, however, and this portion of the structure, at least, will have been made thoroughly safe before the middle of January.

The electric elevator in this building was thoroughly overhauled during the year at an expense of nearly \$900, and it is now as nearly perfect as an old machine of this character can be. At an expense of nearly \$200 the elevator and its iron grill-work inclosure were repaired and redecorated. On the southeast end of the building new copper rain-water conductors were substituted for old and worn-out water-pipes at an expense of a little over \$100, and the roof was repaired in many places. The old storm steps leading from the main entrance were thoroughly overhauled and equipped with new iron railings. All the plumbing work in most of the offices has been materially improved. In the Coroners' offices the floors and subbases have been repaired, portions of the walls replastered, the sidewalls of all of the rooms repainted, and the ceilings kalsomined. In the Bureau of Buildings, on the top floor, the surroundings have been materially improved. Most of the rooms were redecorated and many new bookcases and stationery closets provided. A portion of the Corporation Counsel's quarters were repainted and kalsomined. All of the windows in the offices of the Borough President and the Commissioner of Public Works were provided with a ventilating system. Many of the other offices in this building were thoroughly repainted throughout. A considerable part of the plumbing work was overhauled, the brick work of all the boilers was thoroughly repaired, the poles on top of the structure were repaired and repainted, and, where occasion required, the doors of the various offices were relettered.

Municipal Building.

This building was occupied during the year 1904 as follows:

Basement—

Engine and Boiler room.
 Carpenter shop.
 Store room.
 Department of Finance (Tax Bureau).
 Department of Water Supply, Gas and Electricity (Registrar of Water Rates).

First Floor—

Department of Finance (Bureau of Collection of Assessments and Arrears).
 Department of Water Supply (Water Registrar).

Second Floor—

Bureau of Highways.
 Department of Taxes and Assessments.

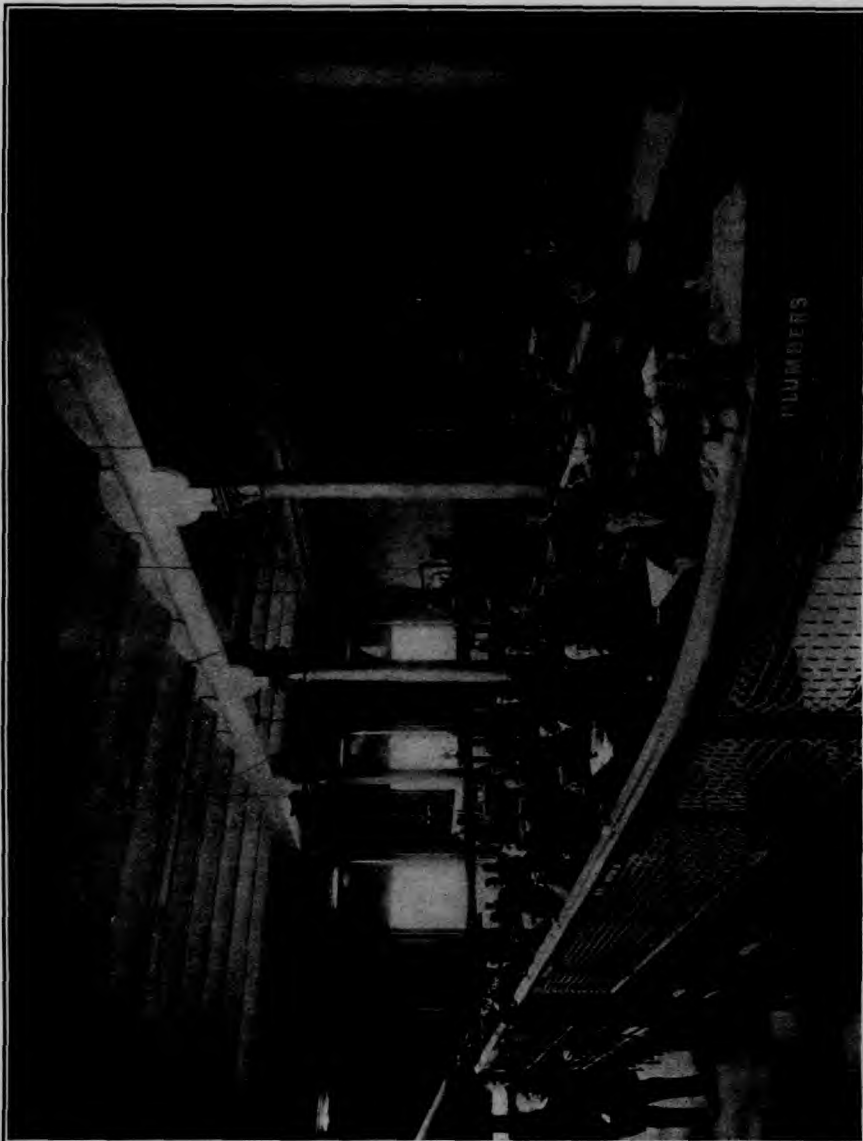
Third Floor—

Bureau of Public Buildings and Offices.
Department of Street Cleaning.
Bureau of Highways.
Department of Water Supply, Gas and Electricity.
Headquarters, Second Brigade.

Fourth Floor—

Department of Water Supply, Gas and Electricity.
Bureau of Sewers.
Bureau of Highways Laboratory.

The most extensive undertaking in this building during the past year was the rearranging of the offices of the Registrar of Water Rates at the rear of the first floor, which, when I came into office, looked to me like an unsightly arrangement of horse stalls, and which Registrar McGuire told me were so laid out as to make the proper transaction of business almost impossible. Ordinarily this proposition would have cost the City over fifteen hundred dollars and have necessitated a considerable delay, in order to comply with the law requiring an advertised contract for the expenditure of sums in excess of one thousand dollars. At the outset the Water



Registrar explained to me that until the alterations he desired had been made his large staff of associates could not satisfactorily perform its duties, and would not be conveniently situated to receive payments for the borough's water rates, which begin to be made in the fore part of each year. With the view to hastening this requested improvement, so as to facilitate the operations of the Bureau, I had appointed temporarily from the Civil Service list of eligibles a complement of fourteen carpenters, whom we paid at the rate of \$2.37½ a day each, and assigned them to the undertaking, purchasing for their use in connection therewith, material that cost \$668, which sum, added to the wages paid the carpenters, brought the total cost of the improvements up to \$895.30, a net saving to the City of nearly \$605. The work was done under the constant supervision of an Inspector of this Bureau—a practical builder of large experience—and for the purposes which it serves the headquarters of the Registrar of Water Rates for this borough. I am convinced, is now more conveniently planned and more satisfactorily arranged than any similar office in the Greater City.

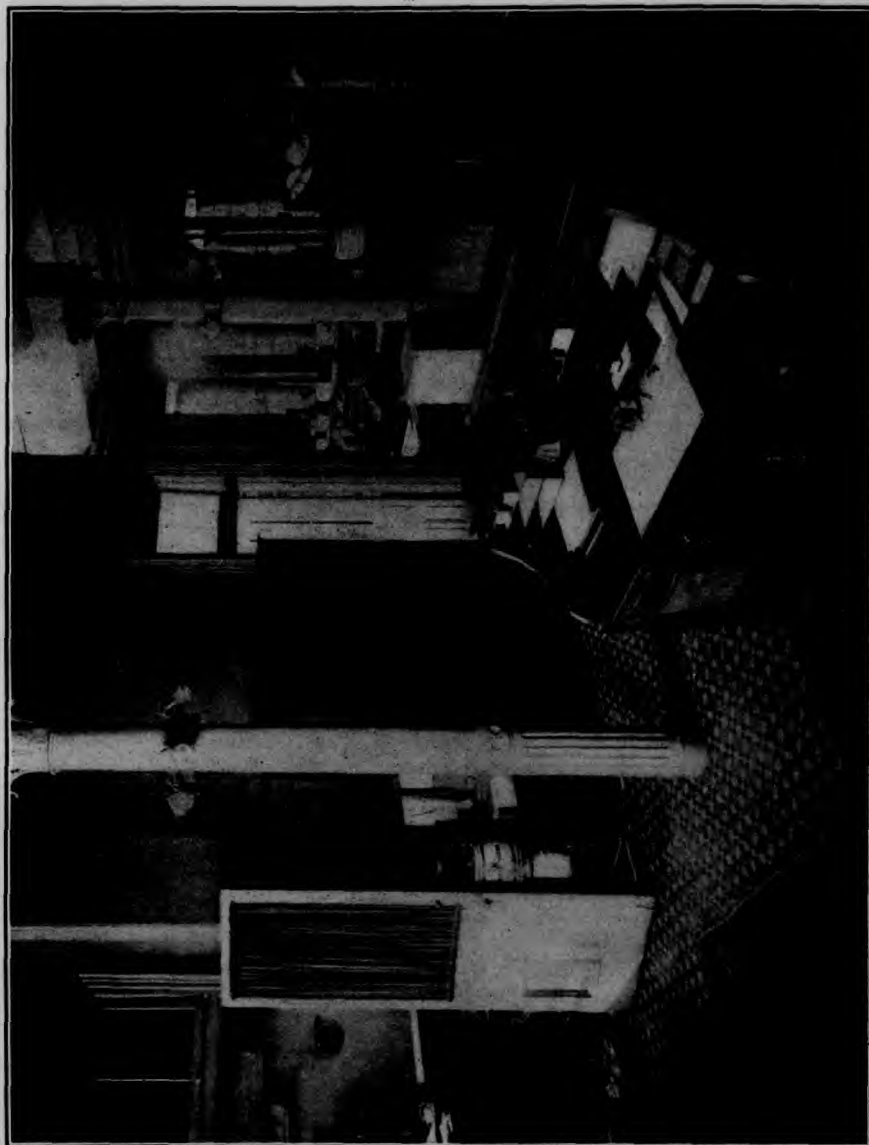
The offices of the Bureau of Sewers, on the third floor, were painted throughout, and new carpets furnished for the rooms of the Superintendent, Secretary, and some of the Assistant Engineers. In the offices of the Department of Water Supply, Gas and Electricity new steam valves were placed on all radiators, and new steam pipes were substituted for defective steam pipes, while the Deputy Commissioner's private office was renovated throughout. In the map room, Bureau of Highways, on the third floor, where the occupants had never had toilet accommodations, and in Room No. 28, occupied by the Department of Water Supply, Gas and Electricity, new wash basins were installed.

The steam pipes and plumbing throughout this building were thoroughly repaired during the year, window ventilators were placed in several offices, the sanitary condition of the rooms of the Deputy Receiver of Taxes, in the basement, was improved by substituting removable windows for the old-fashioned air-precluding sashes formerly in use; clothes closets for employees were constructed in several offices, electric fans in the various offices were overhauled and placed in working order, the rooms of the Chief Engineer of the Department of Water Supply, Gas and Electricity, on the third floor, were altered to suit Mr. De Varona's convenience and thoroughly renovated, and the offices of the Superintendent of Repairs of the same Department were painted and decorated.

Offices of the Bureau of Public Buildings and Offices Enlarged.

It was manifestly apparent to me at the outset that the work of the Bureau of Public Buildings and Offices was seriously hampered by lack of room, and a personal investigation showed that the Department of Water Supply, Gas and Electricity, the offices of which adjoin the offices of this Bureau on the third floor of the Municipal Building, was encroaching on my accommodations. I found that two rooms formerly used by this Bureau had been transferred during the previous administration to the Chief Engineer of Water Supply, Gas and Electricity, and that in these rooms, comprehending a floor space of 3,792 square feet, only a half dozen persons were employed, while in my offices, within a space of 2,032¼ square feet, thirty-two persons were constantly employed and over three hundred employees, in addition to the countless merchants and others doing work with the Bureau, were frequently crowded therein. Furthermore, I found the main entrance to this Bureau, which was confined to a 2-foot wide passageway between a dozen bookcases and desks, an absolute disgrace to a public office. You will recall that when Borough President Littleton and yourself were made acquainted with these conditions, I was

directed to take the necessary steps to regain possession of the room which had been taken from this Bureau and assigned to the Department of Water Supply, Gas and Electricity. After some delay this was accomplished, and the dividing wall between the front office of the Bureau of Public Buildings and Offices and the room recovered was cut down, thus giving my Bureau ample room for the transaction of business.



RECONSTRUCTED OFFICES, BUREAU OF PUBLIC BUILDINGS AND OFFICES, MUNICIPAL BUILDING.

ness. Then I had the side walls painted, the ceilings kalsomined, the floors covered with linoleum and rugs; new stationery closets were also constructed in these offices; in the first floor office of the Deputy Receiver of Taxes, a new wire cage for the cashier was erected; the offices of the Bureau of Sewers, on the top floor, were



PAY DAY—BUREAU OF PUBLIC BUILDINGS AND OFFICES.

thoroughly renovated, a new floor covering and considerable new furniture placed therein; the rooms occupied by the Bureau of Electricity of the Department of Water Supply, Gas and Electricity were repainted, and a new combination lighting fixture installed; considerable repairs were made to the roof of the building; the iron gate leading to Livingston street was repaired, and awnings placed on all the windows.

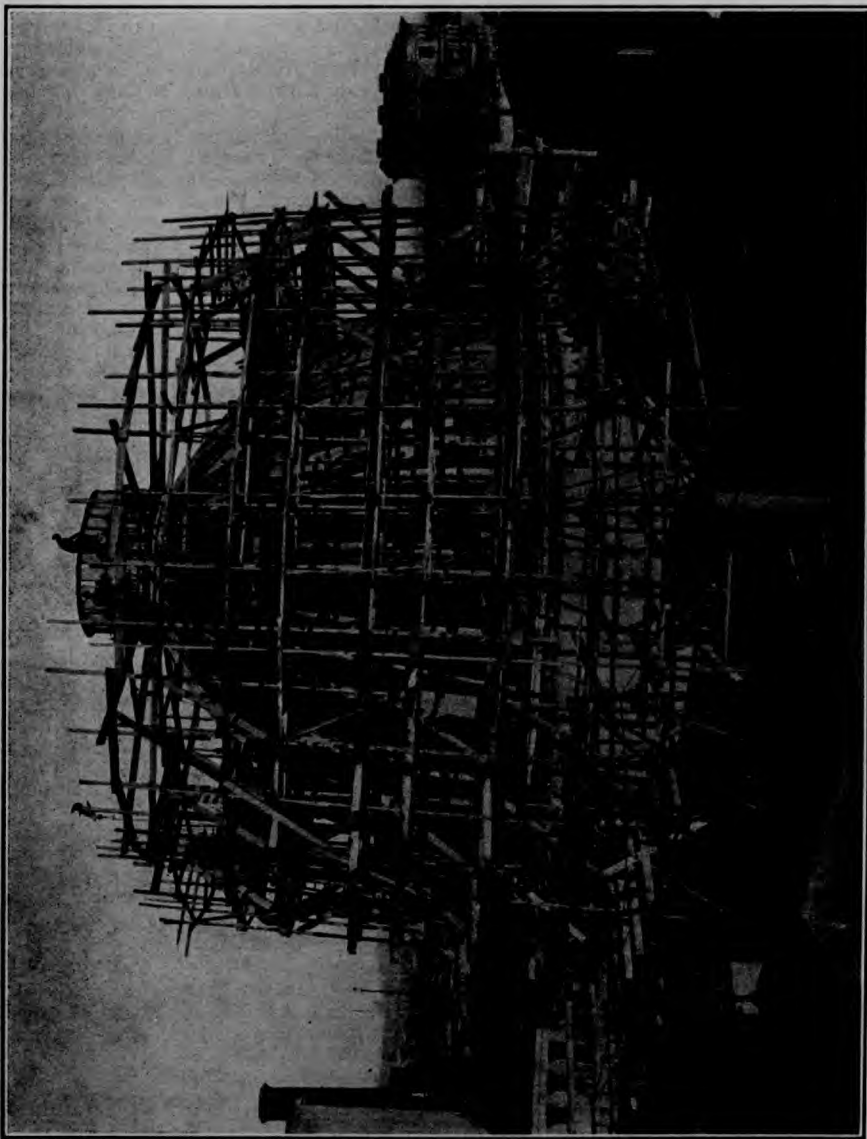
To better accommodate the rush of taxpayers in the offices on the first floor of this building, the standing desks were extended, new book-racks built and new shelving installed; a new wire cashier's cage was built in Rooms 2, 4, 6 and 8, and new signs to readily indicate the location of the various clerks were conspicuously placed.

Kings County Court-house.

The Court-house was occupied during the year as follows:

- Basement—
Boiler and engine room.
Store rooms.
Paint shop (Bureau of Public Buildings and Offices).
First Floor—
District Attorney.
Commissioner of Jurors.
Sheriff.
Grand Jury.
Newspaper reporters.
Janitor's Office.
City Chamberlain.
County Court.
Second floor—
Supreme Court.
Law Library.
Third floor—
Jury rooms.
Janitor's apartments.
Offices Stenographers, Supreme Court.

Under a contract awarded to N. B. Smyth, the dome of this building, which has cost the authorities nothing in the repair relation since the building was constructed forty-two years ago, is now being thoroughly overhauled. For some time the dome was found to be so leaky that tarpaulins had to be used under it during every storm. The repairs now under way will make this part of the building as good as new. Borough President Littleton obtained an appropriation of \$10,000 for this work in the fore part of September, and N. B. Smyth was the lowest bidder at \$6,900. Perhaps one of the most important considerations in estimating on the expense of the work was the construction of the scaffolding which runs around the entire dome and extends to the top, tier upon tier. This dangerous work was some weeks ago completed and the contract is now well under way. The rigging of this frame scaffolding was done by men who are engaged exclusively in work of this kind and cost the contractor \$250. The scaffolding itself was taken down from about the steeple of a Brooklyn church, which had just been repaired. It was put together with six-inch iron spikes and each tier of boards was thoroughly tested, so as to avoid subsequent accident, before another tier was put on. From the street the structure looks too frail to hold a man's weight, but a small army of mechanics is working on it.



REPAIRING KINGS COUNTY COURT-HOUSE DOME.
(N. B. Smyth's Contract.)

The huge Court-house dome has a brick foundation upon which rests an iron frame work, with sheet iron covering. The contract calls for the removal of the old covering, the cleaning of the iron frame work, the replacing of parts wherever necessary, and the covering of all with red lead. All the ventilating apparatus in the dome is to be repaired and the skylight put in a first-class condition. An entire new covering of sheet iron is to be placed on the dome. In order to guard against a flood, the contractor is required not to expose more than three sections of the roof to the weather at any one time.

An old flag pole on the Livingston street front of this building, which has been in use for many years, having been found early in January to be rotted and in a condition dangerous to lives of passersby, I selected competitive estimates for a new pole, and at an expense of \$115 I remedied the situation. The steam pumps in the boiler room were thoroughly repaired and furnished with new brass valves. A new jury box was constructed for the County Court on the ground floor, and various minor repairs were made to the rooms of the Justices. In the offices of the District Attorney numerous repairs were made to the District Attorney's private room; a new floor was laid in

the office of the County Detectives; most of the furniture in the various offices, which was found to be in a very dilapidated condition, was repaired; a new room to be used as a stationery store house was fitted up, and nickel towel racks were placed in all of the toilet rooms.

At the request of Supreme Court Justice Gaynor four new water-closets, with all necessary connections, were fitted up in room No. 39 at an expense of \$725, the order being awarded to the lowest of several bidders.

The main doors leading to the building were recovered with pantasote, and otherwise repaired; a new combination chandelier was placed in the District Attorney's office; the side walls of the toilet room adjoining Room 39 were repainted and the ceiling kalsomined; a new document case was built in the office of the Commissioner of Jurors; filing cases in the office of the Chief Clerk of the Supreme Court were reconstructed; an old and dilapidated partition in the doorway leading to the yard of the building was removed and a new entrance-way substituted; in the office of Judge Gaynor's Secretary a filing case, removed from Rooms 27 and 39, was placed, after being thoroughly repaired; the lettering of the signs over the doors leading to the various branches of the Supreme Court were altered to suit present conditions; the steam pipes and steam pumps in the building were thoroughly renovated; four new washout water-closets, with marble partitions and floors and hardwood doors, were installed for the convenience of the Supreme Court Justices; awnings were placed on all the windows of the building.

At the request of the Justices of the Supreme and County Courts, and by an arrangement with Deputy Comptroller Stevenson, who agreed to provide a fund for the purpose, this Bureau, before the latter part of the quarter, greatly improved the surroundings of both those branches of the local judiciary. New carpets and other floor covering were laid in all of the rooms used in both courts, at an expense of \$2,000. In addition, the side walls of the various rooms used by the County Court were painted and kalsomined, and the Supreme Court rooms were improved to suit the conveniences of the Justices; Under-Sheriff Gray's offices, too, were repaired and improved generally; the plumbing and steam-heating plants were thoroughly repaired, and the brick work of the boilers renovated.

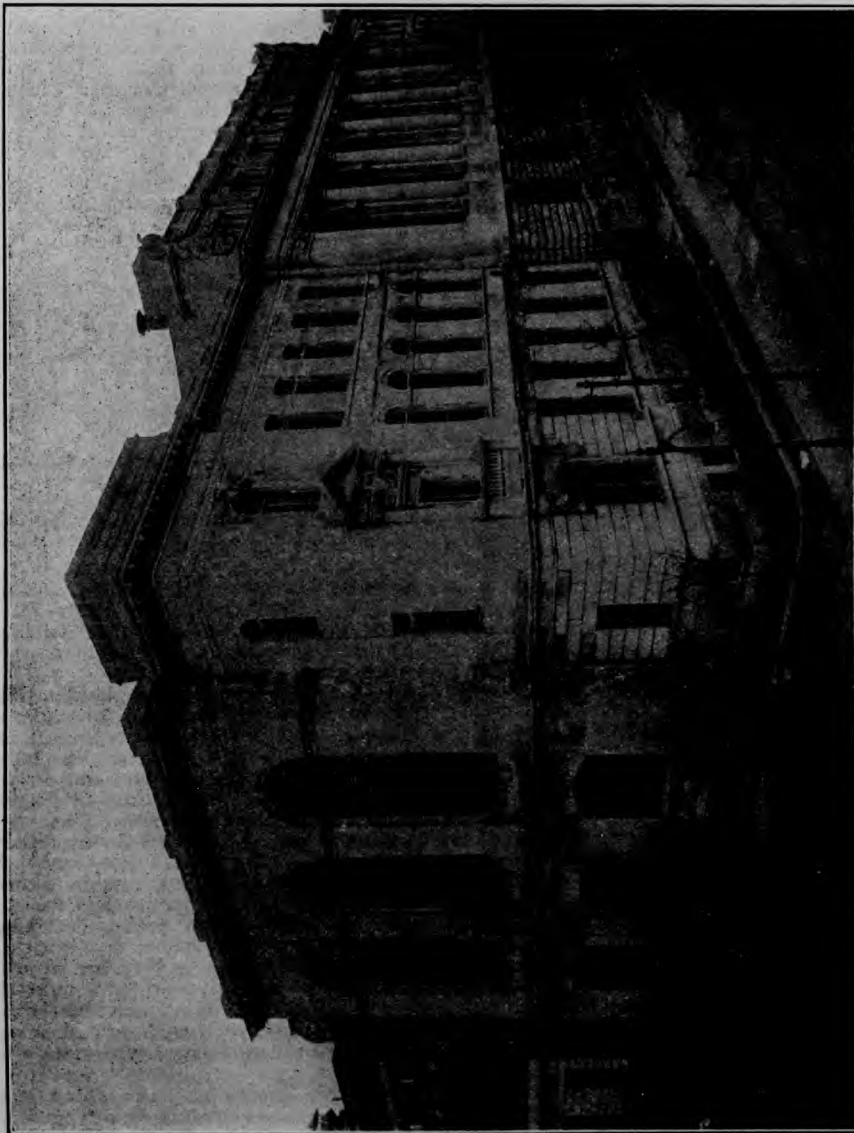
Hall of Records.

The occupants of the Hall of Records during the year were:

- Basement—
Engine and boiler room.
Store rooms.
County Clerk's Copyists.
First Floor—
County Clerk.
Surrogate.
Second Floor—
Register.
Commissioner of Records.
Third Floor—
Commissioner of Records.
Keeper's apartments.
Accountants.

The various contracts for the reconstruction of this building are in the main progressing favorably. The total appropriations for this work, with the addition of over \$18,000, representing premiums on the sale of bonds and amounting in the aggregate to \$639,894.27, show an accessible balance of about \$17,000. A portion of the latter amount will be used to pay for the furnishing of the Surrogate's Court, a project which is now being advertised.

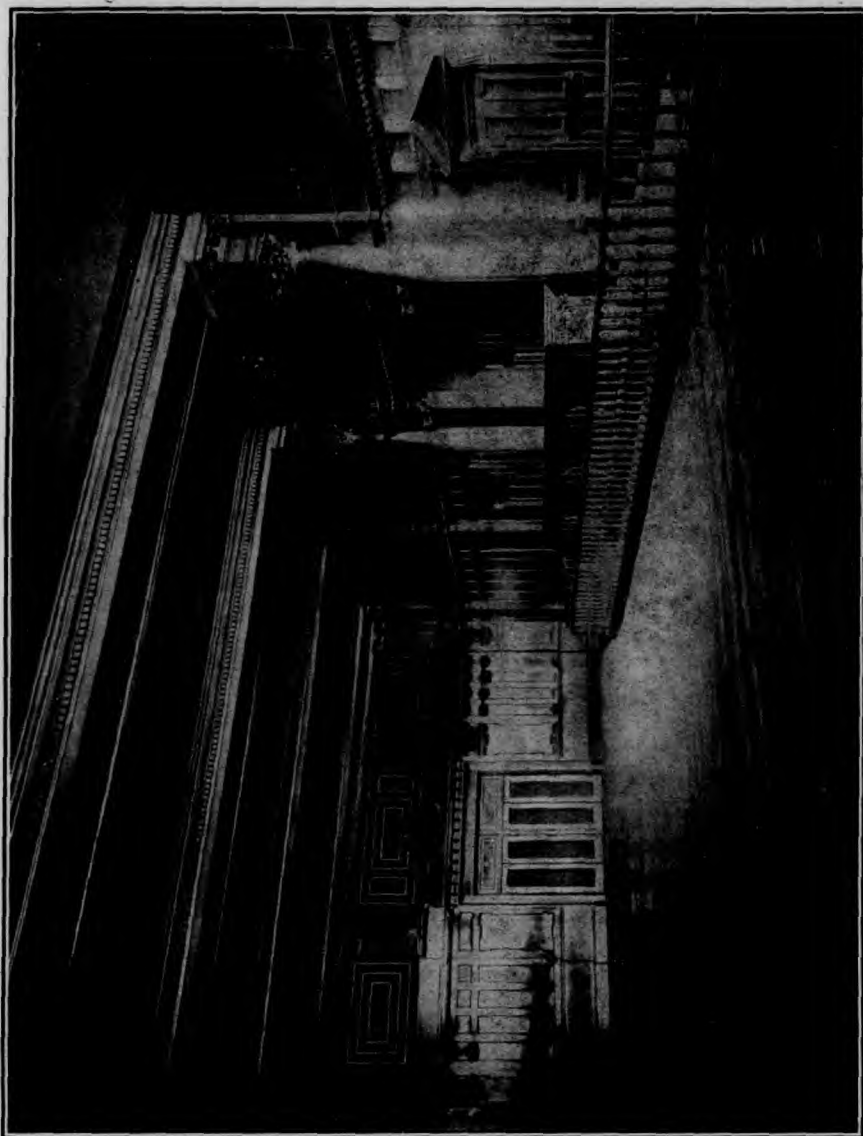
Thomas Dwyer's various contracts for work on this building are gradually nearing completion. The contract of T. Frederick Jackson for the installation of electric wiring is completed, with the exception of the placing of some conduits on the first and second floors in parts of the old building occupied by the County Clerk and Register, work that cannot be done until those officials remove to their new quarters, and



VIEW OF NEW EXTENSION, KINGS COUNTY HALL OF RECORDS.

the finishing up of the cutout panels. The contract for lighting fixtures, which is in the hands of the Cassidy & Sons Manufacturing Company, is well under way, all of the fixtures having been delivered and many of them on the third and fourth floors assembled. The only work yet to be done in connection with the painting contract of N. B. Smyth is in the offices on the first and second floors, and on the walls where the metal cases are to be installed. The Van Dorn Iron Works contract for metal cases I

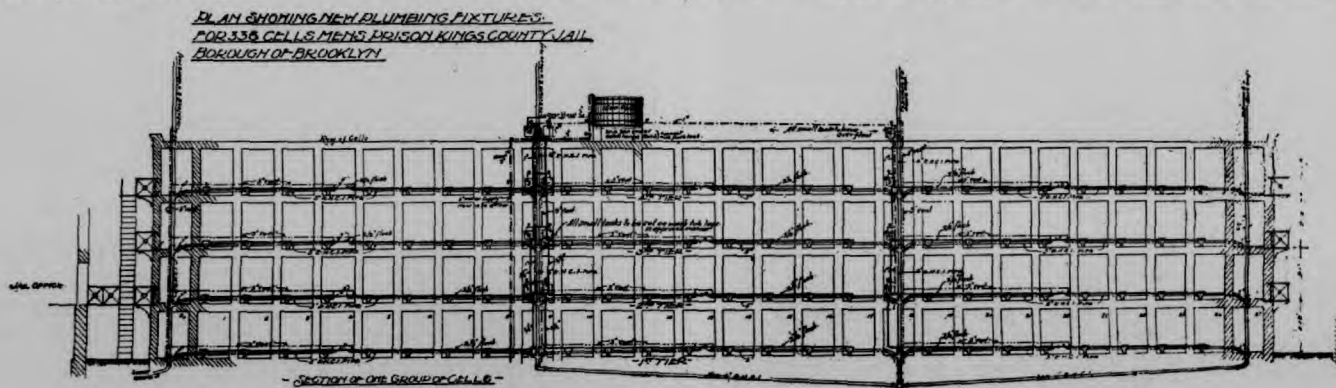
have had some trouble with. The cases are being manufactured in Cleveland, Ohio, and I am told are nearly completed, but no effort, so far as I can learn, has yet been made toward delivery. I have directed the contractors to let me know when the cases will be here; have called their attention to the expiration of the time limit of their contract, and am now waiting to hear from them.



NEW SURROGATE'S COURT-ROOM, KINGS COUNTY HALL OF RECORDS.

Kings County Jail.

Early in the year, in the absence of a special appropriation sufficient to comply with the recommendations of the Grand Jury to improve the conditions of this building—a matter involving an outlay of at least \$20,000—I made such temporary changes in the construction of the interior as my available funds would permit, so as to at least partly improve the surroundings. The roofs on the main and adjacent buildings were repaired in several places; the walls in the toilets of the men's prison and the



kitchen and bathroom of the civil prison were replastered and otherwise repaired; the locks on the women's prison fire escapes and on the doors leading to the men's prison were repaired; a new bathroom was fitted up in the Administration Building; a number of bursted steam pipes, and odds and ends of repairs to the plumbing, were attended to as the necessity arose.

In June the much discussed proposition to thoroughly renew the plumbing and improve the sanitary conditions of this structure was finally arranged for, after an appropriation of twenty thousand dollars had been obtained for the purpose during the quarter. The lowest bidder in connection with the advertised contract was James Fay of Manhattan, who agreed to do the work for about sixteen thousand dollars. The contract was registered and the undertaking begun in the forepart of August. The work went along very satisfactorily, with the assistance of Engineer Provost of your office, but it was found that additional work, covering unlooked for conditions, in order to make the improvement complete, and costing over \$3,400, would be necessary. A modified contract was thereupon authorized and permission secured from the Board of Aldermen to award the new work without competition to the contractor for the original work. You will observe, however, that both undertakings were kept within the limit of the \$20,000 appropriation. When all of this work has been completed the plumbing arrangements of the jail, which have been for so many years officially criticised, will be, to my mind, perfectly sanitary. Still, to make the interior of the building thoroughly satisfactory, I feel that all of the prisoners' quarters should be electrically lighted, and I hope during this year, with your assistance and the help of Borough President Littleton, to secure the necessary appropriation for this purpose.

I desire at this time to emphasize the fact that this Bureau has had nothing whatever to do with the cleaning of the jail, nor over the general conduct or surroundings of the inmates, matters that have provoked no little attention from several Kings County grand jurors and from private citizens. These things are solely within the jurisdiction of the Sheriff of Kings County. By your direction, however, I have asked for a Civil Service eligible list from which to appoint five (5) Male Cleaners for this building, so that this Bureau, as soon as the appointments are made, can see to it that the jail in this relation is properly cared for.

As occasion demanded from time to time the old plumbing in this building, not affected by Mr. Fay's contract, has been kept repaired, and an entire set of new steam pipes, costing nearly \$700, were installed early in the fall. The boilers, too, at an expense of \$540, were thoroughly overhauled and repaired.

Disciplinary Training School.

Repairs of a general character, which with such supplies—coal largely—as we were empowered to furnish this institution, bringing the total expenditures of this Bureau for this building alone up to nearly \$7,500, have been made on requisitions from Superintendent Farrell this year. All of the plumbing work has been renovated as the requirements demanded, a new water feed pipe from the boiler pump to the heater was installed, a brand new hot water heater was placed in the frame part of the institution, most of the windows were reglazed and new sash cords furnished, the roofs were repaired and new leaders placed on both buildings occupied by the institution, new floors were laid in the chapel, tailor shop and halls; both buildings were supplied with a quantity of fire hose, several hundred lights of glass were furnished to the Superintendent to be used for repairs by the inmates, the steam pipes and boilers were renovated, new ventilating shafts installed, steam boilers and engines overhauled, iron gratings repaired, plumbing fixtures renovated, a new board fence erected around the grounds, the roofs of both buildings were repaired at a cost of \$225, and, in short, every reasonable request of Superintendent Farrell was promptly complied with.

Free Floating Baths.

Thoroughly renovated, the five (5) free floating baths of this borough were placed in commission early in July, and were largely patronized. The total number of bathers accommodated during the ninety (90) days that the baths were open was 757,872, divided as follows:

No. 1. Fifty-second street.....	105,286
No. 2. North First street.....	248,184
No. 3. Noble street.....	117,442
No. 4. Conover street.....	104,465
No. 5. Dock street.....	182,495

These baths are now, and have been since September, berthed in their winter quarters at the foot of Thirtieth street. The summer berths for these baths, during the three (3) or four (4) months that they are in commission, cost the City, in most instances, from four hundred dollars to seven hundred dollars each, and they were even difficult to secure at those figures. Some trouble was experienced last summer in finding berths, owing largely to objections by the Board of Health on sanitary grounds. The dock at the foot of Thirty-ninth street, which had been the berth of a Brooklyn floating bath for many summers, was not used. It had cost the City \$725 for the months of June, July, August and September annually for this dock. This year, however, it was found that the dock at the foot of Fifty-second street, which is owned by the City, and which was formerly occupied by the Second Naval Battalion, could be had for a river bath berth free of cost, and it was considered as centrally located for that section of the borough as the dock at the foot of Thirty-ninth street. I therefore seized the opportunity as being too advantageous to overlook.

The dock at the foot of Bridge street, too, which, ever since Brooklyn has provided public river baths, has been occupied by one of the floating baths, was abandoned this year because of circumstances over which we had no control. In May I arranged a lease for this pier for the 1904 bathing season with its owners, the Trust Company of America, with the understanding that if the property was sold—a very probable contingency—the lease should become void. The rental stipulated was \$750 for the months of June, July and August. The Board of Health approved the site and arrangements were made to tow one of the borough's free floating baths to that pier, when the owners notified me that that property had been sold and the City lease canceled. The new owner would not take up the lease. After no little search I was finally enabled to secure a berth partly owned by the City and partly by a private corporation, at a cost only of \$500 for the season to the private owner, the City charging nothing for the privilege, at the foot of Dock street.

All five (5) of these baths were open daily, while in commission, from 9 A. M. to 5 P. M., and all night when the weather made it desirable. On Mondays, Wednesdays and Saturdays men and boys were accommodated, and on Tuesdays, Thursdays and Fridays women and girls had the privilege of free bathing. On Sundays the male sex was received in the forenoon and the female sex in the afternoon. Women attendants were in charge on women's days and men attendants on men's days. I exercised more than ordinary care this year to prevent "diving" in these baths, with the result that for the first summer in some years there was no record of an accident growing out of the practice. The temptation to "dive" among the patrons I found to be almost irresistible, and all the warnings of the attendants and the danger signals on the walls indicating the fatal possibilities of this practice were in the past unavailing. Many serious mishaps, the records showed, were yearly recorded through the failure of the bathers to comply with this iron-bound rule. In the Conover street bath last

summer one man was killed by diving head foremost into the water. The baths are only five feet deep, and the man in question struck his head on the wooden bottom, breaking his neck. I made it clear to the patrons this summer that anyone violating the diving rule, if he or she survived the act, would be arrested. The result was no accident.

Firemen's Hall, Eastern District.

This building, situated on Bedford avenue, between North First and North Second streets, is the property of the City, and since it was vacated by the Forty-seventh Regiment has been occupied by the Exempt Firemen's Association of the Eastern District. While it is under the care of this Bureau it has been a source of no expense whatever this year.

Wallabout Market.

This Bureau, as you are aware, has to do with Wallabout Market only so far as the cleaning of its streets and the care of the Administration Building are concerned. The large clock in the tower of the Administration Building, which is run by electricity and is connected with the Western Union Telegraph Company's system, was out of commission for one or two days, and the complaints from Long Island farmers without watches, whose arrival at and departure from the market have been for years guided by its big gold hands, were loud and many. It appears that the clock has a tantalizing habit of taking a rest about once a year. Last year it came to a standstill because some thoughtless person dropped a coil of 2-inch rope among its works. It cost the City at that time thirty-five dollars (\$35) to repair it. This year its period of rest was due to the giving out of its batteries. I had it placed in working order for a nominal cost, and this was about the only expense attached to the building during the year.

Trouble Over Market Garbage.

We had considerable trouble during the summer with the removal of garbage from the market streets. This Bureau is empowered by law to clean the market streets, but it is not provided by law or by courtesy with facilities to dispose of the refuse. We have to depend for this upon the consideration of the Street Cleaning Department. I have a force of men at the market for the purpose of cleaning the streets, large enough to have the pavements so that one could eat off them. The garbage question incidentally enters into the matter because a big part of the street sweepings is really garbage, consisting of refuse vegetable matter, which is swept from the market stands, in spite of our efforts to prevent it, into the streets. I believe

the men I have there do their best to keep the market clean. However, I cannot seem to get the co-operation of the Wallabout merchants in an effort to bring about a condition which they themselves look for. They persist in sweeping refuse vegetables into the streets, and the Street Cleaning Department, which permits us to dump the market sweepings onto one of its scows, cannot, and will not, accept the sweepings mixed with garbage. The result has been that my men have been obliged to pick out of the truck-loads they accumulate all vegetable matter before they cart the stuff they have gathered to the Street Cleaning Department's scow. Some years ago all the accumulations from the market streets were burned on a vacant lot adjoining the market property by this Bureau's employees, but the Board of Aldermen, in response to complaints from residents thereabouts, prohibited this practice by formal resolution. Three separate cans for garbage were provided and the merchants were requested to help the borough officials to keep the garbage apart from the street sweepings. Generally they do not do it and because of their failure to do so last summer the Street Cleaning Department's scows would not accept the street sweepings gathered by our trucks, with the result that in the sultry days of last July and August tons upon tons of mixed garbage and street sweepings remained piled upon the market square for weeks, until the Health Department interfered, and Street Cleaning Commissioner Woodbury personally took a complement of trucks to the market and got rid of it. It incidentally appeared that the borough garbage contractor would not go to the market to make this collection. To my mind this square is just as much a part of the borough, in the meaning of the garbage contractor's contract, as Kent avenue adjoining, or any other thoroughfare, and I think the Street Cleaning Department should recognize this fact. At any rate, we should be legally provided with the means to dispose of the market sweepings, or the duty of cleaning the market streets should be transferred to the Street Cleaning Department.

DISTRICT COURT BUILDINGS.

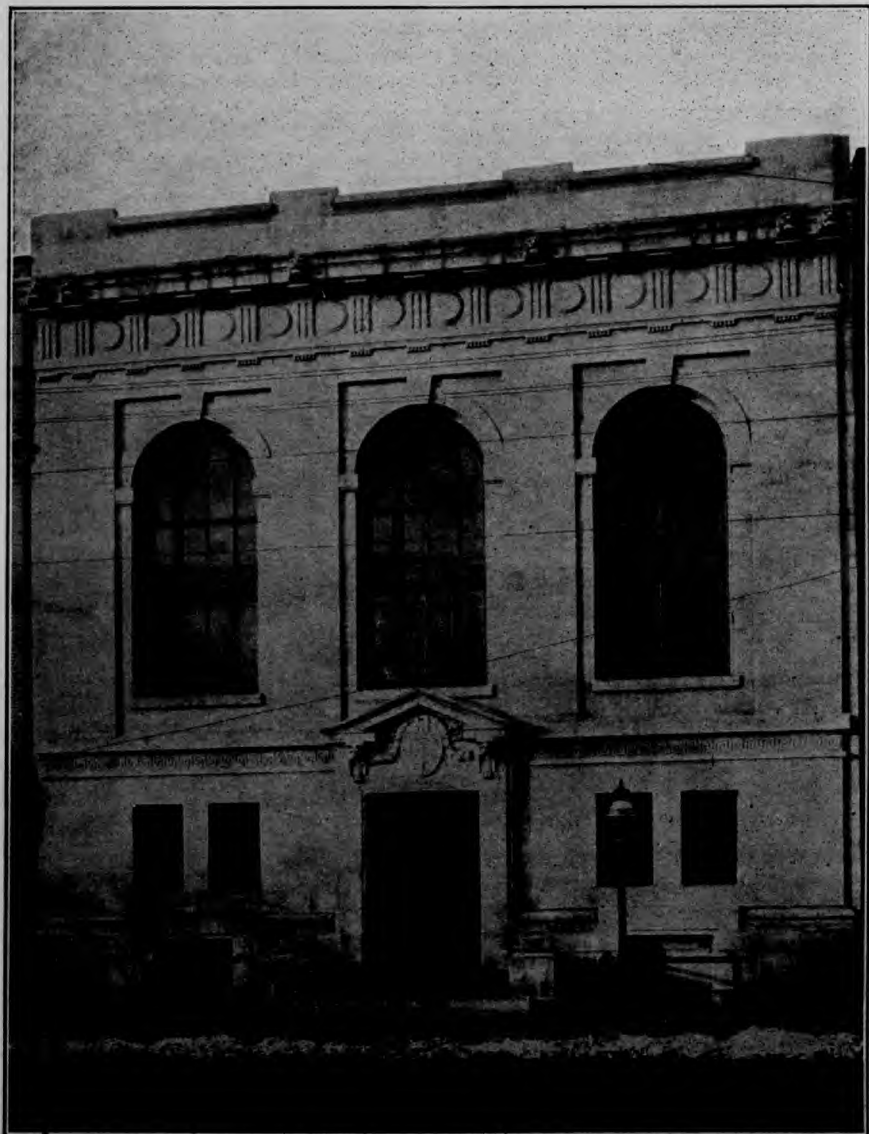
City Magistrates' Courts.

Minor repairs to the District Court buildings that are owned by the City, and to the furniture of all of these courts, were made from time to time during the year.

New Gates Avenue Temple of Justice.

The new Gates Avenue Court Building, which is occupied jointly by the Sixth District City Magistrates' and the Second District Municipal Courts, was completed and turned over to the City about the middle of October. It was shortly afterwards taken possession of by Justice Van Wart and Magistrate Furlong. Some little dissatisfaction with the design of the building—a matter for which this administration could be in no way held responsible—was expressed by both Judges, but, on the whole, I am convinced that the structure is well suited for the purpose, and has been as well arranged as the ground space would permit. The building cost, all told, \$49,408.90. No lighting fixtures, however, were provided for. With the balance of the \$50,000 appropriated for the construction of the building, and an additional small appropriation which, I believe, Borough President Littleton hopes to secure, lighting fixtures can be installed.

The bids for this building were opened by former Assistant Commissioner Otto Kempner on December 2, 1903. Daniel Ryan's bid was \$45,500. Edwin H. Thatcher submitted a bid of \$45,299, but on canvassing his estimate, it was found that he had omitted to figure on the plumbing work, a matter involving a cost of, perhaps, \$2,000. His bid was therefore declared informal and the contract was formally awarded to Mr. Ryan. The other bidders and their figures are subjoined: George Hildebrand, \$45,600; Fuller & O'Connor, \$46,600; John Kennedy & Sons, \$47,900; Willaim P.



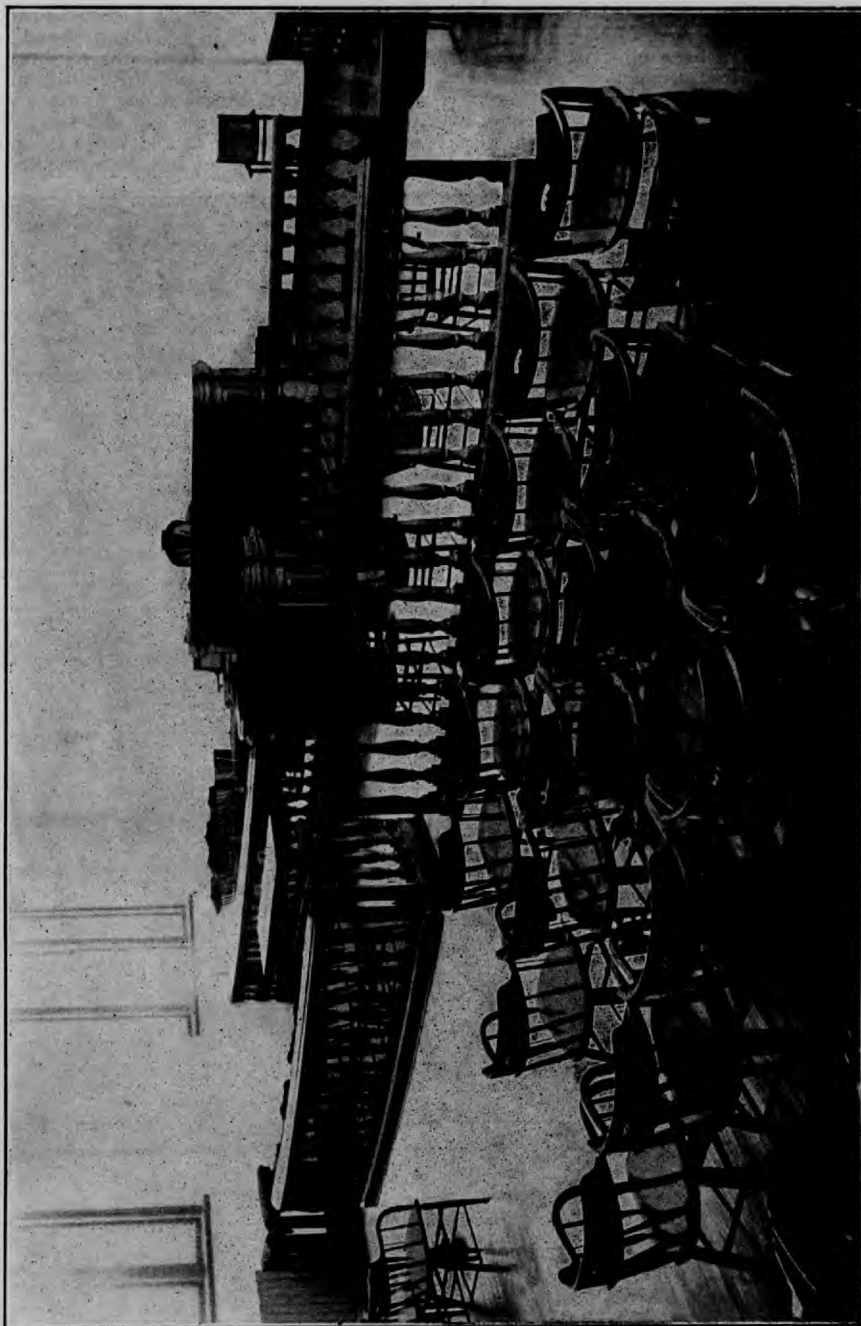
NEW GATES AVENUE COURT BUILDING.

McGarry, \$46,979; John McArthur, \$47,807; John Parker Company, \$48,780; P. J. Carlin & Co., \$51,000; T. G. Carlin, \$52,000; Myron C. Rush, \$53,434, and Thomas Dwyer, \$56,600.

The appropriation for building this court-house was exactly \$50,000, which was made to include the architect's fees, which figure 5 per cent. of the cost of the building. It will be seen, therefore, that Mr. Ryan's bid permitted the payment of the architects' fees and left a small balance for any unexpected incidentals that might arise.

The building has a depth of 100 feet and a frontage of 50 feet on Gates avenue. From front to rear it is arranged in three subdivisions, the first being a rectangle of the width of the lot, and 24 feet 4 inches deep, containing the offices; the second or central is a circular rotunda 26 feet in interior diameter, forming public lobbies for the two court rooms. Large, light courts are arranged on each side of the central rotunda, insuring ample light to the public lobbies and to the rear rooms of the front division.

The court rooms not occupying the full width of the lot, leaves these light courts open to the rear, and secures almost perfect circulation of air. The court rooms are thus thrown to the rear beyond the buildings on each side, and are perfectly lighted on either side.



MUNICIPAL COURT-ROOM, NEW GATES AVENUE COURT BUILDING.

The front building is four stories in height above the street, with a basement below, the rotunda two high stories with a basement, and the court-room division, two high stories without a basement, except for the prisoners' corridor. The height of the rotunda and court room on each of the two principal floors are thus equal to two of the stories of offices. The level of the first floor is established at a height above the street sufficient to give excellent light to the basement, and an easy descent from the prisoners' entrance to the latter. The fore part of the basement contains on the left the squad rooms for the officers detailed on court service, with their lockers, etc.; on the right, the boiler room, and between, the coal vault. In the central portion are the cells for male and female prisoners separated by a solid wall and having fronts of steel bars, with a space in front for the Keeper, so arranged that he can see every part of each cell without moving from his place. There is no basement under the rear or court room section, but a vaulted passage is run from the Keeper's space in front of the cell, along the right hand or east foundation wall to a flight of steps leading to the bar of the Magistrate's Court, on the first floor. The first floor of the building is raised several steps above the level of the street.

The arrangement of the second floor is the same as that of the first, with an attic over the front portion for storage of documents. The style adopted for the building throughout is based upon Louis XVI. motifs and is sober and dignified in effect. The exterior is of Indiana limestone, the vestibule being faced with the same material, with white brick panels inclosed by heavy iron gates.

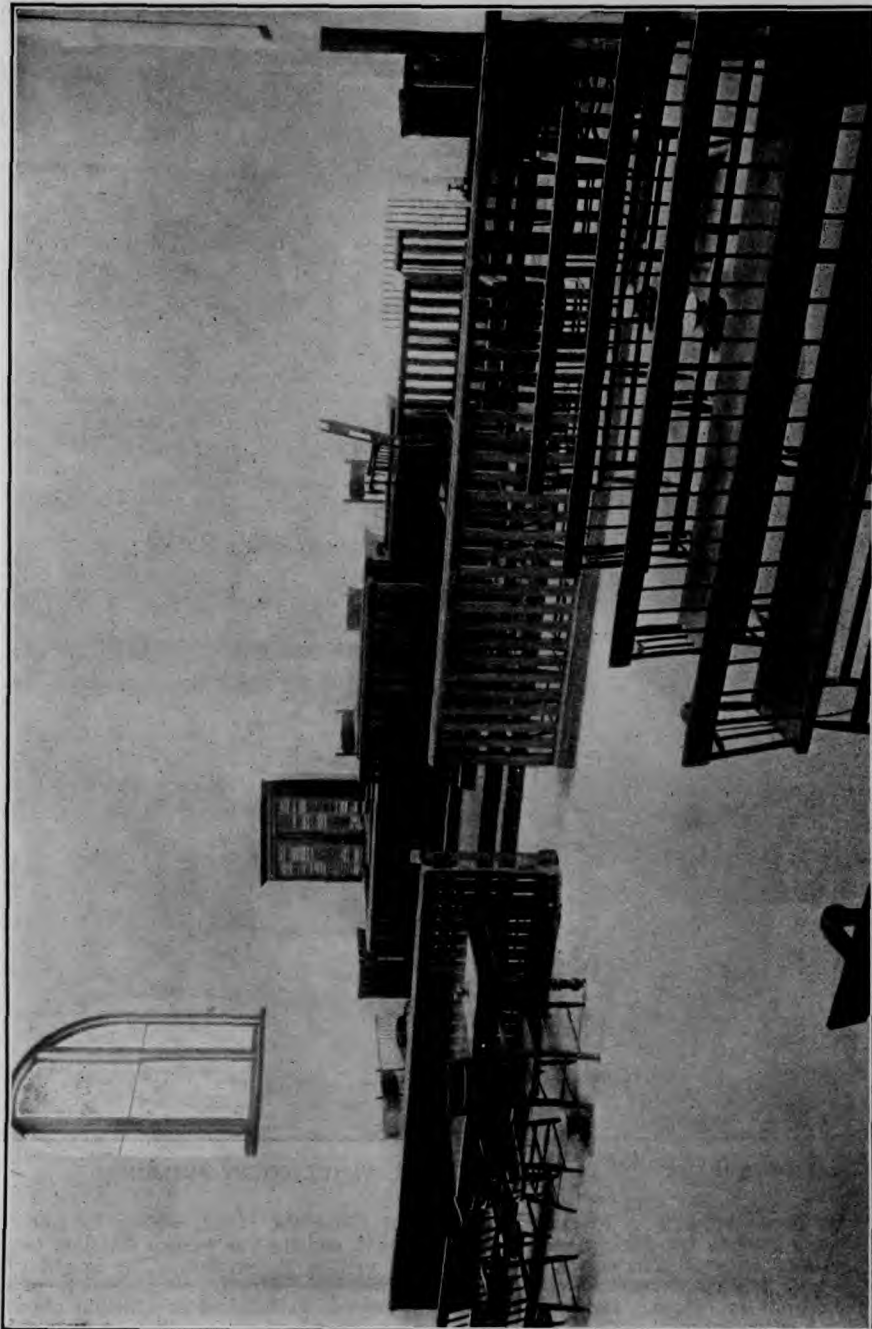
The project to erect this building dates back over nine years. When the old station-house, on the site of which the court building is erected, was vacated by the Police in 1896—the City owns the site—the old Brooklyn Board of Estimate appropriated for use in 1897 the sum of \$15,000 for making alterations and repairs to this building to suit it for court purposes. In March, 1897, the then City Works Commissioner of Brooklyn ordered plans and specifications for estimate for advertising this work. Proposals were received on July 6, 1897. The lowest estimate exceeded the appropriation by \$8,742. Orders to modify the plans, if possible, to cover an expenditure within the appropriation were issued. This it was found impossible to do along the lines of good workmanship. On July 12, 1897, orders to readvertise for bids in the name of the Commissioner of City Works on a modified plan were issued. This was done and five estimates were received. These estimates again exceeded the amount of the appropriation. The Commissioner of City Works then applied to the Common Council for a transfer of \$7,000 on unexpended balances to the account of altering the old Ninth Precinct Station-house. This resolution was passed, but whether the amount was ever set aside by the Comptroller could not be learned. On August 24, 1897, orders were issued to make a contract in the name of the Commissioner of City Works with M. Gibbons & Sons, at the price set forth in their estimate of July, 1897, for the sum of \$21,875. This contract was forwarded to the Comptroller for certification, but it was later learned, was never certified, and the building was never remodeled. Yet M. Gibbons & Sons undertook to carry out the improvements, but were shortly after stopped in their operations and the building stood in a wrecked condition for some years.

The plans according to which the building was built resulted from a competition among architects, which was opened to all architects who desired to compete, advertisements having been inserted in all Brooklyn newspapers. Each architect or firm of architects who took part in that competition submitted with his or their plans, a sealed letter, marked on the outside with some individual device or motto for purpose of identification and containing the name of the competing architect within. The type-written description accompanying each plan bore the same device or motto by which the envelope was marked and which appeared on the plans. None of the plans bore any marks by which their authorship could be known before the competition had been decided. There were nine competitors. The plans were examined by an experienced

committee of architects and the competition was awarded to the plans marked "Justitia," which it was subsequently discovered were the work of Wilkinson & Magonigle, of Manhattan.

Fifth District Municipal Court's New Home.

The Fifth District Municipal Court, which is presided over by Justice Cornelius Furgueson, and which had been located since its establishment in a building owned by a family named Stehlin, at Bath avenue and Bay Twenty-second street, was removed on June 20 to the second floor of Parshall's Hall, at Third avenue and Fifty-third street. The lease of the Stehlin property expired on June 20, and several strong protests were made by business men in the court district against releasing the old quarters. The South Brooklyn Board of Trade was conspicuously opposed to the renewal of the Stehlin family's lease, maintaining that Bay Twenty-second street and Bath avenue was



MAGISTRATES' COURT-ROOM, NEW GATES AVENUE COURT BUILDING.

in an extreme end of the court district, and in the part least populated. The new location gave satisfaction to the business men of the district. Borough President Littleton subsequently secured an appropriation of \$2,500 to defray the cost of fitting up these new court quarters to suit Justice Furgueson's purpose. The work was done under an advertised contract secured by Daniel J. Ryan. The second floor of the building—the space comprehended by the lease—was divided up by means of oak and Florentine glass partitions, into a court room and clerks' offices. Later on we thoroughly furnished the court and the various offices, and with the view to deadening the noise of passing cars, placed rubber floor covering throughout. The rooms were also equipped with electric fans, and a number of other accessories to comfort were installed. The repairs and furnishings cost close on to \$3,000. The Fifth District Municipal Court room now is, without doubt, one of the best arranged within the greater city.

Public Interior Baths.

The third of the first complement of five interior baths, arranged for for this borough by appropriations totaling \$454,600 secured during the previous two years, was opened under your administration on September 26, and the residents of the Fifteenth Ward have since been privileged to enjoy, free of cost, the same conveniences in this relation that have for over two years been meted out to the residents of the Sixth and Twenty-sixth Wards, where the other two local establishments of this kind are situated. This bath is located on Montrose avenue, near Union avenue. It cost the City complete about \$97,000. The Sixth Ward bath on Hicks street, near Degraw street, cost \$62,000, and the Twenty-sixth Ward bath on Pitkin avenue, near Watkins street, cost \$88,000. Baths Nos. 4 and 5, located respectively on Huron street, near Manhattan avenue, and on Duffield street, near Concord street, are gradually nearing completion, and should be opened early this year. The former will have cost \$104,000, and the latter \$115,000.

Montrose Avenue Bath.

This building was started on June 30, 1903. The architect was Louis H. Voss of DeKalb avenue, and the builders Messrs. Fuller & O'Connor. Slow progress was made at the start, as it was found necessary to resort to piling, by reason of the nature of the soil and the large quantity of water encountered in the excavation. Since these obstructions were overcome the progress of the work was very satisfactory. The structure is a two and one-half story building, occupying a plot 50 feet by 100 feet. The first story covers the entire plot. The second story is 50 feet 6 inches in depth. The first story contains 52 shower and 5 tub baths, 26 of the shower baths being for men and 26 for women, with ample toilet accommodations for both sexes. All of the above are located on the rear portion of the first floor. The front portion of this floor is devoted to men's and women's waiting rooms. The second story contains 38 shower baths and one bath tub, with toilet accommodations for youths and boys. Over the first and second floors are constructed large skylights, which ensure ample light and will also be used for ventilation in the summer time in connection with an exhaust fan system located on the roof. The building is fire-proof throughout, concrete arches supported on steel beams of the floors and roof

being used. The finished floors are laid with light colored terazzo, and the roofs are finished with slag. There is a cellar under the front portion of the building to contain the blower system, hot water heating tanks, pumps, etc., leaving sufficient room for the construction of a lighting plant at a future day. Under the sidewalk is located a vault to contain the boilers for furnishing the heat and power, and room for the storage of coal. The stalls inclosing the shower baths and connecting the dressing rooms are constructed of Virginia soapstone and are covered with roofs of wire glass. The shower fixtures in the stalls are of the most approved pattern, and the mixing chambers used by each individual patron have anti-scalding attachments, so that water cannot be admitted through the showers above a certain temperature to be regulated to suit. The drainage of the showers is emptied into gutters located in the rear of the stalls. The gutters are covered with detachable perforated iron covers, which will greatly facilitate the cleaning of the stalls and prevent the stoppage of the drain pipes by becoming clogged up with lint or other foreign matter. The interior of the building is finished with hard patent plaster and the interior trim is of hard wood. The stairs are of iron and stone treads. The front of the building is designed on colonial lines, with sufficient ornamentation in keeping with the style. The front is of Harvard brick, laid in white mortar, with sufficient limestone trimmings to produce an artistic effect, and the cornice is of copper. The front doors and windows are glazed with plate glass. The building is amply lighted by electric lights. Steam is furnished by two high-pressure safety water tube boilers, located in the vault under the sidewalk. From these boilers the steam is distributed through wrought iron pipes to the various fixtures required for the heating and ventilating of the building, for providing warm water for the baths, running the pumps, etc.

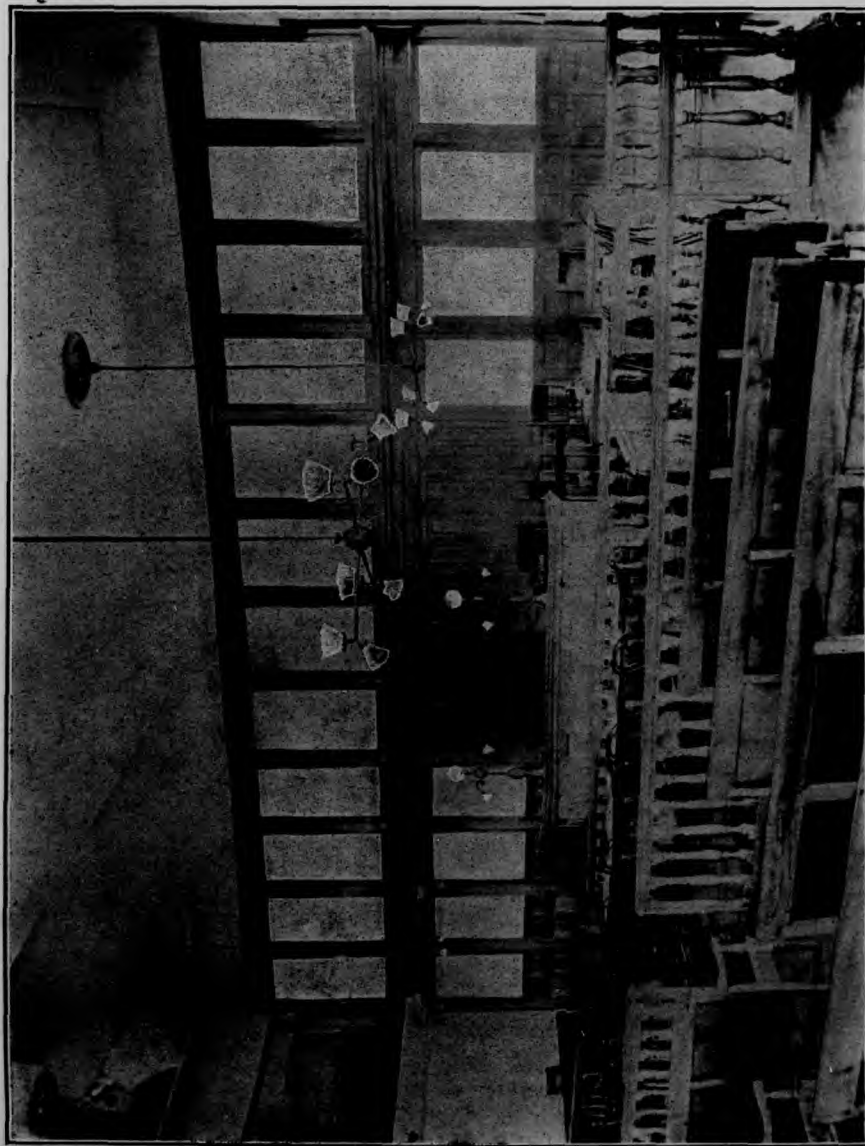
The water for the baths is heated in large horizontal feed-water heaters which are connected with the steam-pipes from the boilers. The steam connections to these heaters are provided with automatic thermostatic valves, so arranged that when the water in the tanks is heated to a proper temperature for bathing purposes, the steam supply will be automatically closed. To prevent the possibility of the water temperature rising to the scalding point, a second thermostat valve in each building is provided in the hot water supply pipes. These thermostats are set a few degrees higher than the ones in the tank, but below the scalding point, and in case the thermostats in the tanks fail to work or get out of order, the rise in the temperature will automatically operate the second thermostat valves and close the main steam supply. A supply of fresh air is furnished to all the bathrooms and waiting-rooms by electrically driven fans located in the basement. The air, before entering the rooms, passes over a cheese cloth filter, which removes all dust, and then over a series of steam coils which heats the air to the proper temperature. Exhaust ventilation is provided for the waiting-rooms, and for each individual bathroom, the arrangement of the baths being such that the fresh air is drawn into each room or stall under the door, and after passing through the dressing-rooms and bathrooms, passing out through the registers located near the ceiling line of the bathrooms. The exhaust ventilating flues are connected with large exhaust fans located in fan houses on the roofs of the buildings. The action of the supply and exhaust fans provides for a constant flow of fresh air through the building, whatever the outside atmospheric conditions may be. Each large bathroom and waiting-room is provided with ample steam radiators to heat the rooms to a comfortable temperature at all times. There are accommodations in this bath for about four thousand persons per day.

Huron Street Bath.

The Huron Street Bath Building is over three-quarters completed. The plastering will be finished in about ten days, and the soapstone partitions, plumbing, steam fitting, carpenter work and odds and ends of small jobs incidental to the completion of work of this kind, will be finished in about ten days. Barring unforeseen conditions, this bath should be ready for the public within six or seven weeks, at the latest.

Duffield Street Bath.

The work upon this building, I regret to say, recently, has not been satisfactory. It is true that a strike in the stone trade has somewhat hindered the contractor, but on



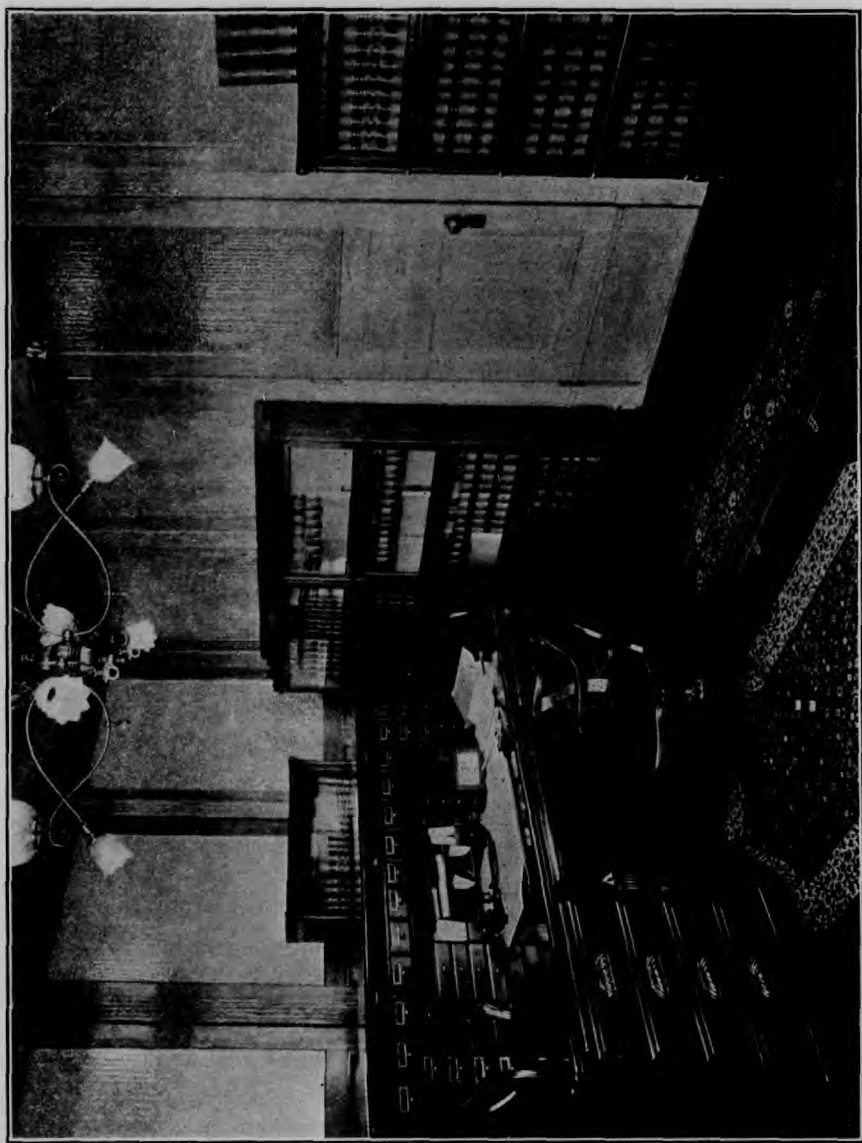
MUNICIPAL JUSTICE FURGUESON'S NEW COURT-ROOM, FIFTY-THIRD STREET AND THIRD AVENUE.

the whole, the contractor appears indifferent to his obligations with the City. I have repeatedly called his attention to the delay in his contract, and the architect of the building, Mr. Hedman, too, has endeavored, without avail, to hasten his operations. The building should have been completed on the 2d of last July. When it will be completed, unless heroic measures are instituted, is a problem that the Sphinx might be guessing. The structure is now nearly inclosed. The roof arches are in, but the concrete filling, water-proofing, roof finish and skylight glass have not been completed. The

front is complete, with the exception of the carvings, window frames and doors. On the interior, practically all the work remains to be done, with the exception of the furring work, lathing and plumbing lines and branches, which are completed.

The Three Open Baths Largely Patronized.

I desire to make known to you the fact that I have been ably assisted during the year in the administration of the three interior baths now in commission, the five floating baths and the six comfort stations by Superintendent of Baths John P. Worstell, Assistant Superintendent of Baths Joseph McNamara and Matron Catherine Gillen, all of whom have largely relieved me of the details incidental to the management of these institutions. Each of the employees named has been unremitting in his or her efforts to bring the purposes of these buildings up to a high degree of excellence. The Superintendent of Baths and his Assistants are to be commended for the loyal help they have rendered me during the past twelve months.



MUNICIPAL JUSTICE'S PRIVATE OFFICE, FIFTY-THIRD STREET AND THIRD AVENUE.

The three interior baths in commission have accommodated during the past twelve months close on to 900,000 men, women and children. The exact figures are as follows:

	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	Total for Year.	Daily Average Attendance.
Hicks street, No. 1...	87,235	124,975	164,106	100,577	476,893	1,303
Pitkin avenue, No. 2..	77,828	86,268	102,464	64,013	330,573	904
Montrose avenue, No. 3	.....	.....	.....	56,780	56,780	591
Total.....	165,063	211,243	266,570	221,370	864,246	.....

Public Comfort Stations.

The six public comfort stations of this borough, which, including sites, cost all told over \$127,000, have been patronized during the year by 10,363,481 persons. This is the detailed record:

	Quarter. First.	Quarter. Second.	Quarter. Third.	Quarter. Fourth.	Year. Total for	Daily Attendance. Average.
Borough Hall, No. 1.	709,552	764,293	673,088	683,656	2,830,589	7,734
Reid avenue, No. 2...	309,389	306,268	372,822	349,225	1,337,704	3,655
Lorimer street, No. 3.	508,003	662,665	778,302	824,624	2,773,594	7,632
Hamilton avenue, No. 4	129,103	340,452	527,510	554,663	1,551,728	4,239
Greenpoint avenue, No. 5	298,471	326,184	345,628	360,365	1,330,648	3,635
Liberty avenue, No. 6.	83,283	118,882	167,014	170,039	539,218	1,473
Total.....	2,037,801	2,518,744	2,564,364	2,942,572	10,063,481	.....

I desire at this time to emphasize the interesting fact that the Borough Hall station has accommodated since the 1st of January close on to three millions of people, a record which is particularly striking in view of the fact that the Charing Cross comfort station in London, the largest city in the world, accommodates only three million people a year.

Headstones for Veteran's Graves.

The graves of one hundred deceased veteran soldiers and sailors in the cemeteries of Kings and Queens Counties during the year were provided with headstones by

this Bureau, under a contract with the Tayntor Construction Company, which was the lowest of a number of bidders for the work. The Tayntor Construction Company's bid was \$1,395 for the one hundred stones. This is a project for which the City annually appropriates about \$1,500, and early in March I arranged for an advertised contract covering the matter. The proposition dates back to 1897, when an agreement was entered into between the old City of Brooklyn and James Ryan & Co., for the furnishing and setting of headstones over the graves of all soldiers and sailors in the several cemeteries in Kings and Queens Counties. All told, the contractors received orders for 249 headstones. They furnished 104, and were paid for them \$11 each. They failed to furnish 145, and all efforts by the authorities, after consolidation went into effect, to get them to complete their contract, were of no avail. The contract was then readvertised, and Joseph Bernel got it. He completed Ryan & Co.'s work and the following year won a second contract. The penalty against Ryan was never imposed, through some legal technicality. Last year, and year before, Andrew Seize, of Middle Village, secured the contracts. From \$10 to \$15 apiece is the usual price paid by the City for these stones. They are scarcely larger than the usual grave footstone, and are inscribed with the name of the deceased and the name of the regiment or vessel with which he was connected. Applications for these stones are forwarded to Secretary Jackson of the Grand Army of the Republic, in Borough Hall, who prepares the list and transmits it to this Bureau.

This year the stones were placed in cemeteries as follows:

Holy Cross	18
Evergreen	20
Calvary	10
Lutheran	24
Greenwood	10
Cypress Hills	4
Mount Olivet	4
Canarsie	6
St. John's	1
National	1
Flatlands	2
Total.....	100

This matter is regulated by chapter 225 of the Laws of 1896.

Brooklyn Theatre Plot (Greenwood Cemetery).

This plot, containing the one hundred and one unidentified bodies of the two hundred and ninety-five victims of the Brooklyn Theatre fire, which occurred on December 5, 1876, has been, in keeping with an annual order issued by this Bureau, fertilized for the winter months, and was properly cared for during the summer. The plot is on "Battle Hill," only a short distance from the main entrance to the cemetery. The bodies are interred in one common grave, a circular trench seven feet deep and thirteen feet wide, surrounding a round, sodded space ten feet in diameter, upon which a high monument is erected.

Proposed Interior Baths.

The matter of the three interior bath buildings to be erected by means of the \$345,000 appropriation that Borough President Littleton secured for the purpose this year, is so far exclusively in the hands of the Borough President. I have recommended



NEW MONTROSE AVENUE BATH BUILDING.

several sites to the Borough President, and I understand that he has or is about to select the various pieces of property on which the new buildings are to be constructed.

New Municipal Building.

This matter, too, rests entirely with the Borough President. It is my wish, in bringing this report to an end, that you should be made acquainted with the fact that I have been loyally supported in the main by the large staff of this Bureau during the past twelve months. Some of the subordinates I have had occasion from time to time to reprove for unwarranted absences or instances of negligence, but on the whole I know that the staff of the Brooklyn Bureau of Public Buildings and Offices during the year just closed has demonstrated an earnest disposition to serve the interests of the City and to make for the good of this branch of your Department.

Very respectfully yours,
CHAS. C. WISE, Superintendent.

The City of New York—Borough of Brooklyn,
Office of the Assistant Commissioner of Public Works,
Municipal Building, January 5, 1905.

Hon. J. C. BRACKENRIDGE, Commissioner of Public Works, Borough of Brooklyn:

Dear Sir—Herewith I beg to submit report of the work done in this office and in the Bureau of Incumbrances and Permits during the year ending December 31, 1904.

For information in detail as to work done in the Bureau of Incumbrances and Permits, I would respectfully refer you to the report submitted by Mr. Chas. J. Cassidy, Superintendent in charge of that Bureau, which is hereto appended.

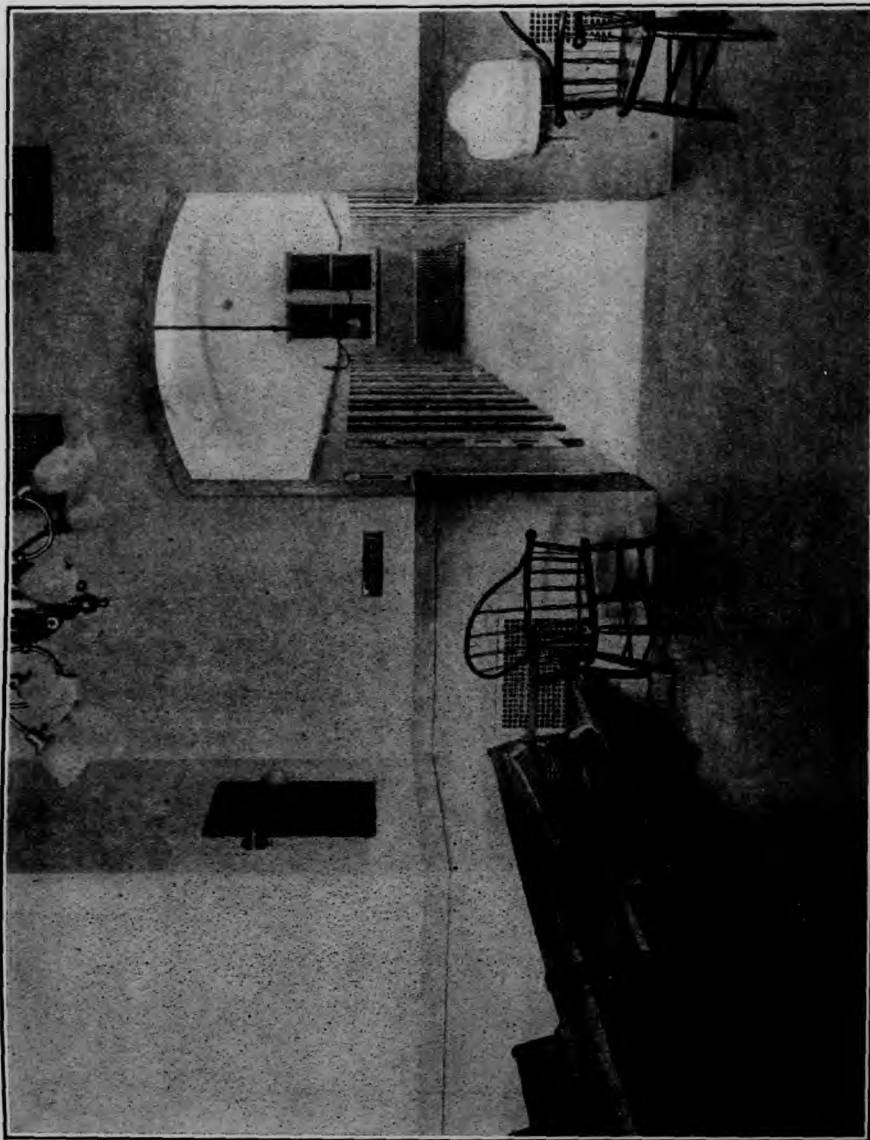
During the past year bids or estimates were opened in this office, and contracts duly entered into for 350 separate contracts for different improvements, and for furnishing and delivering supplies to the various bureaus under the jurisdiction of the President of the Borough of Brooklyn, involving a total estimated expenditure of \$3,492,761.95. 301 of these contracts have been duly executed and registered in the Department of Finance. 49 contracts are still pending in this office involving an estimated cost of \$348,500.29. These latter contracts, however, are nearly completed and will no doubt become registered and valid contracts in the very near future.

The following table will show the number of contracts that have been entered into for each of the respective bureaus under the Borough President, together with the total estimated cost of same, as follows:

	Contracts.	Estimated Cost.
Bureau of Highways.....	213	\$2,087,839 25
Bureau of Sewers.....	69	795,059 52
Bureau of Public Buildings and Offices.....	19	261,362 89
Pending	301	\$3,144,261 66
	49	348,500 29
Total.....	350	\$3,492,761 95

For further information in detail as to work done in this Department, I would respectfully refer you to the statements hereto attached, which refer to the contracts separately and individually.

Respectfully,
JAMES S. REGAN.



INTERIOR VIEW OF NEW MONTROSE AVENUE BATH BUILDING.

The following is a list of sealed bids or estimates received by the President of the Borough of Brooklyn for the year ending December 31, 1904:

On January 13, 1904.

No. 1. For furnishing and delivering 5,200 gross tons of best white ash anthracite coal to the various public buildings and offices.
Four bids were received.
\$2,400 deposited as security on bids.

On February 10, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer in Eighty-fourth street, from Fourth avenue to Fifth avenue, etc.
Eight bids were received.
\$1,200 deposited as security on bids.

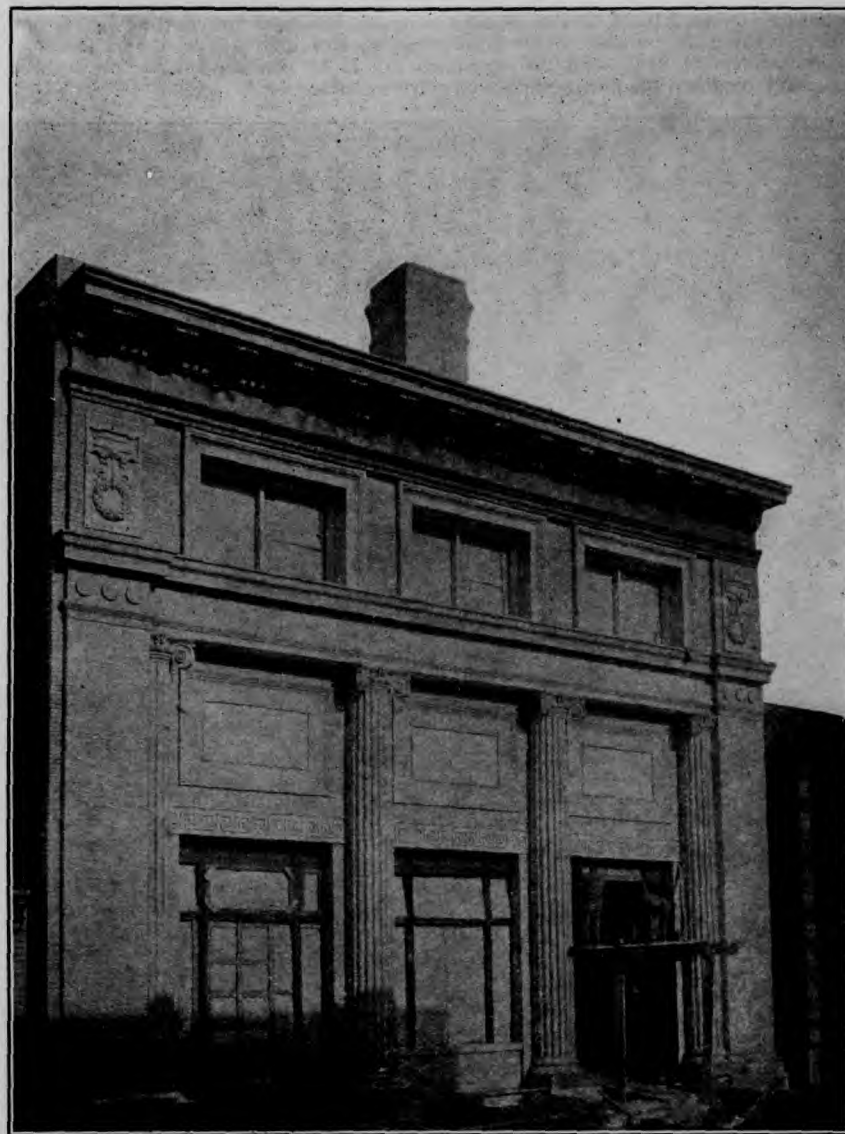
No. 2. For furnishing all the labor and materials required for constructing sewer in Thirty-eighth street, from Third avenue to Fifth avenue, etc.
Eight bids were received.
\$1,400 deposited as security on bids.

No. 3. For furnishing and delivering 6,600 barrels of quick lime to the several sewage disposal works in the Twenty-sixth and Thirty-first Wards.
Four bids were received.
\$840 deposited as security on bids.

On February 24, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer in Bath avenue, from Bay Sixth street to Bay Twenty-seventh street, etc.
Nine bids were received.
\$50,400 deposited as security on bids.

No. 2. For furnishing all the labor and materials required for constructing sewer in Franklin avenue, from Montgomery street to Union street, etc.
Seven bids were received.
\$2,200 deposited as security on bids.



HURON STREET BATH BUILDING.
(Up to date.)

No. 3. For furnishing and delivering 1,700 gross tons white ash anthracite coal, to the Bureau of Sewers.
Three bids were received.
\$600 deposited as security on bids.

No. 4. For grading lots on the south side of Lincoln road, between Nostrand avenue and Rogers avenue.
Nine bids were received.
\$180 deposited as security on bids.

No. 5. For grading lots on the south side of Fifteenth street, between Seventh avenue and Eighth avenue.
Nine bids were received.
\$225 deposited as security on bids.

No. 6. For grading lots on the west side of Fifth avenue, between Fifty-eighth street and Fifty-ninth street.
Five bids were received.
\$18.75 deposited as security on bids.

No. 7. For grading lots on the south side of Forty-eighth street, between Fifth avenue and Sixth avenue.
Eight bids were received.
\$61.50 deposited as security on bids.

No. 8. For grading lots on the south side of Forty-first street, between Third avenue and Fourth avenue.
Six bids were received.
\$150 deposited as security on bids.

No. 9. For grading lots on the northwest corner of Fourth avenue and Fortieth street.
Six bids were received.
\$60 deposited as security on bids.

No. 10. For grading lots on the northeast corner of Fourth avenue and Fifty-seventh street.
Six bids were received.
\$30 deposited as security on bids.

No. 11. For furnishing and delivering 6,000 cubic yards of sand to the various corporation yards.
Six bids were received.
\$600 deposited as security on bids.

No. 12. For removing earth above grade from portions of Prospect avenue, south of Eleventh avenue.
Seven bids were received.
\$280 deposited as security on bids.

No. 13. For regulating, grading, curbing and laying sidewalks on Church avenue, from Brooklyn avenue to Flatbush avenue.
Sixteen bids were received.
\$5,325 deposited as security on bids.

On March 2, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer through northern portion of Dyker Beach Park, from Fourteenth avenue to Eleventh avenue, etc.
Six bids were received.
\$21,000 deposited as security on bids.

On March 9, 1904.

No. 1. For furnishing all the labor and materials required for repairing and maintaining the asphalt pavements on various streets in the Borough of Brooklyn.
Two bids were received.
\$2,000 deposited as security on bids.

On March 16, 1904.

- No. 1. For furnishing all the labor and materials required for constructing sewer in East New York avenue, from Hopkinson avenue to Saratoga avenue.
Seven bids were received.
\$2,800 deposited as security on bids.
- No. 2. For furnishing all the labor and materials required for constructing sewer in Fourth avenue, easterly side, between Seventy-sixth street and Seventy-ninth street.
Six bids were received.
\$600 deposited as security on bids.
- No. 3. For furnishing all the labor and materials required for constructing sewer in Thirty-ninth street, from Seventh avenue to New Utrecht avenue, etc.
Six bids were received.
\$1,110 deposited as security on bids.
- No. 4. For furnishing all the labor and materials required for constructing sewer in East Thirty-second street, from Glenwood road to Avenue H.
Four bids were received.
\$320 deposited as security on bids.
- No. 5. For fencing vacant lots in various places and on various streets in the borough.
Five bids were received.
\$75 deposited as security on bids.
- No. 6. For fencing vacant lots in various places and on various streets in the borough.
Four bids were received.
\$40 deposited as security on bids.
- No. 7. For flagging sidewalks in various places and on various streets in the borough.
Five bids were received.
\$100 deposited as security on bids.
- No. 8. For constructing cement concrete sidewalks in various places and on various streets.
Seven bids were received.
\$280 deposited as security on bids.
- No. 9. For constructing cement concrete sidewalks in various places and on various streets.
Seven bids were received.
\$210 deposited as security on bids.
- No. 10. For constructing cement concrete sidewalks in various places and on various streets.
Five bids were received.
\$150 deposited as security on bids.
- No. 11. For constructing cement concrete sidewalks in various places and on various streets.
Four bids were received.
\$160 deposited as security on bids.

On March 23, 1904.

- No. 1. For furnishing all the labor and materials required for constructing sewer in Fifty-fifth street, from Seventh avenue to Ninth avenue.
Five bids were received.
\$500 deposited as security on bids.
- No. 2. For furnishing all the labor and materials required for constructing sewer in Bay Eleventh street, from Bath avenue to Cropsey avenue.
Five bids were received.
\$500 deposited as security on bids.
- No. 3. For furnishing all the labor and materials required for constructing sewer in Bay Ridge avenue, from Third avenue to Fifth avenue, etc.
Six bids were received.
\$3,000 deposited as security on bids.

On March 30, 1904.

- No. 1. For paving with granite on concrete foundation, Forty-third street, from east side of First avenue to west side of First avenue.
Three bids were received.
\$60 deposited as security on bids.
- No. 2. For grading lots on the north side of Nineteenth street, between Sixth avenue and Seventh avenue.
Two bids were received.
\$3 deposited as security on bids.

On April 13, 1904.

- No. 1. For furnishing all the labor and materials required for constructing sewer in East Nineteenth street, from Albemarle road to Beverley road.
Five bids were received.
\$625 deposited as security on bids.
- No. 2. For furnishing all the labor and materials required for constructing sewer in Fifty-fifth street, from Fifteenth avenue to New Utrecht avenue.
Six bids were received.
\$1,050 deposited as security on bids.
- No. 3. For furnishing all the labor and materials required for constructing sewer in Creamer street, from Smith street to Court street, etc.
Two bids were received.
\$160 deposited as security on bids.
- No. 4. For furnishing all the labor and materials required to remodel the main entrance to the Hall of Records.
One bid was received.
\$200 deposited as security on bid.
- No. 5. For furnishing all the labor and materials required for installing electric wiring for lighting and motors in the Hall of Records.
Nine bids were received.
\$3,375 deposited as security on bids.
- No. 6. For regulating and repairing with macadam pavement Hendrix street, from Vienna street to the Sewage Purification Works.
Two bids were received.
\$100 deposited as security on bids.
- No. 7. For regulating, grading, curbing, guttering and laying sidewalks on Maple street, from Rogers avenue to Nostrand avenue.
Six bids were received.
\$450 deposited as security on bids.

On April 27, 1904.

- No. 1. For regulating, grading, curbing and laying sidewalks on Bedford avenue, from Eastern parkway to Flatbush avenue.
Ten bids were received.
\$13,500 deposited as security on bids.
- No. 2. For grading lots on the south side of Fifty-second street, from Fifth avenue to Sixth avenue.
Four bids were received.
\$40 deposited as security on bids.
- No. 3. For furnishing and delivering 3,435 cubic yards broken trap rock and 1,150 cubic yards trap rock screenings.
Three bids were received.
\$450 deposited as security on bids.
- No. 4. For furnishing and delivering 2,271 cubic yards broken trap rock and 1,210 cubic yards trap rock screenings.
Three bids were received.
\$300 deposited as security on bids.
- No. 5. For furnishing and delivering 6,700 cubic yards broken trap rock and 2,100 cubic yards trap rock screenings.
Three bids were received.
\$750 deposited as security on bids.
- No. 6. For furnishing and delivering 3,900 linear feet bluestone curbstone at the Wallabout Yard.

Five bids were received.

\$225 deposited as security on bids.

No. 7. For furnishing and delivering 16,000 square feet bluestone flagstone at the Wallabout Yard.

Five bids were received.

\$250 deposited as security on bids.

No. 8. For furnishing all the labor and materials required for to repair and fit out five (5) free floating baths in the borough.

Five bids were received.

\$375 deposited as security on bids.

On May 11, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer from the basin of the Newtown Creek canal, between Meadow and Stagg streets, to Morgan avenue sewer.

Three bids were received.

\$800 deposited as security on bids.

No. 2. For furnishing all the labor and materials required for painting, graining and varnishing parts of the exterior and interior of the Hall of Records.

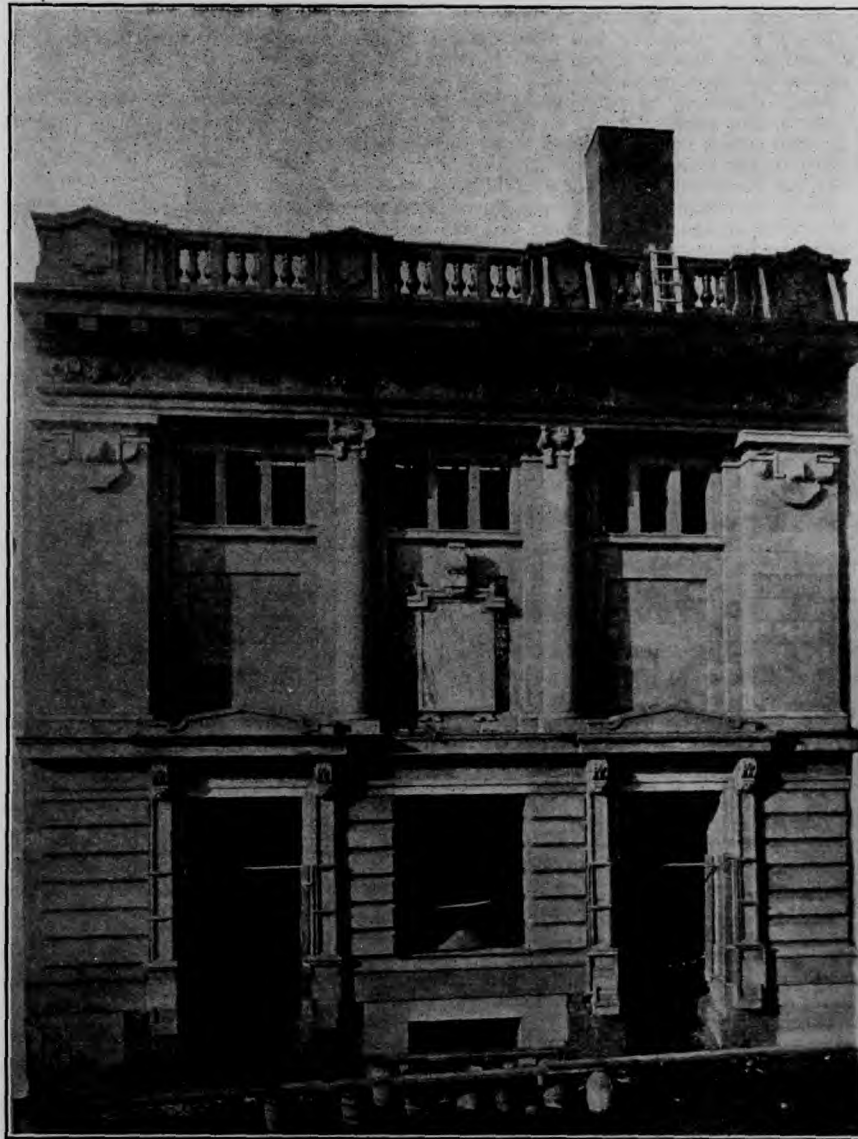
Four bids were received.

\$500 deposited as security on bids.

No. 3. For furnishing all the labor and materials required for furnishing and setting lighting fixtures in the Hall of Records.

Eight bids were received.

\$1,795.85 deposited as security on bids.



DUFFIELD STREET BATH BUILDING.

(Up to date.)

On May 18, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewers in Steeplechase walk, from the Bowery to a point 225 feet southerly therefrom, etc.

Five bids were received.

\$3,500 deposited as security on bids.

No. 2. For furnishing all the labor and materials required for constructing sewer and sewer basins on Coney Island avenue, where not already built, from Caton avenue, north side, to summit of Coney Island avenue, south of Avenue G.

Six bids were received.

\$12,300 deposited as security on bids.

No. 3. For furnishing all the labor and materials required for constructing sewer in Franklin avenue, from Montgomery street southerly about 100 feet to existing sewer, etc.

Three bids were received.

\$1,950 deposited as security on bids.

No. 4. For furnishing all the labor and materials required for constructing sewer in Forty-fourth street, from Sixth avenue to Seventh avenue, etc.

Eight bids were received.

\$2,000 deposited as security on bids.

No. 5. For furnishing all the labor and materials required for constructing sewer in Fifty-second street, from Seventh avenue to Fort Hamilton avenue, etc.

Seven bids were received.

\$4,550 deposited as security on bids.

No. 6. For furnishing and delivering forage for use in the Bureau of Sewers.

Three bids were received.

\$120 deposited as security on bids.

No. 7. For repaving with asphalt pavement on present pavement the roadway of Surf avenue, from West Fifth street to West Nineteenth street.

Four bids were received.

\$2,600 deposited as security on bids.

No. 8. For repaving with asphalt pavement on concrete the roadway of Flatbush avenue, from Twenty-ninth Ward line to Nostrand avenue.

Four bids were received.

\$1,800 deposited as security on bids.

No. 9. For furnishing all the labor and materials required for constructing cement concrete sidewalks in various places and on various streets.

Three bids were received.

\$75 deposited as security on bids.

No. 10. For furnishing and delivering supplies to the Bureau of Public Buildings and Offices, for use at the interior public baths and public comfort stations.

Five bids were received.

\$625 deposited as security on bids.

No. 11. For furnishing and erecting 100 headstones over the graves of the deceased veteran Union soldiers, sailors and marines, as provided by law, in the several cemeteries situated in the counties of Kings and Queens.

One bid was received.

\$125 deposited as security on bid.

On June 1, 1904.

No. 1. For furnishing all the labor and materials required to alter and repair sewer in old Vandervoort avenue, from Knickerbocker avenue to Newtown Creek canal. Six bids were received.

\$900 deposited as security on bids.

On June 8, 1904.

No. 1. For furnishing all the labor and materials required for remodelling the main entrance to the Hall of Records.

Four bids were received.

\$800 deposited as security on bids.

No. 2. For furnishing all the labor and materials required for constructing sewer in Forty-first street, from Tenth avenue to Fourteenth avenue.

Ten bids were received.

\$4,510 deposited as security on bids.

No. 3. For furnishing all the labor and materials required for constructing sewer-basins at the north and west corners of Ovington avenue and Fifth avenue.

Three bids were received.

\$30 deposited as security on bids.

No. 4. For regulating and repaving with granite pavement on concrete foundation the roadway of Scholes street, from Bushwick avenue to Waterbury street.

Nine bids were received.

\$1,350 deposited as security on bids.

No. 5. For regulating and repaving with granite pavement on concrete the roadway of Lorrain street, from Columbia street to Otsego street.

Seven bids were received.

\$1,850 deposited as security on bids.

No. 6. For regulating and repaving with granite pavement on concrete the roadway of Nostrand avenue, from Eastern parkway to Malbone street.

Eleven bids were received.

\$4,125 deposited as security on bids.

No. 7. For repaving with asphalt pavement on present pavement St. Mark's avenue, from Brooklyn avenue to East New York avenue.

Three bids were received.

\$300 deposited as security on bids.

No. 8. For repaving with asphalt pavement on concrete Lawton street, from Broadway to Bushwick avenue.

Three bids were received.

\$225 deposited as security on bids.

No. 9. For repaving with asphalt pavement on concrete Ocean place, from Herkimer street to 285 feet southerly, etc.

Three bids were received.

\$300 deposited as security on bids.

No. 10. For repaving with asphalt pavement on concrete Ridgewood avenue, from Cleveland street to 100 feet west of Dresden street.

Three bids were received.

\$1,125 deposited as security on bids.

No. 11. For repaving with asphalt pavement on concrete Sterling place (Butler street), from Underhill avenue to Washington avenue.

Three bids were received.

\$450 deposited as security on bids.

No. 12. For repaving with asphalt pavement on concrete Truxton street, from Fulton street to a point 194 feet east of Sackman street.

Three bids were received.

\$450 deposited as security on bids.

No. 13. For repaving with asphalt pavement on concrete Howard avenue, from Madison street to Fulton street.

Four bids were received.

\$2,200 deposited as security on bids.

No. 14. For repaving with asphalt pavement on concrete Eckford street, from Driggs avenue to Greenpoint avenue.

Five bids were received.

\$1,875 deposited as security on bids.

No. 15. For repaving with asphalt pavement on concrete Greene avenue, from Franklin avenue to Lewis avenue, etc.

Three bids were received.

\$600 deposited as security on bids.

No. 16. For paving with asphalt pavement on concrete East Seventh street, from Reeve place to Ocean parkway.

Three bids were received.

\$600 deposited as security on bids.

No. 17. For regulating, grading, curbing and laying sidewalks on Gatling place, from Eighty-sixth street to Ninety-second street.

Nine bids were received.

\$1,350 deposited as security on bids.

No. 18. For regulating, grading and curbing Sherlock place, from Herkimer street to Atlantic avenue.

Four bids were received.

\$60 deposited as security on bids.

No. 19. Paving with asphalt pavement on concrete Avenue G, from Ocean avenue to Flatbush avenue.

Three bids were received.

\$1,500 deposited as security on bids.

No. 20. For furnishing and delivering 150 gross tons coal to the Bureau of Highways.

Two bids were received.

\$30 deposited as security on bids.

No. 21. For furnishing and delivering 756 square feet of granite bridgestone (Bureau of Highways).

Three bids were received.

\$30 deposited as security on bids.

No. 22. For furnishing and delivering 19,200 feet B. M., yellow pine lumber (Bureau of Highways).

One bid was received.

\$10 deposited as security on bid.

No. 23. For furnishing and delivering 388 cubic yards of paving gravel (Bureau of Highways).

Two bids were received.

\$40 deposited as security on bids.

No. 24. For furnishing and delivering 350,000 pounds of paving pitch to the Bureau of Highways.

Two bids were received.

\$100 deposited as security on bids.

On June 15, 1904.

No. 1. For repaving with medina sandstone pavement on concrete Fifteenth street, from Fort Hamilton avenue to Sixth avenue, etc.

Six bids were received.

\$2,700 deposited as security on bids.

No. 2. For repaving with medina sandstone pavement on concrete Thirty-sixth street, from Third avenue to Fifth avenue.

Seven bids were received.

\$2,275 deposited as security on bids.

No. 3. For repaving with medina sandstone pavement on concrete Irving and Sedgwick streets, from Van Brunt to Columbia street.

Five bids were received.

\$1,500 deposited as security on bids.

No. 4. For repaving with granite pavement on concrete Central avenue, from Palmetto street to Chauncey street.

Seven bids were received.

\$3,500 deposited as security on bids.

No. 5. For repaving with granite pavement on concrete Cooper street, from Broadway to Hamburg avenue.

Nine bids were received.

\$2,700 deposited as security on bids.

No. 6. For repaving with granite pavement on concrete Prospect street, from Washington street to Bridge street.

Eight bids were received.

\$2,000 deposited as security on bids.

No. 7. For regulating, grading and curbing Rochester avenue, from St. Mark's avenue to East New York avenue.

Five bids were received.

\$1,500 deposited as security on bids.

No. 8. For grading, curbing and laying sidewalks on Eighty-fourth street, from Third avenue to Fourth avenue.

Seven bids were received.

\$420 deposited as security on bids.

No. 9. For grading and paving with asphalt blocks on concrete Seventy-second street, from Second avenue to Third avenue.

Two bids were received.

\$350 deposited as security on bids.

No. 10. For repaving with asphalt pavement on concrete Carroll street, from Van Brunt street to Henry street.

Three bids were received.

\$675 deposited as security on bids.

No. 11. For repaving with asphalt pavement on concrete Putnam avenue, from Reid avenue to Broadway.

Three bids were received.

\$1,500 deposited as security on bids.

No. 12. For repaving with asphalt pavement on concrete Tompkins avenue, from Madison street to Kosciuszko street.

Two bids were received.

\$300 deposited as security on bids.

No. 13. For repaving with asphalt pavement on concrete Bergen street, from Smith street to Fourth avenue, etc.

Three bids were received.

\$1,350 deposited as security on bids.

No. 14. For repaving with asphalt pavement on concrete Marcy avenue, from Macon street to Putnam avenue.

Two bids were received.

\$250 deposited as security on bids.

On June 22, 1904.

No. 1. For furnishing all the labor and materials required for installing metallic cases in the Kings County Hall of Records.

Five bids were received.

\$12,500 deposited as security on bids.

No. 2. For furnishing and delivering Engineer's and Draughtsmen's supplies to the Bureau of Public Buildings and Offices.

Two bids were received.

\$150 deposited as security on bids.

No. 3. For furnishing and installing new plumbing and fixtures in the Kings County Jail, Borough of Brooklyn.

Four bids were received.

\$2,000 deposited as security on bids.

No. 4. For regulating, grading and curbing Douglass street, from Plaza street to Underhill avenue.

Two bids were received.

\$1,000 deposited as security on bids.

No. 5. For regulating, grading, curbing, guttering and laying sidewalks on East Seventeenth street, from Albemarle road to Beverley road.

Ten bids were received.

\$750 deposited as security on bids.

No. 6. For regulating, grading and curbing East Thirty-fifth street, from Glenwood road to Avenue H.

Eight bids were received.

\$400 deposited as security on bids.

No. 7. For regulating, grading and curbing Seventy-fifth street, from Second avenue to the Shore road.

Seven bids were received.

\$1,750 deposited as security on bids.

No. 8. For paving with macadam pavement the roadway of Flatbush avenue, from Nostrand avenue to Avenue N.

Four bids were received.

\$2,200 deposited as security on bids.

No. 9. For regulating and repaving with asphalt on concrete Atlantic avenue, from East New York avenue to Atkins avenue.

Three bids were received.

\$3,750 deposited as security on bids.

No. 10. For repaving with asphalt block pavement on concrete, Eighteenth street, from Third avenue to Sixth avenue.

Three bids were received.

\$1,200 deposited as security on bids.

No. 11. For repaving with asphalt block pavement on concrete, Franklin avenue, from Eastern parkway to Washington avenue.

Three bids were received.

\$1,200 deposited as security on bids.

No. 12. For repaving with wood block pavement on concrete, Seventh avenue, from Fourteenth street to Twentieth street.

Two bids were received.

\$800 deposited as security on bids.

No. 13. For repaving with wood block pavement on concrete, Sumner avenue, from Gates avenue to Lafayette avenue.

Two bids were received.

\$350 deposited as security on bids.

No. 14. For repaving with wood block pavement on concrete, Van Buren street, from Tompkins avenue to Stuyvesant avenue.

Two bids were received.

\$1,500 deposited as security on bids.

On June 29, 1904.

No. 1. For furnishing and delivering one (1) automobile for use by the President of the Borough.

Two bids were received.

\$112.50 deposited as security on bids.

On July 6, 1904.

No. 1. For repaving with asphalt blocks on concrete, Fiftieth street, from Third avenue to Sixth avenue.

Two bids were received.

\$800 deposited as security on bids.

No. 2. For repaving with medina sandstone pavement on concrete, Rutledge street, from Harrison avenue to Broadway.

Four bids were received.

\$600 deposited as security on bids.

No. 3. For regulating, grading, curbing, guttering and laying sidewalks on Kenmore place, from Farragut road to Avenue G.

Eight bids were received.

\$130 deposited as security on bids.

No. 4. For grading, curbing, guttering and laying sidewalks on Ninety-fourth street, from Fourth avenue to the Shore road.

Seven bids were received.

\$1,400 deposited as security on bids.

No. 5. For grading, curbing, guttering and laying sidewalks on Ninety-seventh street, from Fourth avenue to the Shore road.

Seven bids were received.

\$1,225 deposited as security on bids.

No. 6. For grading, curbing and laying sidewalks on Pine street, from Fulton street to Ridgewood avenue.

Three bids were received.

\$75 deposited as security on bids.

No. 7. For grading, curbing and laying sidewalks on Seventy-third street, from Fourteenth avenue to Fifteenth avenue.

Six bids were received.

\$300 deposited as security on bids.

No. 8. For constructing cement concrete sidewalks in various places and on various streets.

Six bids were received.

\$360 deposited as security on bids.

No. 9. For constructing cement concrete sidewalks in various places and on various streets.

Six bids were received.

\$300 deposited as security on bids.

No. 10. For constructing cement concrete sidewalks in various places and on various streets.

Six bids were received.

\$150 deposited as security on bids.

No. 11. For constructing cement concrete sidewalks in various places and on various streets.

Six bids were received.

\$120 deposited as security on bids.

No. 12. For constructing cement concrete sidewalks in various places and on various streets.

Three bids were received.

\$45 deposited as security on bids.

No. 13. For constructing cement concrete sidewalks in various places and on various streets.

Three bids were received.

\$75 deposited as security on bids.

No. 14. For constructing cement concrete sidewalks in various places and on various streets.

Three bids were received.

\$120 deposited as security on bids.

On July 13, 1904.

No. 1. For regulating, grading, curbing and laying sidewalks on Greenwood avenue, from Coney Island avenue to Gravesend avenue.

Seven bids were received.

\$1,225 deposited as security on bids.

No. 2. For regulating, grading, curbing and laying sidewalks on Hemlock street, from Fulton street to Atlantic avenue.

Three bids were received.

\$150 deposited as security on bids.

No. 3. For regulating, grading and curbing Sixteenth avenue, from Main street to Gravesend Bay.

Six bids were received.

\$1,050 deposited as security on bids.

No. 4. For regulating and grading on Sixty-second street, from Third avenue to Fifth avenue.

Five bids were received.

\$625 deposited as security on bids.

No. 5. For regulating and grading on Vandam street, from Meeker avenue to Bridgewater street.

Four bids were received.

\$400 deposited as security on bids.

On July 27, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer in Sixtieth street, from Fifth avenue to Sixth avenue.

Eight bids were received.

\$760 deposited as security on bids.

No. 2. For furnishing all the labor and materials required for constructing sewer in Sixty-third street, from Third avenue to Fourth avenue.

Seven bids were received.

\$1,400 deposited as security on bids.

No. 3. For furnishing all the labor and materials required for constructing sewer in Forty-ninth street, from Seventh to Eighth avenue, etc.

Ten bids were received.

\$1,500 deposited as security on bids.

No. 4. For furnishing all the labor and materials required for reconstructing sewer in Stanhope street, from Knickerbocker avenue to Irving avenue.

Three bids were received.

\$300 deposited as security on bids.

No. 5. For furnishing all the labor and material required for constructing sewer basins at southwest corner DeKalb avenue and Spencer street.

Two bids were received.

\$10 deposited as security on bids.

No. 6. For furnishing all the labor and material required for constructing sewer basins at northeast corner Fourth avenue and Butler street.

Three bids were received.

\$15 deposited as security on bids.

No. 7. For furnishing and delivering Janitors' supplies to the Bureau of Public Buildings and Offices.

Three bids were received.

\$190.50 deposited as security on bids.

On August 3, 1904.

For furnishing all the labor and materials required to fit up the third floor of premises, northwest corner of Fifty-third street and Third avenue, for use as a court room by the Fifth District Municipal Court.

Eight bids were received.

\$713.50 deposited as security on bids.

On August 17, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer in Bedford avenue, from North Thirteenth street to North Fourteenth street.

Three bids were received.

\$90 deposited as security on bids.

No. 2. For furnishing all the labor and materials required for extension of sewer in Seventy-ninth street, from the present terminus to the bulkhead line.

Six bids were received.

\$5,700 deposited as security on bids.

No. 3. For furnishing all the labor and materials required for constructing sewer in East Thirty-fourth street, from Avenue G to Avenue H.

Ten bids were received.

\$650 deposited as security on bids.

No. 4. For furnishing all the labor and materials required for reconstructing sewer in Church avenue, from Flatbush avenue to Bedford avenue, etc.

Six bids were received.

\$600 deposited as security on bids.

No. 5. For furnishing all the labor and materials required for reconstructing sewer in Beverley road, from East Thirteenth street to East Fifteenth street.

Eight bids were received.

\$1,400 deposited as security on bids.

No. 6. For furnishing all the labor and materials required for constructing sewer basin at southwest corner of Wyona street and Belmont avenue.

Three bids were received.

\$15 deposited as security on bids.

No. 7. For furnishing all the labor and materials required for constructing sewer and sewer basins in D street and sewer basins in C street, Wallabout Market.

Six bids were received.

\$300 deposited as security on bids.

On August 24, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer in Starr street, between Irving avenue and Wyckoff avenue.

Six bids were received.

\$650.75 deposited as security on bids.

No. 2. For furnishing all the labor and materials required for constructing sewer in Crescent street, from Liberty avenue to Pitkin avenue.

Seven bids were received.

\$700 deposited as security on bids.

No. 3. For furnishing all the labor and materials required for constructing sewer in Fifty-eighth street, from Tenth avenue to New Utrecht avenue, etc.

Twelve bids were received.

\$7,200 deposited as security on bids.

No. 4. For furnishing all the labor and materials required for constructing sewer on West Ninth street, from Clinton street to Henry street.

Six bids were received.

\$390 deposited as security on bids.

No. 5. For furnishing all the labor and materials required for constructing sewer in Ashford street, from Glenmore avenue to Pitkin avenue.

Seven bids were received.

\$490 deposited as security on bids.

No. 6. For furnishing all the labor and materials required for constructing sewer in Seventy-third street, from Narrows avenue to First avenue.

Seven bids were received.

\$630 deposited as security on bids.

No. 7. For furnishing all the labor and materials required for constructing sewer in East Thirty-fifth street, from Glenwood road to Avenue H, etc., etc.

Nine bids were received.

\$4,050 deposited as security on bids.

No. 8. For furnishing all the labor and materials required for constructing cement concrete sidewalks in various places and on various streets.

Three bids were received.

\$90 deposited as security on bids.

No. 9. For furnishing all the labor and materials required for constructing cement concrete sidewalks in various places and on various streets.

Five bids were received.

\$300 deposited as security on bids.

No. 10. For constructing cement concrete sidewalks in various places and on various streets.

Three bids were received.

\$120 deposited as security on bids.

No. 11. For furnishing all the labor and materials required for constructing cement concrete sidewalks in various places and on various streets.

Four bids were received.

\$100 deposited as security on bids.

No. 12. For furnishing all the labor and materials required for flagging sidewalks in various places and on various streets.

Two bids were received.

\$115 deposited as security on bids.

No. 13. For grading lots on the west side of Utica avenue, between Bergen street and St. Mark's avenue, etc.

One bid was received.

\$10 deposited as security on bid.

No. 14. For grading lots on the south side of Forty-second street, between Fourth avenue and Fifth avenue.

Three bids were received.

\$15 deposited as security on bids.

No. 15. For grading lots on the south side of Park place, between Underhill avenue and Vanderbilt avenue, etc.

Five bids were received.

\$625 deposited as security on bids.

No. 16. For regulating, grading, curbing and laying sidewalks on Ashford street, from Glenmore avenue to Pitkin avenue.

Five bids were received.

\$150 deposited as security on bids.

No. 17. For regulating, grading and curbing on Christopher avenue, from Riverdale avenue to New Lots road.

Four bids were received.

\$400 deposited as security on bids.

No. 18. For regulating, grading, curbing and laying sidewalks on Clarendon road, from Flatbush avenue to East Thirty-seventh street.

Seven bids were received.

\$2,450 deposited as security on bids.

No. 19. For regulating and grading on Dean street, from Rochester avenue to Utica avenue.

Three bids were received.

\$90 deposited as security on bids.

No. 20. For constructing cement concrete sidewalks on Second avenue, from Sixty-sixth street to the Shore road (both sides).

Eight bids were received.

\$1,600 deposited as security on bids.

On September 7, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer in East Twenty-ninth street, from Canarsie lane to Avenue F, etc.

Seven bids were received.

\$3,500 deposited as security on bids.

No. 2. For furnishing all the labor and materials required for constructing sewer in Troutman street, from Irving avenue to Wyckoff avenue.

Five bids were received.

\$425 deposited as security on bids.

On September 14, 1904.

No. 1. For regulating and paving with macadam pavement Bay Fifteenth street, from Cropsey avenue to Eighty-sixth street.

Five bids were received.

\$1,000 deposited as security on bids.

No. 2. For regulating and grading on Tenth avenue, from Seventy-ninth street to Eighty-sixth street.

Eight bids were received.

\$600 deposited as security on bids.

No. 3. For regulating, grading, curbing and laying sidewalks on Amboy street, from East New York avenue to Sutter avenue.

Six bids were received.

\$600 deposited as security on bids.

No. 4. For regulating, grading, curbing and laying sidewalks on Bristol street, from East New York avenue to Hunterfly road.

Four bids were received.

\$600 deposited as security on bids.

No. 5. For regulating and grading on East Twenty-first street, from Cortelyou road to Dorchester road.

Four bids were received.

\$120 deposited as security on bids.

No. 6. For regulating, grading, curbing and laying sidewalks on Fourteenth avenue, from Sixty-ninth street to Seventy-fifth street.
Seven bids were received.
\$700 deposited as security on bids.
No. 7. For curbing and laying sidewalks on Fifteenth avenue, from Sixty-seventh street to Seventy-fifth street.
Seven bids were received.
\$875 deposited as security on bids.
No. 8. For repaving with granite pavement on concrete, Humboldt street, from Stagg street to Meserole street.
Six bids were received.
\$600 deposited as security on bids.
No. 9. For grading lots on the south side of Sixtieth street, between Third avenue and Fourth avenue.
Five bids were received.
\$500 deposited as security on bids.

On September 21, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer in Degraw street, from Franklin avenue to Bedford avenue.
Seven bids were received.
\$700 deposited as security on bids.
No. 2. For furnishing all the labor and materials required for constructing sewer in East Thirty-fifth street, from Avenue F to Glenwood road.
Seven bids were received.
\$700 deposited as security on bids.

On September 28, 1904.

No. 1. For repaving with asphalt pavement on concrete, Clifford place, from Meserole avenue to Calyer street.
Five bids were received.
\$250 deposited as security on bids.
No. 2. For repaving with asphalt pavement on concrete, Essex street from Arlington avenue to Jamaica avenue.
Four bids were received.
\$700 deposited as security on bids.
No. 3. For repaving with asphalt pavement on concrete, Gates avenue, from Bushwick avenue to Myrtle avenue.
Five bids were received.
\$2,000 deposited as security on bids.
No. 4. For repaving with asphalt pavement on concrete, Hooper street, from Wythe avenue to Bedford avenue.
Four bids were received.
\$400 deposited as security on bids.
No. 5. For repaving with asphalt pavement on concrete, Huntington street, from Hamilton avenue to Smith street.
Four bids were received.
\$600 deposited as security on bids.
No. 6. For repaving with asphalt pavement on concrete, Lee avenue, from Penn street to Flushing avenue.
Four bids were received.
\$700 deposited as security on bids.
No. 7. For repaving with asphalt pavement on concrete, Lorimer street, from Grand street to Broadway.
Four bids were received.
\$1,000 deposited as security on bids.
No. 8. For repaving with asphalt pavement on concrete, Marion street, from Fulton street to Howard avenue.
Five bids were received.
\$2,500 deposited as security on bids.
No. 9. For repaving with asphalt pavement on concrete, Moffat street, from Broadway to Central avenue.
Six bids were received.
\$1,500 deposited as security on bids.
No. 10. For repaving with asphalt pavement on concrete, North Henry street, from Richardson street to Driggs avenue.
Seven bids were received.
\$3,200 deposited as security on bids.
No. 11. For repaving with asphalt pavement on concrete, Second street, from Smith street to Bond street.
Four bids were received.
\$800 deposited as security on bids.
No. 12. For repaving with asphalt pavement on concrete, Schenectady avenue, from Fulton street to Eastern parkway.
Five bids were received.
\$2,750 deposited as security on bids.
No. 13. For repaving with asphalt pavement on concrete, Nostrand avenue, from Park place to Sterling place, etc.
Four bids were received.
\$500 deposited as security on bids.
No. 14. For repaving with asphalt pavement on concrete, Clifton place, from Grand avenue to Bedford avenue, etc.
Five bids were received.
\$2,500 deposited as security on bids.
No. 15. For repaving with asphalt pavement on concrete, Douglass street, from Court street to Bond street.
Four bids were received.
\$1,200 deposited as security on bids.
No. 16. For repaving with asphalt pavement on concrete, Franklin avenue, from Atlantic avenue to Eastern parkway.
Three bids were received.
\$1,050 deposited as security on bids.
No. 17. For repaving with asphalt pavement on concrete, Navy street, from Flushing avenue to Myrtle avenue.
Four bids were received.
\$800 deposited as security on bids.
No. 18. For repaving with asphalt pavement on concrete, North Oxford street, from Flushing avenue to Myrtle avenue.
Five bids were received.
\$1,500 deposited as security on bids.
No. 19. For repaving with asphalt pavement on present pavement, Sixth street, from Sixth avenue to Eighth avenue.
Four bids were received.
\$800 deposited as security on bids.
No. 20. For repaving with asphalt pavement on concrete, Waverly avenue, from Myrtle avenue to Gates avenue.
Five bids were received.
\$2,500 deposited as security on bids.

On October 5, 1904.

No. 1. For furnishing all the labor and materials required to repair roof on dome of the Kings County Court-house.
Two bids were received.
\$475 deposited as security on bids.
No. 2. For furnishing all the labor and materials required for constructing sewer in Sutter avenue, from Powell street to Junius street, etc.
Five bids were received.
\$500 deposited as security on bids.
No. 3. For furnishing all the labor and materials required for constructing sewer basins at the northeast and northwest corners of Linden and Rogers avenues.
Seven bids were received.
\$70 deposited as security on bids.
No. 4. For furnishing all the labor and materials required for constructing sewer basins at the southwest, northwest and northeast corners of East Fourteenth street and Cortelyou road.

Nine bids were received.
\$360 deposited as security on bids.

On October 12, 1904.

No. 1. For paving with asphalt pavement on concrete East Fourteenth street, from Avenue C to Avenue D.
Three bids were received.
\$450 deposited as security on bids.
No. 2. For repaving with asphalt pavement on concrete west driveway of Fourth avenue, from 114 feet north of Butler street to 100 feet south of Degraw street.
Three bids were received.
\$300 deposited as security on bids.
No. 3. For paving with asphalt pavement on concrete Freeman street, from Oakland street to Provost street.
Four bids were received.
\$500 deposited as security on bids.
No. 4. For repaving with asphalt pavement on concrete Humboldt street, from Grand street to Stagg street, etc.
Five bids were received.
\$4,000 deposited as security on bids.
No. 5. For repaving with asphalt pavement on concrete North Fifth street, from Bedford avenue to Driggs avenue, etc.
Four bids were received.
\$400 deposited as security on bids.
No. 6. For repaving with asphalt pavement on concrete Sterling place, from Franklin avenue to Bedford avenue.
Three bids were received.
\$1,450 deposited as security on bids.
No. 7. For regulating, grading, curbing and laying sidewalks on East Twenty-eighth street, from Newkirk avenue to Clarendon road.
Seven bids were received.
\$3,000 deposited as security on bids.
No. 8. For regulating, grading, curbing and laying sidewalks on Sherman street, from Ocean parkway to Reeve place.
Eight bids were received.
\$1,750 deposited as security on bids.
No. 9. For regulating and grading on Tenth avenue, from Seventy-ninth street to Eighty-sixth street.
Five bids were received.
\$375 deposited as security on bids.
No. 10. For grading and paving with macadam pavement on East Eighteenth street, from Church avenue to Beverley road.
Eight bids were received.
\$1,600 deposited as security on bids.
No. 11. For paving with macadam pavement on New York avenue, from Avenue C to Newkirk avenue.
Five bids were received.
\$375 deposited as security on bids.

On October 19, 1904.

No. 1. For furnishing all the labor and materials required for removing silt or sand deposits or refuse of a kindred nature from the brick sewers in the borough.
Nine bids were received.
\$15,750 deposited as security on bids.
No. 2. For furnishing all the labor and materials required for constructing sewer in East Twenty-eighth street, from Newkirk avenue to Avenue E, etc., etc.
Nine bids were received.
\$900 deposited as security on bids.
No. 3. For furnishing all the labor and materials required for constructing sewer in Sixty-second street, from Third avenue to Fifth avenue, etc.
Six bids were received.
\$1,500 deposited as security on bids.

On November 2, 1904.

No. 1. For furnishing all the labor and materials required for repairing the exterior stone work of the Borough Hall.
Four bids were received.
\$160 deposited as security on bids.
No. 2. For furnishing all the labor and materials required for constructing sewer in Eighty-seventh street, from Third avenue to Fourth avenue.
Eleven bids were received.
\$1,650 deposited as security on bids.
No. 3. For furnishing all the labor and materials required for constructing sewer in Eighty-fifth street, from First avenue to Third avenue.
Ten bids were received.
\$2,000 deposited as security on bids.
No. 4. For furnishing all the labor and materials required for constructing sewer in East Twenty-eighth street, from Clarendon road to Newkirk avenue, etc.
Thirteen bids were received.
\$2,600 deposited as security on bids.
No. 5. For furnishing all the labor and materials required for constructing sewer basins at the northeast and southeast corners of Thirtieth street and Fourth avenue.
Six bids were received.
\$120 deposited as security on bids.
No. 6. For furnishing all the labor and materials required for constructing sewer in Vandam street, from Meeker avenue to Bridgewater street, etc.
Five bids were received.
\$2,250 deposited as security on bids.
No. 7. For furnishing all the labor and materials required for constructing sewer in Sherman street, from Reeve place to Greenwood avenue, etc.
Eleven bids were received.
\$990 deposited as security on bids.
No. 8. For furnishing all the labor and materials required for constructing sewer in Greenwood avenue, north side, from Coney Island avenue and East Second street.
Fourteen bids were received.
\$6,300 deposited as security on bids.
No. 9. For regulating and repaving with asphalt on concrete Bainbridge street, from Reid avenue to Saratoga avenue.
Four bids were received.
\$1,800 deposited as security on bids.
No. 10. For regulating and repaving with asphalt pavement on concrete Kent avenue, from Lafayette avenue to Myrtle avenue.
Four bids were received.
\$1,200 deposited as security on bids.
No. 11. For grading and paving with asphalt pavement on concrete Granite street, between Bushwick avenue and the tracks of the Long Island Railroad Company at Evergreen avenue.
Two bids were received.
\$200 deposited as security on bids.
No. 12. For regulating and paving with asphalt pavement on concrete Pine street, from Fulton street to Ridgewood avenue.
Two bids were received.
\$120 deposited as security on bids.
No. 13. For regulating and repaving with asphalt pavement on concrete Talman street, from Bridge street to Jay street.
Three bids were received.
\$150 deposited as security on bids.
No. 14. For regulating, grading, curbing and laying sidewalks on Seventy-third street, from Fifteenth avenue to New Utrecht avenue.
Ten bids were received.
\$600 deposited as security on bids.
No. 15. For constructing cement concrete sidewalks in various places and on various streets.
Five bids were received.
\$150 deposited as security on bids.

No. 16. For constructing cement concrete sidewalks in various places and on various streets.
Five bids were received.
\$250 deposited as security on bids.
No. 17. For fencing vacant lots in various places and on various streets in the borough.
Three bids were received.
\$30 deposited as security on bids.
No. 18. For regulating, grading, curbing and laying sidewalks on Coney Island avenue, from 170 feet south of Plaza at Fort Hamilton avenue to Kings Highway.
Twelve bids were received.
\$13,850 deposited as security on bids.

On December 7, 1904.

No. 1. For furnishing all the labor and materials required for replacing sewers in Atlantic avenue, southerly side, from Howard avenue to Stone avenue.
Nine bids were received.
\$3,150 deposited as security on bids.
No. 2. For furnishing all the labor and materials required for constructing sewers in Nostrand avenue, from Midwood street to Hawthorne street, etc.
Twelve bids were received.
\$30,000 deposited as security on bids.
No. 3. For furnishing all the labor and materials required for constructing sewer in Ninety-first street, from Third avenue to Fourth avenue.
Ten bids were received.
\$1,250 deposited as security on bids.
No. 4. For furnishing all the labor and materials required for constructing sewer in Fort Hamilton avenue, from Thirty-ninth street to Fortieth street.
Ten bids were received.
\$600 deposited as security on bids.
No. 5. For furnishing all the labor and materials required for constructing sewer in Midwood street, from Nostrand avenue to Rogers avenue.
Ten bids were received.
\$1,000 deposited as security on bids.
No. 6. For furnishing all the labor and materials required for constructing sewer in Maple street, from Rogers to Nostrand avenue.
Ten bids were received.
\$1,250 deposited as security on bids.
No. 7. For furnishing all the labor and materials required for constructing sewer in Jefferson street, from Wyckoff avenue to St. Nicholas avenue.
Eight bids were received.
\$400 deposited as security on bids.
No. 8. For furnishing all the labor and materials required for constructing sewer in Mansfield place (East Twenty-fourth street), from end of existing sewer south of Farragut road to Avenue G.
Eight bids were received.
\$600 deposited as security on bids.
No. 9. For furnishing all the labor and materials required for constructing sewer-basins at the northeast and northwest corners of Norwood avenue and Etna street.
Seven bids were received.
\$70 deposited as security on bids.
No. 10. For furnishing all the labor and materials required for constructing sewer-basin at the northwest corner of Dean street and Rochester avenue.
Five bids were received.
\$25 deposited as security on bids.
No. 11. For furnishing all the labor and materials required for constructing sewer-basins, Christopher avenue, northeast and northwest corners of Newport street, etc.
Ten bids were received.
\$300 deposited as security on bids.
No. 12. For furnishing all the labor and materials required for constructing sewer-basin at the northeast corner of East Twenty-second street and Clarendon road, etc.
Sixteen bids were received.
\$1,600 deposited as security on bids.
No. 13. For regulating and paving with asphalt pavement on concrete Amboy street, from East New York avenue to Sutter avenue.
Four bids were received.
\$600 deposited as security on bids.
No. 14. For grading and paving with macadam pavement Bay Sixteenth street, from Cropsey avenue to Eighty-sixth street.
Seven bids were received.
\$1,225 deposited as security on bids.
No. 15. For grading and paving with macadam pavement Bay Seventeenth street, from Cropsey avenue to Eighty-sixth street.
Seven bids were received.
\$1,225 deposited as security on bids.
No. 16. For paving with asphalt pavement on concrete Clarendon road, From Flatbush avenue to East Thirty-seventh street.
Three bids were received.
\$2,250 deposited as security on bids.
No. 17. For paving with asphalt pavement on concrete Dean street, from Rochester avenue to Utica avenue.
Four bids were received.
\$320 deposited as security on bids.
No. 18. For paving with asphalt pavement on concrete East Twenty-first street, from Cortelyou road to Dorchester road.
Three bids were received.
\$180 deposited as security on bids.
No. 19. For paving with asphalt pavement on concrete Hemlock street, from Fulton street to Atlantic avenue.
Four bids were received.
\$300 deposited as security on bids.
No. 20. For repaving with asphalt pavement on concrete Lorraine street, from Court street to Smith street.
Three bids were received.
\$120 deposited as security on bids.
No. 21. For regulating and grading on Ninety-first street, from Second avenue to Third avenue.
Five bids were received.
\$150 deposited as security on bids.
No. 22. For regulating and repaving with asphalt pavement on concrete, Pierrepont street, from Columbia Heights to 145 feet easterly.
Three bids were received.
\$75 deposited as security on bids.
No. 23. For paving with asphalt pavement on concrete, Sherman street, from Ocean parkway to Reeve place.
Three bids were received.
\$300 deposited as security on bids.
No. 24. For repaving with asphalt pavement on concrete, Sixth street, from Fifth avenue to Sixth avenue.
Three bids were received.
\$255 deposited as security on bids.
No. 25. For regulating, grading, and curbing on Starr street, from Irving avenue to Knickerbocker avenue.
Five bids were received.
\$175 deposited as security on bids.
No. 26. For repaving with asphalt pavement on concrete, Whipple street, from Throop avenue to Broadway.
Four bids were received.
\$200 deposited as security on bids.

On December 14, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer in Seventy-second street, from Second avenue to the Shore road.
Nine bids were received.
\$2,250 deposited as security on bids.

No. 2. For furnishing all the labor and materials required for constructing sewer in East Thirty-first street, from Newkirk avenue to Clarendon road.
Nine bids were received.
\$1,350 deposited as security on bids.
No. 3. For furnishing all the labor and materials required for constructing sewer in Fifty-seventh street, from Sixth avenue to Seventh avenue.
Eleven bids were received.
\$1,045 deposited as security on bids.
No. 4. For furnishing all the labor and materials required for constructing sewer in Rogers avenue, east side, from Linden avenue to Martense street.
Seven bids were received.
\$490 deposited as security on bids.
No. 5. For furnishing all the labor and materials required for constructing sewer in Greenpoint avenue, from Diamond street to Provost street.
Six bids were received.
\$240 deposited as security on bids.
No. 6. For furnishing all the labor and materials required for constructing sewer in Bristol street, from Blake avenue to Hunterfly road.
Five bids were received.
\$125 deposited as security on bids.
No. 7. For furnishing all the labor and materials required for constructing sewer basin at the northwest corner of Greenpoint avenue and Provost street.
Five bids were received.
\$25 deposited as security on bids.

On December 23, 1904.

No. 1. For furnishing and delivering 2,500 feet 2½-inch 4-ply fire hose, for use by the Bureau of Sewers.
Twelve bids were received.
\$490 deposited as security on bids.

On December 28, 1904.

No. 1. For altering, repairing and reconstructing sewer in Knickerbocker avenue, from George street to Johnson avenue, etc.
Seven bids were received.
\$26,250 deposited as security on bids.
No. 2. For reconstructing a sewer in Sutter avenue, from Euclid avenue to Fountain avenue.
Eight bids were received.
\$1,600 deposited as security on bids.
No. 3. For reconstructing a sewer in Sixtieth street, from Twelfth avenue to Thirteenth avenue.
Ten bids were received.
\$500 deposited as security on bids.
No. 4. For regulating, grading, curbing and laying sidewalks on Bay Twenty-third street, from Benson avenue to Cropsey avenue.
Seven bids were received.
\$525 deposited as security on bids.
No. 5. For regulating, grading, curbing and laying sidewalks on Avenue D, from Rogers avenue to East Thirty-fourth street.
Six bids were received.
\$960 deposited as security on bids.
No. 6. For furnishing and delivering one (1) steam road roller and one (1) macadam scarifier, with all accessories.
Five bids were received.
\$250 deposited as security on bids.
No. 7. For furnishing and delivering two (2) road machines, with all accessories.
Three bids were received.
\$15 deposited as security on bids.
No. 8. For furnishing and delivering six (6) sprinkling wagons, with all accessories.
Three bids were received.
\$90 deposited as security on bids.
No. 9. For furnishing and delivering 67,340 feet, board measure, yellow pine lumber.
Three bids were received.
\$105 deposited as security on bids.

On December 30, 1904.

No. 1. For furnishing all the labor and materials required for constructing sewer in Sixtieth street, from Twelfth avenue to Fort Hamilton avenue.
Ten bids were received.
\$1,500 deposited as security on bids.
List of contracts entered into in the Borough of Brooklyn, City of New York, by the President of the Borough of Brooklyn, during the year ending December 31, 1904:

BUREAU OF HIGHWAYS.

For Repaving With Asphalt on Concrete Foundation.

	Estimated Cost.
1. Bergen street, from Smith street to Fourth avenue, etc.	\$28,295 00
2. Carroll street, from Van Brunt street to Henry street.	12,001 00
3. Ocean place, from Herkimer street to 285 feet southerly, etc.	5,126 20
4. Ridgewood avenue, from Cleveland street to a point 100 feet west of Dresden street, etc.	21,606 20
5. Marcy avenue, from Macon street to Putnam avenue.	7,537 00
6. Tompkins avenue, from Madison street to Kosciuszko street.	8,918 50
7. Eckford street, from Driggs avenue to Greenpoint avenue.	20,463 50
8. Putnam avenue, from Reid avenue to Broadway.	24,900 80
9. Greene avenue, from Franklin avenue to Lewis avenue, etc.	11,720 00
10. Howard avenue, from Madison street to Fulton street.	28,965 30
11. Sterling place, from Underhill avenue to Washington avenue.	8,304 80
12. Lawton street, from Broadway to Bushwick avenue.	3,995 50
13. Truxton street, from Fulton street to 194 feet east of Sackman street.	7,589 30
14. Flatbush avenue, from Twenty-ninth Ward line to Nostrand avenue.	24,954 50
15. Atlantic avenue, from East New York avenue to Atkins avenue.	66,983 30
16. Clifford place, from Meserole street to Calyer street.	2,574 00
17. Moffat street, from Broadway to Central avenue.	13,461 50
18. North Henry street, from Richardson street to Driggs avenue.	10,883 50
19. Clifton place, from Grand avenue to Bedford avenue, etc.	25,736 00
20. Lorimer street, from Grand street to Broadway.	12,401 50
21. Franklin avenue, from Atlantic avenue to Eastern parkway.	17,003 50
22. Gates avenue, from Bushwick avenue to Myrtle avenue.	20,840 20
23. Essex street, from Arlington avenue to Jamaica avenue.	9,527 80
24. Navy street, from Flushing avenue to Myrtle avenue.	10,264 00
25. Lee avenue, from Penn street to Flushing avenue.	8,696 00
26. Marion street, from Fulton street to Howard avenue.	26,216 40
27. Douglass street, from Court street to Bond street.	15,368 50
28. Schenectady avenue, from Fulton street to Eastern parkway.	28,029 50
29. Second street, from Smith street to Bond street.	9,430 50
30. North Oxford street, from Flushing avenue to Myrtle avenue.	14,309 00
31. Humboldt street, from Grand street to Stagg street.	32,355 30
32. Huntington street, from Hamilton avenue to Smith street.	7,616 50
33. Sterling place, from Franklin avenue to Bedford avenue.	3,398 00
34. West driveway of Fourth avenue, from 114 feet north of Butler street to 100 feet south of Degraw street.	3,577 00
35. Hooper street, from Wythe avenue to Bedford avenue.	5,173 00
36. Bainbridge street, from Reid avenue to Saratoga avenue.	22,797 50
37. Kent avenue, from Lafayette avenue to Myrtle avenue.	15,314 20
38. Talman street, from Bridge street to Jay street.	2,414 60
39. Waverly avenue, from Myrtle avenue to Gates avenue.	23,578 10
	\$622,267 50

Repaving With Asphalt on Present Pavement.

1. Surf avenue, from West Fifth street to West Nineteenth street.....	\$33,485 00
2. St. Mark's avenue, from old City line to East New York avenue.....	4,506 00
3. Nostrand avenue, from Park place to Sterling place.....	5,628 00
4. Sixth street, from Sixth avenue to Eighth avenue.....	8,965 50
	<u>\$52,584 50</u>

Repaving With Asphalt Blocks on Concrete.

1. Taylor street, from Washington avenue to Myrtle avenue.....	\$14,811 10
2. Forty-fifth street, from Second avenue to Sixth avenue, etc.....	62,417 90
3. Eighteenth street, from Third avenue to Sixth avenue.....	24,143 10
4. Franklin avenue, from Eastern parkway to Washington avenue.....	25,491 80
5. Fiftieth street, from Third avenue to Sixth avenue.....	23,854 50
	<u>\$150,718 40</u>

Repairing and Maintaining Asphalt Pavements.

1. On various streets in the borough.....	\$65,250 00
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Grading and Paving With Asphalt on Concrete.

1. Dresden street, from Jamaica avenue to Atlantic avenue.....	\$22,579 01
2. Hill street, from Railroad avenue to Euclid avenue.....	5,483 50
3. Hendrix street, from Pitkin avenue to Dumont avenue.....	11,327 50
4. St. Paul's place, from Fort Hamilton avenue to Church avenue.....	12,769 90
5. East Thirty-second street, from Avenue C to Newkirk avenue.....	10,745 20
6. Crooke avenue, from Brighton Beach Railroad tracks to Parade place	7,938 60
7. Caton avenue, from right of way of Brighton Beach Railroad to St.	
Paul's place.....	806 15
8. Ocean place, from 50 feet north of Atlantic avenue to Atlantic avenue.	829 25
9. Columbus place, from Herkimer street to Atlantic avenue.....	3,093 21
10. Lenox road, from New York avenue to Nostrand avenue.....	6,737 40
11. Seventy-third street, from Sixth avenue to Tenth avenue.....	14,266 50
12. Gunther place, from 45 feet north of Atlantic avenue to Atlantic ave-	
nue.....	905 75
13. East Seventh street, from Reeve place to Ocean parkway.....	7,841 74
14. Avenue G, from Ocean avenue to Flatbush avenue.....	23,295 69
15. Freeman street, from Oakland street to Provost street.....	4,648 92
16. East Fourteenth street, from Avenue C to Avenue D.....	4,885 10
17. Granite street, between Bushwick avenue and the tracks of the Long	
Island Railroad Company at Evergreen avenue.....	5,283 26
	<u>\$143,436 68</u>

Paving With Asphalt Blocks on Concrete.

1. Seventy-second street, from Second avenue to Third avenue.....	\$11,147 13
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Repaving with Granite Pavement on Concrete.

1. Beaver street, from Flushing avenue to Belvidere street.....	\$8,799 70
2. Wyckoff avenue, from Hart street to Queens County line.....	49,449 50
3. Central avenue, excepting that portion now paved with asphalt, from	
Flushing avenue to Myrtle avenue.....	16,152 40
4. Scholes street, from Bushwick avenue to Waterbury street.....	9,520 50
5. Prospect street, from Washington street to Bridge street.....	13,036 00
6. Nostrand avenue, from Eastern parkway to Malbone street.....	21,945 50
7. Lorraine street, from Columbia street to Otsego street.....	5,544 00
8. Cooper street, from Broadway to Hamburg avenue.....	17,489 30
9. Central avenue, from Palmetto street to Chauncey street.....	37,005 30
10. Humboldt street, from Stagg street to Meserole street.....	5,708 30
	<u>\$184,650 50</u>

Paving with Granite Pavement on Concrete.

1. Eagle street, from Oakland street to Provost street.....	\$5,021 20
2. Forty-third street, from east side of First avenue to the west side of	
First avenue.....	1,677 00
	<u>\$6,698 20</u>

Repaving with Medina Sandstone on Concrete.

1. Fifteenth street, from Hamilton avenue to Sixth avenue.....	\$25,610 00
2. Thirty-sixth street, from Third avenue to Fifth avenue.....	18,213 10
3. Rutledge street, from Harrison avenue to Broadway.....	7,707 70
4. Irving street and Sedgwick street, from Van Brunt street to Columbia	
street.....	16,846 50
	<u>\$68,377 30</u>

Paving with Macadam Pavement.

1. Flatbush avenue, from Nostrand avenue to Avenue N.....	\$41,850 90
2. Bay Fifteenth street, from Cropsey avenue to Eighty-sixth street.....	17,040 50
3. New York avenue, from Avenue C to Newkirk avenue.....	7,150 10
4. East Eighteenth street, from Church avenue to Beverley road.....	9,881 00
	<u>\$75,922 50</u>

Repairing with Macadam.

1. Hendrix street, from Vienna street to sewerage purification works....	\$3,528 00
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Repaving with Wood Block Pavement on Concrete.

1. Van Buren street, from Tompkins avenue to Stuyvesant avenue.....	\$44,175 50
2. Sumner avenue, from Gates to Lafayette avenue.....	10,687 00
3. Seventh avenue, from Fourteenth street to Twentieth street.....	23,787 00
	<u>\$78,649 50</u>

Grading, Curbing, Guttering and Laying Sidewalks.

1. Eleventh avenue, from Seventy-ninth street to Eighty-sixth street....	\$6,054 16
2. Eighty-fourth street, from Seventh avenue to Thirteenth avenue.....	7,137 38
3. Maple street, from Rogers avenue to Nostrand avenue.....	3,095 08
4. Kenmore place, from Farragut road to Avenue G.....	1,120 03
5. Greenwood avenue, from Coney Island avenue to Gravesend avenue....	9,177 20
6. East Seventeenth street, from Albemarle road to Beverley road.....	3,323 79
7. Ninety-seventh street, from Fourth avenue to Shore road.....	9,036 79
	<u>\$39,544 43</u>

Grading, Curbing and Laying Sidewalk.

1. Blake avenue, from Van Sicklen avenue to New Lots road.....	\$28,129 67
2. Thirty-ninth street, from old City line to Fort Hamilton avenue.....	7,599 94
3. Morgan avenue, from Metropolitan avenue to Meeker avenue.....	13,994 82
4. Church avenue, from Flatbush avenue to Brooklyn avenue.....	14,415 40
5. Bedford avenue, from Eastern parkway to Flatbush avenue.....	51,403 10
6. Eighty-fourth street, from Third avenue to Fourth avenue.....	2,972 87
7. Pine street, from Fulton street to Ridgewood avenue.....	3,765 91
8. Hemlock street, from Fulton street to Atlantic avenue.....	2,238 28
9. Seventy-third street, from Fourteenth avenue to Fifteenth avenue....	3,712 42
10. Ashford street, from Glenmore avenue to Pitkin avenue.....	1,746 96
11. Clarendon road, from Flatbush avenue to East Thirty-seventh street..	14,381 90
12. Fourteenth avenue, from Sixty-ninth street to Seventy-fifth street..	6,139 00
13. Gatling place, from Eighty-sixth street to Ninety-second street.....	7,284 28

14. Bristol street, from East New York avenue to Hunterfly road.....	9,880 71
15. Ninety-fourth street, from Fourth avenue to Shore road.....	12,832 90
16. Sherman street, from Ocean parkway to Reeve place.....	3,169 20
17. East Twenty-eighth street, from Newkirk avenue to Clarendon road.	6,119 85
18. Amboy street, from East New York avenue to Sutter avenue.....	5,020 70
19. Seventy-third street, from Fifteenth avenue to New Utrecht avenue..	4,736 06
20. Coney Island avenue, from 170 feet south of Plaza at Fort Hamilton	
avenue to Kings highway.....	36,104 00
	<u>\$235,656 97</u>

Grading, Curbing and Guttering.

1. Eighty-fifth street, from Seventh avenue to Thirteenth avenue.....	\$7,855 61
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Curbing and Laying Sidewalks.

1. Fifteenth avenue, from Sixty-seventh street to Seventy-fifth street....	\$7,491 00
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Grading and Curbing.

1. Fifty-second street, from Sixth avenue to Fort Hamilton avenue.....	\$9,368 85
2. Douglass street, from Washington avenue to Underhill avenue.....	7,053 58
3. Sixth avenue, from Sixty-fifth street to Fort Hamilton avenue.....	18,153 52
4. Forty-seventh street, from Sixth avenue to a point 220 feet southeast.	1,044 80
5. Sherlock place, from Herkimer street to Atlantic avenue.....	899 10
6. Seventy-fifth street, from Second avenue to Shore road.....	9,960 15
7. Douglass street, from Plaza street to Underhill avenue.....	43,102 74
8. Rochester avenue, from St. Mark's to East New York avenue.....	17,584 36
9. East Thirty-fifth street, from Glenwood road to Avenue H.....	943 01
10. Sixteenth avenue, from Main street to Gravesend Bay.....	12,811 10
11. Dean street, from Rochester avenue to Utica avenue.....	1,895 66
12. Christopher avenue, from Riverdale avenue to New Lots road.....	3,916 13
13. East Twenty-first street, from Cortelyou road to Dorchester road....	1,688 70
	<u>\$128,421 70</u>

Grading.

1. Milford street, from Pitkin avenue to New Lots road.....	\$13,105 95
2. Montauk avenue, from Pitkin avenue to New Lots road.....	9,597 25
3. Portions of Prospect avenue south of Eleventh avenue.....	1,181 40
4. Vandam street, from Meeker avenue to Bridgewater street.....	4,583 70
5. Sixty-second street, from Third avenue to Fifth avenue.....	5,144 40
6. Tenth avenue, from Seventy-ninth street to Eighty-sixth street.....	1,886 00
	<u>\$35,498 70</u>

Grading Lots.

1. North side Forty-eighth street, between Sixth avenue and Seventh	
avenue.....	\$1,231 20
2. South side Thirty-ninth street, between Fifth avenue and Sixth	
avenue.....	348 08
3. Southeast corner Butler place and Sterling place.....	1,028 20
4. South side Forty-eighth street, between Fifth avenue and Sixth	
avenue.....	521 71
5. South side Fifteenth street, between Seventh avenue and Eighth	
avenue.....	706 00
6. West side Fifth avenue, between Fifty-eighth street and Fifty-ninth	
street.....	162 75
7. South side Forty-first street, between Third avenue and Fourth	
avenue.....	726 80
8. Northwest corner Fourth avenue and Fortieth street.....	238 28
9. Northeast corner Fifty-seventh street and Fourth avenue.....	70 35
10. South side Lincoln road, between Nostrand avenue and Rogers	
avenue.....	12 56
11. North side Nineteenth street, between Sixth avenue and Seventh	
avenue.....	85 00
12. South side Fifty-second street, between Fifth avenue and Sixth	
avenue.....	57 12
13. West side Utica avenue, between Bergen street and St. Mark's avenue	
14. South side Forty-second street, between Fourth avenue and Fifth	
avenue.....	510 15
15. South side Sixtieth street, between Third avenue and Fourth avenue	
16. South side Park place, between Underhill avenue and Vanderbilt	
avenue.....	959 01
	3,621 25
	<u>\$16,638 81</u>

Fencing Vacant Lots.

1. North side Blake avenue, between Schenck avenue and Barbey street,	
etc.....	\$552 05
2. South side Chauncey street, between Ralph avenue and Howard ave-	
nue, etc.....	521 50
3. East side Franklin avenue, between St. John's place and Degraw	
street, etc.....	745 00
4. Southeast side Greene avenue, between Wyckoff avenue and St.	
Nicholas avenue, etc.....	447 00
5. Southeast side Grove street, between Bushwick avenue and Ever-	
green avenue, etc.....	1,043 00
6. West side Washington avenue, between Prospect and Park places,	
etc.....	482 02
7. North side Forty-eighth street, between Fourth avenue and Fifth ave-	
nue, etc.....	504 00
8. South side Prospect place, between Franklin and Bedford avenues,	
etc.....	608 40
9. East side Bradford street, between Liberty avenue and Glenmore	
avenue, etc.....	410 40
10. Southeast side Fifth avenue and Fifty-second street, etc.....	504 00
	<u>\$5,817 37</u>

Constructing Cement Concrete Walks.

1. North side Bergen street, between Rockaway avenue and Stone ave-	
nue, etc.....	\$2,853 18
2. East side Watkins street, between Riverdale avenue and Newport	
street, etc.....	6,706 26
3. South side Twenty-eighth street, between Third avenue and Fourth	
avenue, etc.....	3,410 00
4. East side Glenada place, between Decatur street and Fulton street,	
etc.....	3,593 33
5. East side Watkins street, between Sutter avenue and Blake avenue,	
etc.....	2,607 66
6. West side Diamond street, between Nassau avenue and Norman	
avenue, etc.....	2,250 00
7. South side Forty-first street, between Third avenue and Fourth	
avenue, etc.....	2,345 00
8. North side Thirty-third street, between Third avenue and Fourth	
avenue, etc.....	1,343 79
9. Northeast side Wyckoff avenue, between Gates avenue and Palmetto	
street, etc.....	3,182 76
10. North side Lexington avenue, between Classon avenue and Franklin	
avenue, etc.....	1,890 00
11. East side Linwood street, between Fulton street and Atlantic avenue,	
etc.....	2,348 43

12. Southeast side Flushing avenue, between Knickerbocker avenue and Melrose street, etc.	2,680 96
13. Northwest side Hart street, between Hamburg and Knickerbocker avenues, etc.	1,948 80
14. South side Bainbridge street, between Hopkinson avenue and Rockaway avenue, etc.	1,906 25
15. South side Eighty-second street, between Tenth avenue and Eleventh avenue, etc.	2,065 00
16. West side Grand avenue, between Park avenue and Myrtle avenue, etc.	2,470 05
17. West side Wyona street, between Belmont avenue and Sutter avenue, etc.	1,368 90
18. West side Shepherd avenue, between Ridgewood avenue and Arlington avenue, etc.	1,542 25
19. North side Degraw street, between Albany avenue and Troy avenue, etc.	3,216 45
20. East side Underhill avenue, between Degraw street and Eastern parkway, etc.	1,666 25
21. West side Underhill avenue, between Park place and Sterling place, etc.	1,457 00
22. West side Ralph avenue, between Gates avenue and Monroe street, etc.	914 50
23. Northwest side Palmetto street, between Hamburg and Knickerbocker avenues, etc.	2,224 25
24. South side Vanderbilt street, between Coney Island avenue and Sherman street, etc.	3,300 72
25. West side Stone avenue, between Belmont and Sutter avenues, etc.	3,160 41
26. East side Stone avenue, between Eastern parkway and Dean street, etc.	1,767 00
27. West side Seventh avenue, between Twentieth street and Twenty-first street, etc.	1,375 45
28. Second avenue, from Sixty-sixth street to Shore road (both sides)...	9,506 00
29. North side Bergen street, between Saratoga and Hopkinson avenues, etc.	2,813 56
30. Southeast side Conway street, between Broadway and Bushwick avenue, etc.	1,794 40
	<u>\$79,706 61</u>

Flagging Sidewalks.

1. Northeast side North Fifth street, between Roebling street and Havemeyer street, etc.	\$151 00
2. North side Myrtle avenue, between Troutman street and Bushwick avenue, etc.	868 62
3. South side Sterling place, between Vanderbilt avenue and Butler place, etc.	976 76
4. Southeast side Metropolitan avenue, between Kent avenue and Wythe avenue, etc.	1,713 98
	<u>\$3,710 36</u>

Supplies.

1. Furnishing and delivering forage.....	\$2,595 72
2. 1,000 cubic yards clean sharp sand at Hopkinson avenue yard.....	984 00
3. 1,000 cubic yards clean sharp sand at North Eighth street yard.....	1,080 00
4. 3,435 cubic yards broken trap rock and 1,150 cubic yards trap rock screenings.....	8,748 18
5. 2,271 cubic yards broken trap rock and 1,210 cubic yards screenings..	7,226 55
6. 6,700 cubic yards broken trap rock and 2,100 cubic yards screenings..	26,928 00
7. 4,000 cubic yards sand at Wallabout yard and Douglass yard.....	3,120 00
8. 150 tons best anthracite coal.....	1,026 00
9. 350,000 pounds paving nitch.....	3,045 00
10. 19,200 feet, B. M., yellow pine lumber.....	691 20
11. 16,000 square feet bluestone flagstone at the Wallabout yard.....	3,456 00
12. 3,900 linear feet bluestone curbstone at the Wallabout yard.....	3,229 20
13. 388 cubic yards paving gravel.....	1,629 60
14. 756 square feet granite bridgestones.....	508 03
	<u>\$64,267 48</u>

BUREAU OF SEWERS.

Constructing.

1. Sewer in Ashford street, from Pitkin avenue to Blake avenue, etc..	\$21,962 60
2. Sewer in Fifty-ninth street, from a point 400 feet easterly from Fifth avenue to Sixth avenue, etc.	4,033 30
3. Sewer in Forty-first street, from Sixth avenue easterly to summit of Forty-first street, between Sixth avenue and Seventh avenue....	3,390 91
4. Sewer in Troutman street, from Wyckoff avenue to St. Nicholas avenue.....	1,410 40
5. Sewer in Pitkin avenue, from Euclid avenue to Sheridan avenue, etc., etc.	12,695 00
6. Sewer in Thirty-eighth street, from Third avenue to Fifth avenue...	5,078 40
7. Sewer in Eighty-fourth street, from Fourth avenue to Fifth avenue, etc.	4,690 50
8. Sewer in proposed street through northern portion of Dyker Beach Park, from Fourteenth avenue to Eleventh avenue, etc.	115,912 00
9. Sewer in Bath avenue, from Bay Sixth street (Fourteenth avenue) to Bay Twenty-seventh street (Twenty-first avenue), etc.	208,628 90
10. Sewer in Franklin avenue, from Montgomery street to Union street, etc.	13,365 10
11. Sewer in Fourth avenue, easterly side, from Seventy-sixth street to Seventy-ninth street.....	3,520 44
12. Sewer in Thirty-ninth street, from Seventh avenue to New Utrecht avenue.....	5,312 80
13. Sewer in East New York avenue, from Hopkinson avenue to Saratoga avenue, etc.	11,339 40
14. Sewer in East Thirty-second street, from Glenwood road to Avenue H.....	2,428 06
15. Sewer in Bay Eleventh street, from Bath avenue to Cropsey avenue.	3,117 50
16. Sewer in Bay Ridge avenue, from Third avenue to Fifth avenue....	16,455 00
17. Sewer in Fifty-fifth street, from Seventh avenue to Ninth avenue...	3,897 50
18. Sewer in East Nineteenth street, from Albemarle to Beverley roads..	3,926 00
19. Sewer in Fifty-fifth street, from Fifteenth avenue to New Utrecht avenue.....	3,639 75
20. Sewer in Creamer street, from Smith to Court street, etc.	2,972 60
21. Sewer in Fifty-second street, from Seventh avenue to Fort Hamilton avenue.....	16,983 40
22. Sewer in Forty-fourth street, from Sixth avenue to Seventh avenue..	4,784 00
23. Sewer from the basin of the Newtown Creek canal, between Meadow and Stagg street, to the Morgan avenue sewer.....	7,186 00
24. Sewer and sewer basins on Coney Island avenue, where not already built, from Caton avenue, north side, to summit of Coney Island avenue, south of Avenue G.....	33,604 50
25. Sewer in Forty-first street, between Tenth avenue and Fourteenth avenue.....	10,640 95
26. Sewer in Steeplechase walk, from the Bowery to a point 225 feet southerly therefrom, etc.	33,674 00
27. Sewer in Franklin avenue, from Montgomery street southerly about 100 feet to existing sewer.....	23,645 00
28. Sewer in Forty-ninth street, from Seventh avenue to Eighth avenue.	3,570 45
29. Sewer in Sixtieth street, from Fifth avenue to Sixth avenue.....	2,374 50
30. Sewer in Sixty-third street, from Third avenue to Fourth avenue, etc.	4,121 90

31. Sewer in Fifty-eighth street, from Tenth avenue to New Utrecht avenue, etc.	16,654 00
32. Sewer in Bedford avenue, from North Thirteenth street to North Fourteenth street.....	1,152 00
33. Sewer in West Ninth street, from Clinton street to Henry street....	1,283 20
34. Sewer in Troutman street, from Irving avenue to Wyckoff avenue.	1,802 70
35. Sewer in East Thirty-fifth street, from Glenwood road to Avenue H..	10,249 25
36. Sewer in Ashford street, from Glenmore avenue to Pitkin avenue...	1,402 85
37. Sewer in Seventy-third street, from First avenue to Narrows avenue.	2,214 80
38. Sewer in Starr street, from Irving avenue to Wyckoff avenue.....	1,839 10
39. Sewer in Degraw street, from Franklin avenue to Bedford avenue...	1,678 56
40. Sewer in East Thirty-fourth street, from Avenue G to Avenue H...	2,277 00

\$627,914 32

41. Sewer in Crescent street, from Liberty avenue to Pitkin avenue.....	\$1,764 00
42. Sewer in East Twenty-ninth street, from Canarsie lane to Avenue F.	9,050 50
43. Sewer in Sutter avenue, from Powell street to Junius street.....	2,549 22
44. Extension of sewer in Seventy-ninth street, westerly from the present terminus to the bulkhead line.....	38,295 00
45. Sewer in East Thirty-fifth street, from Glenwood road to Avenue F..	2,213 95
46. Sewer in Sixty-second street, from Third avenue to Fifth avenue...	4,949 39
47. Sewer and sewer basins in D street and sewer basins in C street, Wallabout Market.....	1,541 80
48. Sewer in Eighty-seventh street, from Third avenue to Fourth avenue, etc.	3,474 59
49. Sewer in East Twenty-eighth street, from Clarendon road to Newkirk avenue.....	3,661 40
50. Sewer in Sherman street, from Reeve place to Greenwood avenue....	2,006 25
51. Sewer in Greenwood avenue, north side, from Coney Island avenue to East Second street.....	9,282 60
52. Sewer in Vandam street, from Meeker avenue to Bridgewater street, etc.	7,808 75
53. Sewer in Eighty-fifth street, from First avenue to Third avenue....	5,476 90

\$92,074 35

Altering and Repairing.

1. Sewer in Old Vandervoort avenue, from Knickerbocker avenue to Newtown Creek canal.....	\$9,598 00
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Reconstructing.

1. Sewer in Stanhope street, from Knickerbocker avenue to Irving avenue.....	\$2,266 70
2. Sewer in Beverley road, from East Thirteenth street to East Fifteenth street.....	3,795 00
3. Sewer in Church avenue, from Flatbush avenue to Bedford avenue..	2,887 60
	<u>\$8,949 30</u>

Cleaning Brick Sewers.

1. Removing silt and sand deposits or refuse of a kindred nature from the brick sewers in the borough.....	\$36,600 00
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Sewer Basins.

1. Northwest corner of Degraw street and Rochester avenue.....	\$133 90
2. Northeast and northwest corners of Montauk avenue and Belmont avenue, etc.	771 00
3. Northerly and westerly corners of Ovington avenue and Fifth avenue..	286 00
4. Southeast corner DeKalb avenue and Spencer court.....	148 00
5. Northeast corner Fourth avenue and Butler street.....	145 00
6. Southwest corner Wyona street and Belmont avenue.....	139 00
7. Southwest, northwest and northeast corners of East Fourteenth street and Cortelyou road, etc.	1,040 00
8. Northeast and northwest corner Linden avenue and Rogers avenue..	274 00
	<u>\$2,936 90</u>

Supplies.

1. Furnishing and delivering 6,600 barrels quicklime.....	\$7,336 80
2. Furnishing 1,700 gross tons coal.....	8,265 06
3. Furnishing forage to the Bureau of Sewers.....	1,384 79
	<u>\$16,986 65</u>

BUREAU OF PUBLIC BUILDINGS AND OFFICES.

Miscellaneous.

1. Furnishing all the labor and materials required to repair and fit out five (5) free floating baths.....	\$4,838 00
2. Furnishing and installing electrical wiring for lighting and motors in the Hall of Records.....	12,400 00
3. Furnishing and setting lighting fixtures in the Hall of Records.....	8,964 90
4. For painting, graining and varnishing parts of the interior and exterior of Hall of Records.....	6,983 00
5. Furnishing and erecting headstones over the graves of the deceased veteran Union soldiers, sailors and marines, etc.	1,395 00
6. For furnishing and installing metallic cases and fixtures in the Hall of Records.....	116,997 00
7. For remodeling main entrance to the Hall of Records.....	10,945 00
8. For furnishing all the labor and materials required to install new plumbing and fixtures in 335 cells, Men's Prison, etc., Kings County Jail.....	16,585 00
9. For furnishing all the labor and materials required to fit up premises northwest corner of Third avenue and Fifty-third street as a Court room, for use by Fifth District Municipal Court.....	2,099 00
10. For furnishing all the labor and materials required to repair roof of the dome of the Kings County Court-house.....	6,900 00
11. For furnishing all the labor and materials required to alter and repair the exterior stone work of the Borough Hall.....	795 00
	<u>\$188,901 90</u>

Supplies.

1. Furnishing 5,200 gross tons coal.....	\$34,039 20
2. Furnishing one (1) automobile for use by the President.....	2,500 00
3. Furnishing supplies for use in the public baths and comfort stations.	2,460 10
4. Furnishing Engineer's and Draughtsmen's supplies.....	4,360 22
5. Furnishing Janitor's supplies.....	2,042 87
	<u>\$45,411 39</u>

Modified Contracts.

1. For changing partitions and doors, extension of vault through second story, changes in plumbing, etc., Hall of Records.....	\$13,051 50
2. For additional work for the erection of Court-house on the north side of Gates avenue, 75.64 feet east of Marcy avenue.....	1,498 10
3. For ventilating system, wainscoting and cabinet finish in Room 14, Hall of Records.....	12,500 00
	<u>\$27,049 60</u>

List of Contracts Pending in the Office of the Assistant Commissioner of Public Works,
Which Have Not as Yet Been Registered by the Comptroller.

	Estimated cost.
1. Repaving with asphalt pavement on present pavement North Fifth street, from Bedford to Driggs avenue, etc.....	\$4,727 00
2. Paving with asphalt on concrete Pine street, from Fulton street to Ridgewood avenue	3,561 40
3. Paving with asphalt on concrete Amboy street, from East New York avenue to Sutter avenue.....	6,312 50
4. Paving with asphalt on concrete Clarendon road, from Flatbush avenue to East Thirty-seventh street.....	27,620 00
5. Paving with asphalt on concrete Dean street, from Rochester avenue to Utica avenue.....	3,837 50
6. Paving with asphalt on concrete East Twenty-first street, from Cortel-you road to Dorchester road.....	2,860 00
7. Paving with asphalt on concrete Hemlock street, from Fulton street to Atlantic avenue.....	3,824 60
8. Repaving with asphalt on concrete Lorraine street, from Court street to Smith street.....	1,729 50
9. Repaving with asphalt on present pavement Pierrepont street, from Columbia Heights to 145 feet east.....	987 00
10. Paving with asphalt on concrete Sherman street, from Reeve place to Ocean parkway	5,052 50
11. Repaving with asphalt pavement on present pavement Sixth street, from Fifth avenue to Sixth avenue.....	3,850 70
12. Repaving with asphalt on present pavement Whipple street, from Throop avenue to Broadway.....	2,141 90
13. Paving with macadam pavement Bay Sixteenth street, from Cropsey avenue to Eighty-sixth street.....	11,896 38
14. Paving with macadam pavement Bay Seventeenth street, from Cropsey avenue to Eighty-sixth street.....	11,581 90
15. Grading, curbing and guttering Bay Twenty-third street, from Benson avenue to Cropsey avenue.....	3,970 35
16. Grading, curbing, guttering and laying sidewalks on Avenue D, from Rogers avenue to East Thirty-fourth street.....	11,792 50
17. Grading and curbing Starr street, from Irving avenue to Knickerbocker avenue	1,891 28
18. Grading on Ninety-first street, from Second avenue to Third avenue..	1,204 03
19. Cement concrete sidewalks on Avenue U, from Gravesend avenue to Lake street, etc.....	2,377 62
	\$111,218 66
20. One steam road roller and one macadam scarifier.....	\$2,386 00
21. Two road machines, to the Bureau of Highways.....	346 00
22. Six sprinkling wagons to the Bureau of Highways.....	1,488 00
23. 67,340 feet B. M., yellow pine lumber.....	1,548 82
24. For sewer in East Twenty-eighth street, from Newkirk avenue to Avenue E, etc.....	1,998 14
25. For sewers in Nostrand avenue, from Midwood street to Hawthorne street, etc.....	67,277 93
26. For sewer in Ninety-first street, from Third avenue to Fourth avenue..	1,881 07
27. Sewer in Fort Hamilton avenue, from Thirty-ninth street to Fortieth street	1,423 38
28. For sewer in Midwood street, from Nostrand avenue to Rogers avenue..	1,410 88
29. For sewer in Maple street, from Rogers avenue to Nostrand avenue...	2,160 90
30. For sewer in Jefferson street, from Wyckoff avenue to St. Nicholas avenue	882 25
31. For sewer in Mansfield place, from end of existing sewer south of Far-ragut road to Avenue G.....	1,157 79
32. For sewer in Seventy-second street, from Second avenue to Shore road.	3,736 35
33. For sewer in East Thirty-first street, from Newkirk avenue to Clar-endon road	2,585 35
34. For sewer in Fifty-seventh street, from Sixth avenue to Seventh avenue	1,294 87
35. For sewer in Rogers avenue, from Linden avenue to Martense street..	1,507 53
36. For sewer in Greenpoint avenue, from Diamond street to Provost street.	1,157 80
37. For sewer in Bristol street, from Blake avenue to Hunterfly road....	370 04
38. For altering, repairing and reconstructing sewer in Knickerbocker ave-nue, from George street to Johnson avenue, etc.....	113,976 10
39. For repairing and reconstructing sewer in Sutter avenue, from Euclid avenue to Fountain avenue, etc.....	9,482 99
40. For reconstructing sewer in Sixtieth street, from Twelfth avenue to Thirteenth avenue	1,208 27
41. Reconstructing sewer in Sixtieth street, from Fort Hamilton avenue to Twelfth avenue	3,502 10
42. For replacing sewers in Atlantic avenue, south side, from Howard ave-nue to Stone avenue, etc.....	9,312 07
43. For sewer-basins at the northeast and southeast corners, Thirtieth street and Fourth avenue.....	477 00
	\$232,571 63
44. For sewer-basins northeast and northwest corners of Norwood avenue and Etna street.....	246 00
45. Sewer-basins northwest corner of Rochester avenue and Dean street...	140 00
46. For sewer-basins northeast and northwest corners of Christopher ave-nue and Newport street, etc.....	720 00
47. For sewer-basins northwest corner Clarendon road and East Twenty-second street, etc., etc.....	2,457 00
48. For sewer-basins northwest corner Greenpoint avenue and Provost street	122 00
49. For furnishing and delivering 2,500 feet fire-hose to the Bureau of Sewers	1,025 00
	\$4,710 00
	\$111,218 66
	232,571 63
	4,710 00
Total estimated cost of.....	\$348,500 29

—for forty-nine (49) pending contracts.

RECAPITULATION.

Bureau of Highways.

	Contracts.	Estimated Cost.
1. Asphalt improvements	60	\$818,288 68
2. Asphalt block improvements.....	6	161,865 53
3. Repairing and maintaining asphalt pavements.....	1	65,250 00
4. Granite improvements.....	12	191,348 70
5. Wood block improvements.....	3	78,649 50
6. Medina sandstone improvements.....	4	68,377 30
7. Macadam improvements.....	5	79,450 50
8. Grading, curbing, etc., improvements.....	48	454,468 41
9. Grading lots	16	16,638 81

	Contracts.	Estimated Cost.
10. Fencing vacant lots.....	10	5,817 37
11. Cement sidewalk improvements.....	30	79,706 61
12. Flagging improvements	4	3,710 36
13. Supplies	14	64,267 48
Total.....	213	\$2,087,839 25

Bureau of Sewers.

	Contracts.	Estimated Cost.
1. Constructing sewers	53	\$719,988 67
2. Altering and repairing sewer.....	1	9,598 00
3. Reconstructing sewers	3	8,949 30
4. Cleaning brick sewer.....	1	36,600 00
5. Constructing sewer-basins.....	8	2,936 90
6. Supplies	3	16,986 65
Total.....	69	\$795,059 52

Bureau of Public Buildings and Offices.

	Contracts.	Estimated Cost.
1. Construction work, etc.....	11	\$188,901 90
2. Supplies	5	45,411 39
3. Modified contracts	3	27,049 60
Total.....	19	\$261,362 89

	Contracts.	Estimated Cost.
Bureau of Highways.....	213	\$2,087,839 25
Bureau of Sewers	69	795,059 52
Bureau of Public Buildings and Offices.....	19	261,362 89
Total.....	301	\$3,144,261 66
Contracts pending	49	348,500 29
Total.....		\$3,492,761 95

Report of the Bureau of Incumbrances and Permits, Municipal Building.

Mr. JAMES S. REGAN, Assistant Commissioner of Public Works, Borough of Brooklyn, City of New York:

Dear Sir—Attached please find report of the operations of the Bureau of Incumbrances and Permits for the year 1904. As will be noticed the number of complaints received from all sources is, in round numbers, 501 less than last year, which is especially gratifying, as it shows a careful discharge of the duties of the Inspectors attached to this office.

The Cashier's report shows an increase, as compared with last year, of \$8,322.98, received from plumbers for the restoring of pavements over openings made in connection with plumbing operations throughout this borough. This increase shows in a measure the large increase in the number of new buildings erected during the year 1904 in the Borough of Brooklyn.

In all respects the operations of this Bureau for the year 1904 compares with other years to the best advantage. All of which is respectfully submitted.

Superintendent of Incumbrances, Borough of Brooklyn.

Complaints received from the Bureau of Complaints.....	31
Complaints received by mail.....	200
Complaints received at office.....	450
Complaints received from Inspectors.....	641
Complaints received from Police Department.....	351
Complaints received from Department of Street Cleaning.....	61

Total received from all sources..... 1,734

Classification and Disposal.

Sidewalk signs found removed upon reinspection.....	68
Slot machines found removed upon reinspection.....	3
Showcases found removed upon reinspection.....	29
Push carts and wagons found removed upon reinspection.....	57
Street washers found removed upon reinspection.....	2
Coal boxes found removed and coal holes made safe upon reinspection.....	38
Boulders removed by Bureau of Incumbrances.....	101
Trees and limbs removed by Bureau of Incumbrances.....	926
Posts, stumps, etc., removed by Bureau of Incumbrances.....	131
Miscellaneous removed by Bureau of Incumbrances.....	552
Total.....	1,907

Summary of Inspectors' Work.

Complaints made	641
Complaints settled	1,518
Slips settled	3,917
Total number of seizures made.....	6
Incumbrances on hand in Wallabout Yard.....	83

Permit Department.

Permits issued—	
Building material	1,218
Vaults, repair	203
Vaults, new	48
Cross walk	960
Cement walk	970
Flag walk	126
Driveway	197
"Special"	8,821
Total	12,543

"Special Permits" include permits issued for stands within the stoop line, to relay flag, to repair regulation awnings, to place material on street temporarily to make repairs to yards and cellars, also permits to gas, electric and railroad companies, and miscellaneous permits for which the Police insist on seeing permits.

Permits passed—	
To tap water pipes	3,644
To repair water connections	4,337
To repair sewer connections	4,267
To make new sewer connections	1,237
Total	13,485

Receipts.

From the sale of houses and parts of houses and other incumbrances sold at public auction year 1904	\$1,778 03
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Expenses.

Total cost of removal of incumbrances year 1904	\$5,811 93
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Cashier's Report.

Statement of money received from all sources from January 1, 1904, up to and including December 31, 1904:

Repaving over water connections	\$29,671 00
Repaving over sewer connections	10,976 00
Repaving over gas connections	4,793 50
Vaults, permits	2,412 40
Extra paving	331 27
Special paving	298 80
Inspection of work done by corporations	648 00
Total	\$49,130 97

Special Security Deposits.

Deposits received from January 1, 1904, up to and including December 31, 1904	\$21,300 00
Deposits refunded from January 1, 1904, up to and including December 31, 1904	15,100 00
Credit balance December 31, 1904	\$6,200 00

Offices of the President of the Borough of Brooklyn—Office of the General Bookkeeper—Department of Public Works.

Report of the financial operations of the Department of Public Works for the year 1904.

JOHN C. BRACKENRIDGE, Esq., Commissioner of Public Works, Borough of Brooklyn:

Dear Sir—This report shows in detail the appropriations and transfers of moneys to and from the funds of each Bureau in your Department, the expenditures and liabilities incurred and the net balances available for return to the General Fund, a statement of the number of contracts awarded, chargeable to each fund or appropriation, the contract liability incurred, the contracts awarded to the several contractors or contracting firms by each Bureau, the total number and gross amount secured by each, the amounts audited and forwarded to the Comptroller for payment and the amounts received by the several Bureaus and deposited with the City Chamberlain.

It includes a list of all supplies furnished each office and Bureau and the cost of same; also a list of merchants supplying the labor or material for the maintenance of the public buildings and offices and the total amount of their individual accounts for the year.

A statement is made as to the cost of the telephone service and car-fares, and the same apportioned to the several offices and Bureaus.

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

General Administration.

Salaries	\$52,550 00
To transfers	5,000 00
Total	\$57,550 00
Expenditures	56,541 38
Balance available for General Fund	\$1,008 62
Supplies and Contingencies	\$2,500 00
Expenditures	1,842 29
	\$657 71

Topographical Bureau.

Salaries and supplies	\$53,944 00
Expenditures	53,165 03
Balance available for General Fund	\$778 97

Bureau of Highways.

Salaries	\$68,350 00
By transfers	3,000 00
Net total	\$65,350 00
Expenditures	64,417 75
Balance available for General Fund	\$932 25
Labor, Maintenance and Supplies	\$422,944 25
Expenditures	405,506 16
Balance available for General Fund	\$17,438 09
Supplies and Contingencies	\$1,500 00
Expenditures	1,492 49
Balance available for General Fund	\$7 51

Bureau of Sewers.

Salaries	\$96,129 75
By transfers	9,374 02
Net total	\$86,755 73
Expenditures	86,538 35
Balance available for General Fund	\$217 38
Sewers—Repairing and cleaning, pay-rolls and supplies	\$63,775 25
To transfers	9,300 00
Gross total	\$73,075 25
Expenditures	72,501 88
Balance available for General Fund	\$573 37
Contracts at public letting	\$20,000 00
By transfers	2,000 00
Net total	\$18,000 00
Expenditures	15,001 40
Balance available for General Fund	\$2,998 60
Thirty-first Ward sewerage—Districts 1 and 3	\$35,726 75
To transfers	5,000 00
Gross total	\$40,726 75
Expenditures	40,289 23
Balance available for General Fund	\$437 52
Thirtieth Ward—Bath Beach District	\$4,393 75
Expenditures	4,296 49
Balance available for General Fund	\$7 26
Twenty-sixth Ward Disposal Works	\$30,222 50
Expenditures	28,865 73
Balance available for General Fund	\$1,356 77
Dredging sewer outlets	\$10,400 00
Expenditures	10,374 61
Balance available for General Fund	\$25 39
Supplies and contingencies	\$2,000 00
To transfer	74 02
Gross total	\$2,074 02
Expenditures	2,037 08
Balance available for General Fund	\$36 94
Horses, horsekeeping and supplies	\$1,920 00
To transfer	1,000 00
Gross total	\$2,920 00
Expenditures	2,683 45
Balance available for General Fund	\$236 55
Supporting tracks of Long Island Railroad over trunk sewers	\$17,500 00
Expenditures, nil.	
Liabilities, unknown.	

Bureau of Public Buildings and Offices.

Salaries and wages	\$228,691 00
By transfers	10,000 00
Net balance	\$218,691 00
Expenditures	217,216 37
Balance available for General Fund	\$1,474 63
Supplies and repairs	\$120,878 00
To transfers	9,000 00
Total	\$129,878 00
Expenditures	126,827 31
Balance available for General Fund	\$3,050 69
Supplies and contingencies	\$1,000 00
Expenditures	937 65
Balance available for General Fund	\$62 35

Bureau of Incumbrances and Permits.

Salaries	\$16,500 00
Expenditure	15,300 40
Balance available for General Fund	\$1,199 60
Removal of incumbrances	\$8,000 00
Expenditure	6,038 48
Balance available for General Fund	\$1,961 52

RECAPITULATION.

Title.	Appropriation.	Expenditures.	Balances.
General Administration—			
Salaries	\$57,500 00	\$56,541 38	\$1,058 62
Supplies and Contingencies	2,500 00	1,842 29	657 71
Topographical Bureau—			
Salaries and Supplies	53,944 00	53,165 03	778 97
Bureau of Highways—			
Salaries	65,350 00	64,417 75	932 25
Labor, Maintenance and Supplies	422,944 25	405,506 16	17,438 09
Supplies and Contingencies	1,500 00	1,492 49	7 51

Title.	Appropriation.	Expenditures.	Balances.
Bureau of Sewers—			
Salaries	86,755 75	86,538 35	217 38
Sewers, Repairing and Cleaning, Pay-rolls and Supplies	73,075 25	72,501 88	573 37
Contracts at Public Letting	18,000 00	15,001 40	2,998 60
Thirty-first Ward Sewer Districts 1 and 3	40,726 75	40,289 23	437 52
Thirtieth Ward Bath Beach District	4,303 75	4,296 49	7 26
Twenty-sixth Ward Disposal Works	30,222 50	28,865 73	1,356 77
Dredging Sewer Outlets	10,400 00	10,374 61	25 39
Supplies and Contingencies	2,074 02	2,037 08	36 94
Horses, Horsekeeping and Supplies	2,920 00	2,683 45	236 55
Supporting tracks Long Island Railroad	17,500 00	.....	.....
Bureau of Public Buildings and Offices—			
Salaries and Wages	218,691 00	217,216 37	1,474 63
Supplies and Repairs	129,878 00	126,827 31	3,050 69
Supplies and Contingencies	1,000 00	937 65	62 35
Bureau of Permits and Incumbrances—			
Salaries	16,500 00	15,300 40	1,199 60
Removal of Incumbrances	8,000 00	6,038 48	1,961 52
Totals	\$1,263,785 25	\$1,211,773 53	\$52,011 72

Cash Account.

Statement of moneys received by the Bureaus of the Department and deposited with the City Chamberlain to the credit of the following accounts:

Bureau of Incumbrances and Permits—	
Restoring and repaving, Special Fund, etc.	\$49,139 97
Bureau of Sewers—	
Knickerbocker avenue Assessment Fund	3,371 93
Third avenue Assessment Fund	4,158 90
Sewer permits	45,626 11
Bureau of Public Buildings and Offices—	
Fees from public baths and comfort stations	2,754 29
Assistant Commissioner's Office—	
Sale at auction of City property	1,778 03
Total	\$106,820 23

Contracts.

During the year contracts were awarded by the several bureaus as follows:

Bureau of Highways	222
Bureau of Sewers	73
Bureau of Public Buildings and Offices	18
Total	313

These contracts were chargeable to the following accounts:

Bureau of Highways.

	Number of Contracts.	Amount.
Appropriations—		
Labor, Maintenance and Supplies	16	\$125,047 15
Bonded Accounts, Corporate Stock—		
Repaving streets and avenues, sections 48 and 169, chapter 466, Laws of 1901	68	1,159,303 67
Regulating, grading, paving and laying sidewalks on Bedford avenue, from Eastern parkway to Flatbush avenue	1	51,403 10
Special Revenue Bonds—		
Removing earth above grade from Prospect avenue, from Eastern parkway to Flatbush avenue	1	1,171 17
Assessment Account—		
Street Improvement Fund	136	764,696 45
Total	222	\$2,101,621 54

Bureau of Sewers.

	Number of Contracts.	Amount.
Appropriations—		
Sewers, Repairing and Cleaning, Pay-rolls and Supplies	Part of 1	\$984 79
Sewer, Repairing and Cleaning, contracts at public letting	3	14,308 37
Thirty-first Ward Sewer Districts 1 and 3	Part of 3	7,641 00
Twenty-sixth Ward Disposal Works	Part of 2	8,360 88
Bonded Accounts, Corporate Stock—		
Constructing sewer basins, streets C and D, Wall about Market	1	1,541 80
Construction of sewers, Borough of Brooklyn	1	7,186 00
Removing silt or sand deposits from brick sewer	1	36,600 00
Assessment Account—		
Street Improvement Fund, for work contracted for after January 1, 1898	64	723,487 57
Total	73	\$800,110 41

Bureau of Public Buildings and Offices.

	Number of Contracts.	Amount.
Appropriations—		
Supplies and Repairs	8	\$53,331 89
Bond Accounts, Corporate Stock—		
Alterations, extension, improvement, furnishing, etc., Kings County Hall of Records	7	181,840 90
Kings County Court-house, alterations and repairs to same	1	6,900 00
Permanent bettering of Borough Hall	1	795 00
Special Revenue Bonds—		
Alterations to plumbing, etc., Kings County Jail	1	16,585 00
Total	18	\$259,452 79

Recapitulation of Contract Liability.

	Number of Contracts.	Amount.
Bureau of Highways	222	\$2,101,621 54
Bureau of Sewers	73	800,110 41
Bureau of Public Buildings and Offices	18	259,452 79
Grand totals	313	\$3,161,184 74

CONTRACTS.

The following list shows the contracts awarded to each contractor on account of the Bureau of Highways:

For more ready reference the names of the contractors are arranged in alphabetical order.

The contracts marked with a (*) are completed, and the amount shown is the actual cost. Those not so marked are in course of execution, and the amounts stated are the Engineers' estimates.

Bedford Construction Company.

Street Improvement Fund—	
Maple street, regulating, grading, curbing, guttering and sidewalks, between Nostrand and Rogers avenues	*\$3,884 36
East Thirty-fifth street, regulating, grading, curbing, guttering and sidewalks, from Glenmore road to Avenue H	943 01
Kenmore place, regulating, grading, curbing, guttering and sidewalks, from Farragut road to Avenue G	1,120 03
Greenwood avenue, regulating, grading, curbing, guttering and sidewalks, from Coney Island avenue to Gravesend avenue	9,177 20
Hemlock street, regulating, grading, curbing, guttering and sidewalks, from Fulton street to Atlantic avenue	*2,242 33
Clarendon road, regulating, grading, curbing, guttering and sidewalks, from Flatbush avenue to East Thirty-seventh street	14,381 90
Christopher avenue, regulating, grading, curbing, guttering and sidewalks, from Riverdale avenue to New Lots road	*3,916 13
Stone avenue, west side, cement sidewalks, from Belmont to Sutter avenue	3,160 41
Stone avenue, east side, cement sidewalks, Eastern parkway and Dean street	1,767 00
Utica avenue, west side, grading lots, Bergen street and St. Mark's avenue	510 15
Seventh avenue, west side, cement sidewalks, between Twentieth and Twenty-first streets	1,375 45

Behan & Cavanaugh.

Street Improvement Fund—	
Sixteenth avenue, regulating, grading and curbing, from Main street to Gravesend boulevard	12,811 10
Vandam street, regulating and grading, from Meeker avenue to Bridgewater street	4,583 40

Brooklyn Alcatraz Asphalt Company.

Repaving Streets and Avenues—	
Bergen street, repaving with asphalt, from Smith street to Fourth avenue	*27,973 00
Carroll street, repaving with asphalt, from Van Brunt to Henry street	12,001 00
Lorraine street, repaving with asphalt, from Columbia street to Otsego street	*5,863 15
Second avenue, repaving with asphalt, from Smith street to Bond street	9,430 50
Schenectady avenue, repaving with asphalt, from Fulton street to Eastern parkway	28,029 50
Sixth street, repaving with asphalt, from Sixth avenue to Eighth avenue	8,965 50
North Oxford street, repaving with asphalt, from Flushing to Myrtle avenue	*13,704 55
Huntington street, repaving with asphalt, from Hamilton avenue to Smith street	7,616 50
North Fifth street, repaving with asphalt, from Bedford avenue to Driggs avenue	4,727 00
Lorraine street, repaving with asphalt, from Court to Smith street	1,729 50
Pierrepont street, repaving with asphalt, from Columbia Heights 145 feet east	987 00
Street Improvement Fund—	
Lenox road, regulating and paving with asphalt, from Nostrand avenue to East New York avenue	6,737 40
Seventy-third street, regulating and paving with asphalt, from Sixth avenue to Tenth avenue	*13,786 50
East Twenty-first street, regulating and paving with asphalt, from Cortelyou road to Dorchester road	2,860 00
Dean street, regulating and paving with asphalt, from Rochester avenue to Utica avenue	3,837 50
Amboy street, regulating and paving with asphalt, from East New York avenue to Sutter avenue	6,312 50
Sherman street, regulating and paving with asphalt, from Ocean parkway to Reeve place	5,052 50
Clarendon road, regulating and paving with asphalt, from Flatbush avenue to East Thirty-seventh street	27,620 00

Cain, John J.

Street Improvement Fund—	
Blake avenue, north side, fencing lots, from Schenck avenue to Barbey street	*411 61
Chauncey street, south side, fencing lots, Ralph and Howard avenues	521 50
Grove street, southeast side, fencing lots, Bushwick and Evergreen avenues	401 93

Street Improvement Fund—	
Greene avenue, southeast side, fencing lots, Wyckoff and St. Nicholas avenues	355 74
Franklin avenue, east side, fencing lots, from St. John's place to Degraw street	541 99
Washington avenue, west side, fencing lots, Prospect place and Park place	482 02
Prospect place, south side, fencing lots, Franklin and Bedford avenues	*361 62
Bradford street, east side, fencing lots, Liberty and Glenmore avenues	*311 46
Fourteenth avenue, regulating, grading, curbing, guttering and sidewalks, from Sixty-ninth street to Seventy-fifth street	6,139 00
Castle, Walter L.	
Street Improvement Fund—	
Eighty-second street, cement sidewalks, between Tenth and Eleventh avenues	2,065 00
East Seventeenth street, regulating, grading, curbing, guttering and sidewalks, from Albemarle to Beverley road	*3,253 99
Improving Bedford avenue, regulating, grading, curbing, guttering and sidewalks, from Eastern parkway to Flatbush avenue	51,403 10
Cawntz, Albert.	
Street Improvement Fund—	
Rochester avenue, regulating, grading and curbing, from St. Mark's to East New York avenue	*17,443 48
Combes, Albert P.	
Street Improvement Fund—	
Bay Fifteenth street, regulating, grading and paving with macadam, from Cropsey avenue to Eighty-sixth street	17,040 00
Conklin, Jacob E.	
Labor, Maintenance and Supplies—	
Trap-rock, 3,435 cubic yards	*8,722 74
Trap-rock screenings, 1,210 cubic yards	*7,226 55
Trap-rock, 6,700 cubic yards	*20,672 85
Continental Asphalt Paving Company.	
Repaving Streets and Avenues—	
Forty-fifth street, repaving with asphalt block, from Second avenue to Sixth avenue	*61,982 55
Fiftieth street, repaving with asphalt block, from Third to Sixth avenue	23,854 50
Cranford Company.	
Repaving Streets and Avenues—	
Ocean place, repaving with asphalt, from Herkimer 285 feet south ..	*4,075 73
Sterling place, repaving with asphalt, from Underhill to Washington avenue	8,304 80
Greene avenue, repaving with asphalt, from Franklin to Lewis avenue	*17,298 50
Lawton street, repaving with asphalt, from Broadway to Bushwick avenue	*3,871 62
Truxton street, repaving with asphalt, from Fulton street 190 feet east of Sackman	7,589 30
Howard avenue, repaving with asphalt, from Madison to Fulton street	*28,397 28
St. Mark's avenue, repaving with asphalt, from city line to East New York avenue	4,506 00
Fourth avenue, repaving with asphalt, west driveway, etc.	3,577 00
Sterling place, repaving with asphalt, from Franklin to Bedford avenue	3,398 00
Pulaski street, repaving with asphalt, changing plans, etc.	197 20
Talman street, repaving with asphalt, from Bridge to Jay street	2,414 60
Waverly avenue, repaving with asphalt, from Myrtle to Gates avenue ..	23,578 10
Bainbridge street, repaving with asphalt, from Reid to Saratoga avenue	22,797 50
Kent avenue, repaving with asphalt, from Lafayette to Myrtle avenue ..	15,314 20
Granite street, repaving with asphalt, Bushwick avenue to Long Island Railroad	5,283 26
Hooper street, repaving with asphalt, Wythe to Bedford avenue	5,173 00
Street Improvement Fund—	
Columbus place, paving with asphalt, from Herkimer to Atlantic ..	*3,082 76
Gunther place, paving with asphalt, from Herkimer to Atlantic	*774 13
Ocean place, paving with asphalt, from Herkimer to Atlantic	*798 75
Avenue G, paving with asphalt, from Ocean to Flatbush avenue	23,295 69
Freeman street, paving with asphalt, from Oakland to Provost street ..	4,648 92
East Fourteenth street, paving with asphalt, from Avenue C to Avenue D	4,885 10
Cunningham & Kearns.	
Repaving Streets and Avenues—	
Nostrand avenue, repaving with granite, from Eastern parkway to Malbone street	*21,775 55
Scholes street, repaving with granite, from Bushwick to Waterbury street	*9,514 85
Prospect street, repaving with granite, from Washington to Bridge street	*10,923 40
Humboldt street, repaving with granite, from Stagg street to Meserole street	*5,718 60
Cunningham & Quinn.	
Repaving Streets and Avenues—	
Central avenue, repaving with granite, from Flushing to Myrtle avenue	*19,945 62
Dalton, J. J.	
Labor, Maintenance and Supplies—	
Paving gravel, 388 cubic yards	1,629 60
Donlon, P. J.	
Street Improvement Fund—	
Gatling place, regulating, grading and curbing sidewalk, from Eighty-sixth street to Ninety-second street	7,284 28
Donovan & Sons.	
Labor, Maintenance and Supplies—	
Forage, supply for 1904	2,595 72
Douglass, Daniel.	
Street Improvement Fund—	
Pine street, regulating, grading, curbing and laying sidewalk, from Fulton street to Ridgewood avenue	*2,782 98
Douglass street, regulating, grading, curbing and laying sidewalk, from Plaza street to Underhill avenue	43,102 74
Ashford street, regulating, grading, curbing and laying sidewalk, from Glenmore to Pitkin avenue	1,746 96
Dean street, regulating, grading, curbing and laying sidewalk, from Rochester to Utica avenue	*1,853 96
Conway street, regulating, grading, curbing and laying sidewalk, from Broadway to Bushwick avenue	1,794 10

Eastern Bermudez Asphalt Paving Company.	
Repaving Streets and Avenues—	
Putnam avenue, repaving with asphalt, from Reid avenue to Broadway	*24,707 55
North Henry street, repaving with asphalt, from Richardson street to Driggs avenue	*11,015 45
Clifford place, repaving with asphalt, from Meserole avenue to Calyer street	*2,534 10
Moffat street, repaving with asphalt, from Broadway to Central avenue	13,461 50
Humboldt street, repaving with asphalt, from Grand street to Stagg street	32,355 30
Egbert, Geo. W.	
Street Improvement Fund—	
Park place, south side, grading lot, between Underhill and Vanderbilt avenues	6,360 65
Engeman, Wm. A.	
Labor, Maintenance and Supplies—	
Granite bridgestone, 756 square feet	628 03
Ficklen & Stobaugh.	
Street Improvement Fund—	
Forty-eighth street, north side, fencing lots, between Fourth and Fifth avenues	504 00
Watkins street, east side, cement sidewalks, from Sutter avenue to Blake avenue	*1,672 28
Glenada place, east side, cement sidewalks, from Fulton to Decatur street	3,593 33
Diamond street, west side, cement sidewalks, from Nassau to Norman avenue	*1,548 00
Grand avenue, west side, cement sidewalks, from Park to Myrtle avenue	2,470 03
Degraw street, north side, cement sidewalks, several parts	3,216 45
Underhill avenue, west side, cement sidewalks, from Park place to Sterling place	1,457 00
Palmetto street, northwest side, cement sidewalks, between Hamburg and Knickerbocker avenues	2,224 25
Shepherd avenue, west side, cement sidewalks, between Ridgewood and Arlington avenues	1,542 25
Ralph avenue, west side, cement sidewalks, between Gates avenue and Monroe street	914 50
Underhill avenue, east side, cement sidewalks, between Degraw street and Eastern parkway	*1,488 00
Seventy-third street, regulating, curbing and sidewalks, between Fourteenth and Fifteenth avenues	*3,606 72
Ninety-fourth street, regulating grading, curbing, guttering and sidewalks, from Fourth avenue to Shore road	12,832 90
Ninety-seventh street, regulating, grading, curbing, guttering and sidewalks, from Fourth avenue to Shore road	9,036 79
Gallagher, Frank J.	
Street Improvement Fund—	
East Eighteenth street, regulating, grading and paving with macadam, from Church avenue to Beverley road	9,881 00
Fifty-second street, regulating, grading, curbing and laying sidewalks, from Sixth avenue to Fort Hamilton avenue	*9,410 41
George & Farrell.	
Repaving Streets and Avenues—	
Thirty-sixth street, repaving with medina sandstone, from Third avenue to Fifth avenue	18,213 10
Irving and Sedgwick streets, repaving with medina sandstone, from Van Brunt to Columbia street	16,846 50
Central avenue, repaving with granite, from Palmetto to Chauncey street	37,005 30
Cooper street, repaving with granite, from Broadway to Hamburg avenue	17,489 30
Graham, Jas. P.,	
Street Improvement Fund—	
New York avenue, regulating and repaving with macadam, from Avenue C to Newkirk avenue	7,150 10
Flatbush avenue, regulating, grading and paving with macadam, from Nostrand avenue to Avenue N	41,850 90
Hanna, John.	
Street Improvement Fund—	
Sherlock place, regulating, grading and curbing, from Herkimer street to Atlantic avenue	*917 79
Hastings Pavement Company, The.	
Repaving Streets and Avenues—	
Franklin avenue, repaving with asphalt, from Eastern parkway to Washington avenue	25,491 80
Street Improvement Fund—	
Seventy-second street, regulating, grading and paving with asphalt, from Second to Third avenue	*9,027 83
Hickey, M. F.	
Repaving Streets and Avenues—	
Fifteenth street, repaving with medina sandstone, from Hamilton to Sixth avenue	*25,348 95
Street Improvement Fund—	
Fifteenth avenue, curb and laying sidewalks, from Sixty-seventh to Seventy-fifth street	7,491 00
Hickey, Patrick S.	
Street Improvement Fund—	
Nineteenth street, north side, grading lots, between Sixth and Seventh avenues	85 00
Interstate Paving Company.	
Repaving Streets and Avenues—	
Flatbush avenue, repaving with asphalt, from Twenty-ninth Ward line to Nostrand avenue	*25,766 00
Kelly Asphalt Block Company.	
Repaving Streets and Avenues—	
Eighteenth street, repaving with asphalt block, from Third to Fourth avenue	24,143 10
Lynan, Peter F.	
Labor, Maintenance and Supplies—	
Bluestone curbstone, 3,900 linear feet	*2,656 73
Bluestone flagstone, 16,000 square feet	*2,880 00
Mangerie Company.	
Street Improvement Fund—	
Thirty-ninth street, regulating and grading, from old City line to Fort Hamilton avenue	*7,415 86

Meagher, M. T.		Riley, James.	
Street Improvement Fund—		Street Improvement Fund—	
Linwood street, east side, cement sidewalks, from Fulton street to Atlantic avenue	*1,609 81	Fifteenth street, south side, grading lots, from Seventh to Eighth avenues	*755 60
Thirty-third street, north side, cement sidewalks, from Fourth to Fifth avenue	*972 09	Fifth avenue, west side, grading lots, between Fifty-eighth and Fifty-ninth streets	162 75
Lexington avenue, north side, cement sidewalks, from Classon to Franklin avenue	1,318 28	Forty-first street, south side, grading lots, between Third and Fourth avenues	726 80
Wyckoff avenue, northeast side, cement sidewalks, from Gates avenue to Pulaski street	3,182 76	Fourth avenue, northwest corner, grading lots, Fortieth street	238 28
Flushing avenue, southeast side, cement sidewalks, Knickerbocker and Melrose street	*1,364 27	Fifty-seventh street, northeast corner, grading lots, Fourth avenue ..	70 35
		Fifty-second street, south side, grading lots, from Fifth avenue to Sixth avenue	57 12
		Forty-second street, south side, grading lots, from Fourth avenue to Fifth avenue	959 01
Moran, M. J.		Robertson & Gerehart.	
Street Improvement Fund—		Street Improvement Fund—	
Myrtle avenue, north side, flagging and reflagging, from Troutman street to Bushwick avenue	*292 19	Seventy-fifth street, regulating, grading and curbing, from Second avenue to Shore road	9,960 15
North Fifth street, northeast side, flagging and reflagging, from Roebling to Havemeyer street	*211 94		
Metropolitan avenue, southwest side, constructing bluestone sidewalk, between Kent and Wythe avenues	*1,571 65	Rockefeller & Hazzard.	
McDermott & Foxton.		Street Improvement Fund—	
Labor, Maintenance and Supplies—		Eighty-fourth street, regulating, grading, curbing, guttering, from Seventh to Thirteenth avenue	*8,873 69
Hopkinson avenue, 1,000 cubic yards of sand	984 00		
National Trading Company.		Schneider's Son, W.	
Street Improvement Fund—		Street Improvement Fund—	
Church avenue, grading, curbing, guttering sidewalks, from Flatbush avenue to Brooklyn avenue	14,415 40	Eighty-fifth street, regulating, grading, curbing, guttering, from Seventh to Thirteenth avenue	*7,049 88
Nelson, Frederick W. H.		Eleventh avenue, regulating, grading, curbing, guttering, from Seventy-ninth street to Eighty-sixth street	*6,384 21
Labor, Maintenance and Supplies—		Twenty-eighth street, cement sidewalks, from Third to Fourth avenue ..	2,628 49
Coal, 150 tons best anthracite	*855 00		
Newman, Jas. J.		Schneider, John.	
Street Improvement Fund—		Street Improvement Fund—	
Fifth avenue, southeast corner, grading lots, Fifty-second street	504 00	Second avenue, cement sidewalk, from Sixty-sixth street to Shore road ..	9,506 00
Newman, Henry.		Taylor, Edward.	
Street Improvement Fund—		Street Improvement Fund—	
Eagle street, paving with granite, from Oakland to Provost	10,682 40	Douglass street, regulating, grading and curbing, from Underhill to Washington avenue	*7,042 78
Bristol street, grading, curbing sidewalks, from East New York avenue to Hunterfly road	9,889 71		
Norton, Dennis.		Timoney, Thomas F.	
Labor, Maintenance and Supplies—		Street Improvement Fund—	
North Eighth Street Yard, 1,000 cubic yards sand	1,080 00	Bergen street, north side, cement sidewalks, between Rockaway and Stone avenues	2,853 18
Hendrix street, repaving with macadam, from Vienna to Lewis street	3,124 93	Watkins street, east side, cement sidewalks, between Riverdale and Newport streets	*4,340 99
Street Improvement Fund—		Forty-first street, south side, cement sidewalks, between Third and Fourth avenues	2,345 00
Sixth avenue, regulating, grading, curbing sidewalks, from Sixty-fifth street to Hamilton avenue	18,153 72		
Thirty-ninth street, south side, grading lots, between Fifth and Sixth avenues	348 08	United States Wood Preserving Company.	
Butler place, southeast corner, grading lots, Sterling street	1,028 20	Repaving Streets and Avenues—	
Lincoln road, south side, grading lots, between Nostrand and Rogers avenues	12 56	Sumner avenue, repaving with wood blocks, from Gates to Lafayette avenue	*10,823 50
East Twenty-first street, grading and curbing, from Cortelyou road to Dorchester road	1,688 70	Van Buren street, repaving with wood blocks, from Tompkins to Stuyvesant avenue	44,175 50
		Seventh avenue, repaving with wood blocks, from Fourteenth to Twentieth street	23,787 00
Nosworthy, Arthur.		United States and Venezuela Company.	
Street Improvement Fund—		Street Improvement Fund—	
Hart street, northwest side, cement sidewalks, between Hamburg and Knickerbocker avenues	1,948 80	Hemlock street, regulating and paving with asphalt, from Fulton street to Atlantic avenue	3,824 60
O'Connor, T. J.			
Street Improvement Fund—		Uvalde Asphalt Paving Company.	
Sterling place, flagging sidewalks, from Vanderbilt avenue to Butler street	*1,295 87	Labor, Maintenance and Supplies—	
Bainbridge street, cement sidewalks, from Hopkinson to Rockaway avenue	*1,319 58	Repairing and maintaining asphalt pavement, 1904	65,250 00
Wyona street, cement sidewalks, between Belmont and Sutter avenues ..	1,368 90	Repaving Streets and Avenues—	
Eighty-fourth street, regulating, grading, curbing, from Third to Fourth avenue	2,972 87	Surf avenue, repaving with asphalt, from West Fifth to West Nineteenth street	*32,038 78
Vanderbilt street, south side, cement sidewalks, from Coney Island avenue to Sherman street	*2,663 68	Tompkins avenue, repaving with asphalt, from Madison to Kosciuszko street	*13,164 05
Amboy street, grading, curbing sidewalks, from East New York avenue to Sutter avenue	5,020 70	Ridgewood avenue, repaving with asphalt, from Cleveland street to 100 feet west of Dresden street	21,606 20
Bergen street, north side, constructing sidewalks, between Saratoga and Hopkinson avenues	2,813 56	Eckford street, repaving with asphalt, from Driggs avenue to Greenpoint avenue	*21,275 46
		Marcy avenue, repaving with asphalt, from Macon street to Putnam avenue	*7,484 10
O'Grady, John.		Atlantic avenue, repaving with asphalt, from East New York to Atkins avenue	*70,002 63
Repaving Streets and Avenues—		Lorimer street, repaving with asphalt, from Grand street to Broadway ..	12,401 40
Rutledge street, repaving with Medina sandstone, from Harrison avenue to Broadway	7,707 70	Marion street, repaving with asphalt, from Fulton to Howard avenue ..	26,216 40
O'Hara, Patrick.		Nostrand avenue, repaving with asphalt, from Park place to Sterling place	5,571 60
Street Improvement Fund—		Douglass street, repaving with asphalt, from Court to Bond street	15,308 50
Seventy-third street, regulating, grading, curbing sidewalks, from Fifteenth to New Utrecht avenue	4,736 06	Essex street, repaving with asphalt, from Arlington to Jamaica avenue ..	*9,855 34
Special Revenue Bonds—		Franklin avenue, repaving with asphalt, from Atlantic avenue to Eastern parkway	17,003 50
Prospect avenue, removing earth above grade, South Eleventh street ..	*1,171 17	Gates avenue, repaving with asphalt, from Bushwick to Myrtle avenue ..	20,840 20
		Lee avenue, repaving with asphalt, from Penn street to Flushing avenue	8,696 00
Orr, John C.		Clifton place, repaving with asphalt, from Grand to Bedford avenue ..	25,736 00
Labor, Maintenance and Supplies—		Navy street, repaving with asphalt, from Flushing to Myrtle avenue ..	10,264 00
Yellow pine, 19,200 feet B. M. lumber	*576 00		
Pecora, D. G.		Street Improvement Fund—	
Street Improvement Fund—		Caton avenue, paving with asphalt, from Brighton Beach Railroad tracks to St. Paul's place	806 15
Morgan avenue, regulating, grading, curbing sidewalks, from Meeker to Metropolitan avenue	*13,844 55	Crooke avenue, paving with asphalt, from Brighton Beach Railroad tracks to Parade place	7,938 60
		Dresden street, paving with asphalt, from Jamaica to Atlantic avenue ..	22,579 01
Phillips, M. H.		East Thirty-second street, paving with asphalt, from Avenue C to Newkirk avenue	*10,955 68
Labor, Maintenance and Supplies—		Hendrix street, paving with asphalt, from Pitkin to Dumont avenue ..	11,327 50
Paving pitch, 350,000 pounds	3,045 00	Hill street, paving with asphalt, from Railroad to Euclid avenue	5,483 50
		St. Paul's place, paving with asphalt, from Fort Hamilton to Church avenue	12,769 90
Phoenix Towing and Transport Company.		Blake avenue, regulating, grading, curbing, sidewalks, from Van Sicklen avenue to New Lots road	*27,641 07
Labor, Maintenance and Supplies—		East Seventh street, paving with asphalt, from Reeve place to Ocean parkway	*7,855 07
Sand, 4,000 cubic yards	3,120 00	Pine street, paving with asphalt, from Fulton to Ridgewood avenue ..	3,561 40
Purcell, James.			
Street Improvement Fund—		Vofrie & O'Hearn.	
Ninety-first street, regulating and grading, from Second to Third avenue	1,204 03	Street Improvement Fund—	
		Forty-eighth street, grading lots, between Sixth and Seventh avenues ..	1,231 20
Putnam, W. K.		Forty-eighth street, south side, grading lots, between Fifth and Sixth avenues	*521 71
Street Improvement Fund—		Sixty-second street, regulating and grading, between Third and Fifth avenues	5,144 40
Forty-seventh street, regulating, grading, curbing sidewalks, from Sixth avenue to 220 feet southeast	1,044 80	Sixtieth street, south side, grading lots, between Third and Fourth avenues	3,621 25
		Tenth avenue, regulating and grading, between Seventy-ninth and Eighty-sixth streets	1,886 00
Quinn, John E.			
Street Improvement Fund—			
Forty-third street, repaving with granite, from east to west side First avenue	1,677 00		
Starr street, regulating, grading, curbing, from Irving to Knickerbocker avenue	1,891 28		

Wechsler, J. Charles.	
Repaving Streets and Avenues—	
Wyckoff avenue, repaving with granite on concrete, Hart street to Queens County line.....	49,449 50
Wilson & Baillie Manufacturing Company.	
Street Improvement Fund—	
Sherman street, regulating, grading, paving sidewalks, from Ocean parkway to Reeve place.....	3,169 20
East Twenty-eighth street, regulating, grading, paving sidewalks, from Newkirk avenue to Clarendon road.....	6,119 85
Coney Island avenue, regulating, grading, paving, sidewalks, from Plaza at Fort Hamilton avenue to Kings Highway.....	36,104 00
Bureau of Sewers.	
Alphabetical list of contractors and contracts awarded during the year 1904, arranged in similar form to the Bureau of Highways.	
Borough Construction Company.	
Street Improvement Fund—Dyker Beach Park, constructing sewer from Fourteenth to Eleventh avenue.....	\$115,912 00
Carey, J. L.	
Street Improvement Fund—	
Bedford avenue, constructing sewer from Thirteenth street to Fourteenth street.....	1,152 00
Sutter avenue, constructing sewer from Powell to Junius street.....	2,549 22
Eighty-seventh street, constructing sewer from Third avenue to Fourth avenue.....	3,474 59
Cola, Joseph D.	
Street Improvement Fund—East Fourteenth street, southwest, northwest and northeast corners, constructing sewer basins, Cortelyou road....	1,040 00
Creem, John J.	
Street Improvement Fund—	
Pitkin avenue, constructing sewer from Euclid to Sheridan avenue....	*12,573 08
Franklin avenue, constructing sewer, from Montgomery street, south Crescent street, constructing sewer from Liberty to Pitkin avenue....	23,045 00
East Twenty-ninth street, constructing sewer from Canarsie lane to Avenue F.....	1,764 00
Sarr street, constructing sewer from Irving to Wyckoff avenue.....	9,050 50
East Twenty-eighth street, constructing sewer from Newkirk avenue to Avenue E.....	1,839 10
Constructing Sewers, Borough of Brooklyn—Basin of Newtown Creek canal, from Meadow and Stagg streets to Morgan avenue sewer....	1,998 14
	7,186 00
Donlon Contracting Company.	
Street Improvement Fund—	
Sixtieth street, constructing sewer from Fifth avenue to Sixth avenue	2,374 50
West Ninth street, constructing sewer from Clinton to Henry street..	*1,271 41
Seventy-third street, constructing sewer from Narrows avenue to First avenue.....	2,324 20
Sixty-second street, constructing sewer from Third to Fifth avenue..	4,949 39
Degraw street, constructing sewer from Franklin to Bedford avenue..	1,678 56
Corporate Stock—Removing silt or sand deposits from brick sewer.....	36,600 00
Donlon, Patrick J.	
Street Improvement Fund—	
Bay Eleventh street, constructing sewer from Bath avenue to Cropsey avenue.....	*2,189 66
Bay Ridge avenue, constructing sewer from Third to Fifth avenue....	16,455 00
Gasteiger & Schaeffer.	
Sewer Repairing and Cleaning—Forage for the year 1904.....	984 79
Thirty-first Ward, Sewer Districts 1 and 3—Forage for the year 1904....	400 02
Gest, Guy M.	
Street Improvement Fund—	
Forty-first street, constructing sewer from Sixth avenue easterly....	*3,431 76
Trautman street, constructing sewer from Wyckoff avenue to St. Nicholas street.....	*1,400 44
Ghelardi Cherubino.	
Street Improvement Fund—Linden avenue sewer basins, corner of Rogers avenue.....	274 00
Hayes, Philip.	
Street Improvement Fund—	
Trautman street, constructing sewer from Irving avenue to Wyckoff. East Thirty-fifth street, constructing sewer from Avenue A to Glenwood road.....	1,802 70
	2,213 95
Jennings & Co., James.	
Street Improvement Fund—	
Stanhope street, constructing sewer from Knickerbocker to Irving avenue.....	2,266 70
Forty-ninth street, constructing sewer from Seventh to Eighth avenue	3,570 45
Ashford street, constructing sewer from Glenmore avenue to Pitkin avenue.....	1,402 85
Malloy & Co., James.	
Street Improvement Fund—	
Bath avenue, constructing sewer from Bay Sixth to Bay Twenty-seventh street.....	208,628 90
Seventy-ninth street, constructing sewer westerly from terminus to Bulkhead line.....	38,295 00
Murphy Bros.	
Street Improvement Fund—	
Ashford street, constructing sewer from Pitkin to Blake avenue.....	21,962 60
Fifty-second street, constructing sewer from Seventh to Fort Hamilton avenue.....	*16,890 66
Murphy Improvement Company.	
Sewers, Repairing and Cleaning Contracts at Public Letting—Sixtieth street, repairing and cleaning sewers from Twelfth to Thirteenth avenue.....	1,208 27
Murray, P. J.	
Street Improvement Fund—	
Fifty-eighth street, constructing sewer from Tenth avenue to New Utrecht avenue.....	16,654 00
Fifty-fifth street, constructing sewer from Seventh to Ninth avenue..	3,897 50
McCullum, A. J.	
Twenty-sixth Ward Disposal Works—Coal, 1,700 gross tons best W. A. anthracite.....	3,392 88
Thirty-first Ward Sewer, Districts 1 and 3—Coal, 1,700 gross tons best W. A. anthracite.....	4,872 18
Norton, Dennis.	
Street Improvement Fund—	
Fourth avenue, sewer basins, northwest corner Butler street.....	145 00
DeKalb avenue, sewer basins, southwest corner Spencer street.....	148 00
Sixty-third street, constructing sewer from Third to Fourth avenue....	4,121 90

Norton & Gorman.	
Street Improvement Fund—	
Thirty-eighth street, constructing sewer, from Third to Fourth avenue.	*5,329 80
Eighty-fourth street, constructing sewer, from Fourth to Fifth avenue.	4,690 50
O'Connor, T. J.	
Street Improvement Fund—	
Degraw street, sewer basins, southwest corner Rochester avenue.....	*133 90
Montauk avenue, sewer basins, northeast and northwest corners Belmont avenue.....	*771 00
Wyona street, sewer basins, southwest corner Belmont avenue.....	139 00
Corporate Stock—D street, sewer basins, D street and C street, Wallabout Market.....	1,541 80
Phillips, Geo. W.	
Street Improvement Fund—	
East Thirty-second street, constructing sewers, from Glenwood avenue to Avenue E.....	*2,418 84
Franklin avenue, constructing sewers, from Montgomery to Union street.....	*13,168 11
Creamer street, constructing sewers, from Smith to Court street.....	*3,094 42
Coney Island avenue, constructing sewers, from Caton avenue, south of Avenue G.....	33,604 50
Sewers, Repairing and Cleaning, Contracts at Public Letting—Old Vandervoort avenue, repairing and cleaning sewer, from Knickerbocker avenue to Newtown Creek.....	9,598 00
Reimer, Otto E.	
Twenty-sixth Ward Disposal Works—Quick lime, 6,000 barrels.....	4,068 00
Thirty-first Ward Sewer, Districts 1 and 3—Quick lime, 6,000 barrels.....	2,638 89
Redmond, Wm. J.	
Street Improvement Fund—	
Beverly road, constructing sewer, from East Thirteenth to East Fifteenth street.....	3,795 00
Church avenue, constructing sewer, from Flatbush to Bedford avenue..	2,887 60
East Thirty-fourth street, constructing sewer, from Avenue G to Avenue H.....	2,277 00
Riley, James.	
Street Improvement Fund—	
Fifty-ninth street, constructing sewers, from Fifth to Sixth avenue....	*4,057 22
East Nineteenth street, constructing sewers, from Albermarle to Beverley road.....	*4,770 11
Fifty-fifth street, constructing sewers, from Fifteenth to New Utrecht avenue.....	3,639 75
Forty-fourth street, constructing sewers, from Sixth avenue to Seventh avenue.....	4,784 00
Steeplechase walk, constructing sewers, from Bowery to 225 feet south-erly.....	*29,018 06
Ovington avenue, sewer basins, north and west corners Fifth avenue....	286 00
Forty-first street, constructing sewers, from Tenth avenue to Fourteenth avenue.....	10,640 95
East Thirty-fifth street, constructing sewers, from Glenwood road to Avenue H.....	10,249 25
Rutan, H. A.	
Sewers, Repairing and Cleaning, Contracts at Public Letting—Sixtieth street, repairing sewers, etc., from Fort Hamilton to First avenue.....	3,502 10
Street Improvement Fund—	
Fourth avenue, constructing sewers, from Seventy-sixth to Seventy-ninth street.....	3,520 44
Thirty-ninth street, constructing sewers, from Seventh avenue to New Utrecht avenue.....	*7,250 40
East New York avenue, constructing sewers, from Hopkinson to Saratoga avenue.....	*11,239 06
Vandam street, constructing sewers, from Meeker avenue to Bridge-water street.....	7,808 75
Sherman street, constructing sewers, from Reeve place to Greenwood avenue.....	2,006 25
Eighty-fifth street, constructing sewers, from First avenue to Third avenue.....	5,476 90
Greenwood avenue, constructing sewers, from Coney Island avenue to East Second street.....	9,282 60
Rochester avenue (sewer basin), northwest corner Dean street.....	140 00
Sigretto & Mannino Company.	
Street Improvement Fund—East Twenty-eighth street, constructing sewers, Clarendon road to Newkirk avenue.....	3,661 40

BUREAU OF PUBLIC BUILDINGS AND OFFICES.

List of contractors in alphabetical order, showing contracts secured and the amounts certified therefor.
The (*) indicates that the contract is completed.

Cassidy & Son Manufacturing Company.	
Alterations and Extensions, Hall of Records, Kings County, Corporate Stock—Lighting fixtures, furnishing and setting in Hall of Records	\$8,964 90
Dwyer, Thomas.	
Alterations and Extensions, Hall of Records, Kings County, Corporate Stock—	
Ventilating system modified contract.....	12,500 00
Further modified contract.....	13,051 00
Remodeling main entrance, modified contract.....	10,945 00
Fay, James.	
Special Revenue Bonds, Kings County Jail—New plumbing in 335 cells, etc.....	16,585 00
Jackson, T. Frederick.	
Alterations and Extension, Hall of Records, Kings County, Corporate Stock—Electric wiring for lighting system and motors.....	12,400 00
Keuffel & Esser Company.	
Supplies and Repairs—Engineer and Draughtsman's supplies, 1904.....	4,360 22
Lewis, Samuel.	
Supplies and Repairs—Janitor's supplies.....	2,042 87
Moquin-Offerman-Heisenbittel Coal Company.	
Supplies and Repairs—Coal supply, 1904.....	34,039 20
Pillion, Thomas J.	
Corporate Stock, Borough Hall—Repairs to exterior stonework.....	795 00
Ryan, Daniel J.	
Supplies and Repairs, Fifth Municipal Court—Repairs and alterations..	2,099 00
Smyth, Neptune B.	
Alterations and Extension, Hall of Records, Kings County, Corporate Stock—Graining, painting and varnishing the exterior.....	6,983 00
Corporate Stock, County Court-house—Alterations and repairs to same.	6,900 00

Stewart, Geo. F.	
Supplies and Repairs—Repairs to five floating baths.....	*4,838 00
Tayntor Construction Company.	
Supplies and Repairs—Headstones, deceased veterans.....	*1,395 00
Townsend, Arthur G.	
Supplies and Repairs—Automobile for Borough President.....	*2,500 00
United States Trading Company.	
Supplies and Repairs—Supplies to public baths.....	*2,057 60
Van Dorn Iron Works Company.	
Alterations and Extension, etc., Hall of Records, Kings County, Corpor- ate Stock—Metal cases, furnishing and installing.....	116,997 00

Recapitulation of List of Contractors and Contracts.

Contractor.	Highways.		Sewers.		Public Buildings and Offices.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Bedford Construction Com- pany	11	\$42,477 97	..	..	..	..	11	\$42,477 97
Behan & Cavanaugh.....	2	17,394 50	..	..	..	..	2	17,394 50
Borough Construction Com- pany	..	..	1	\$115,912 00	..	..	1	115,912 00
Brooklyn Alcatraz Asphalt Com- pany	18	187,233 60	..	..	..	..	18	187,233 60
Cain, John J.....	9	9,526 87	..	..	..	..	9	9,526 87
Carey, J. L.....	..	..	3	7,175 81	..	..	3	7,175 81
Cassidy & Son Manufacturing Company	..	..	..	..	1	\$8,964 90	1	8,964 90
Castle, Walter L.....	3	57,722 09	..	..	..	..	3	57,722 09
Cawnitz, Albert.....	1	17,443 48	..	..	..	..	1	17,443 48
Cola, Joseph D.....	..	..	1	1,040 00	..	..	1	1,040 00
Combes, Albert P.....	1	17,040 00	..	..	..	..	1	17,040 00
Conklin, Jacob E.....	3	36,622 14	..	..	..	..	3	36,622 14
Continental Asphalt Paving Company	2	85,837 05	..	..	..	..	2	85,837 05
Cranford Company.....	22	194,261 44	..	..	..	..	22	194,261 44
Creem, John J.....	..	..	7	58,055 82	..	..	7	58,055 82
Cunningham & Kearns.....	4	47,932 40	..	..	..	..	4	47,932 40
Cunningham & Quinn.....	1	19,945 62	..	..	..	..	1	19,945 62
Dalton, J. J.....	1	1,629 60	..	..	..	..	1	1,629 60
Donlon Contracting Company..	..	..	6	49,198 06	..	..	6	49,198 06
Donlon, P. J.....	1	7,284 28	2	18,644 66	..	..	3	25,928 94
Donovan & Sons.....	1	2,595 72	..	..	..	..	1	2,595 72
Douglass, Daniel.....	5	51,280 74	..	..	..	..	5	51,280 74
Dwyer, Thomas.....	..	..	..	..	3	36,496 00	3	36,496 00
E. Bermudez Asphalt Paving Company	5	84,073 90	..	..	..	..	5	84,073 90
Egbert, George W.....	1	6,360 65	..	..	..	..	1	6,360 65
Engeman, William A.....	1	628 03	..	..	..	..	1	628 03
Fay, James.....	..	..	..	..	1	16,585 00	1	16,585 00
Ficklen & Stobaugh.....	14	46,106 52	..	..	..	..	14	46,106 52
Gallagher, Frank J.....	2	19,291 41	..	..	..	..	2	19,291 41
Gasteiger & Schaeffer.....	..	..	1	1,384 81	..	..	1	1,384 81
George & Farrell.....	4	89,554 20	..	..	..	..	4	89,554 20
Gest, Guy M.....	..	..	2	4,832 20	..	..	2	4,832 20
Ghelardi, Cherubino.....	..	..	1	274 00	..	..	1	274 00
Graham, James P.....	2	49,001 00	..	..	..	..	2	49,001 00
Hanna, John.....	1	917 79	..	..	..	..	1	917 79
Hastings Pavement Company..	2	34,519 63	..	..	..	..	2	34,519 63
Hayes, Philip.....	..	..	2	4,016 65	..	..	2	4,016 65
Hickey, M. F.....	2	32,839 95	..	..	..	..	2	32,839 95
Hickey, Patrick S.....	1	85 00	..	..	..	..	1	85 00
Interstate Paving Company....	1	25,766 00	..	..	..	..	1	25,766 00
Jackson, T. Frederick.....	..	..	..	..	1	12,400 00	1	12,400 00
Jennings, James, & Co.....	..	..	3	7,240 00	..	..	3	7,240 00
Kelly Asphalt Block Company.	1	24,143 10	..	..	..	..	1	24,143 00
Keuffel & Esser Company.....	..	..	..	..	1	4,360 22	1	4,360 00
Lewis, Samuel.....	..	..	..	..	1	2,042 87	1	2,042 87
Lynan, Peter F.....	2	5,536 73	..	..	..	..	2	5,536 73
Malloy, James, & Co.....	..	..	2	246,923 90	..	..	2	246,923 90
Mangerie Company.....	1	7,415 86	..	..	..	..	1	7,415 86
Meagher, M. T.....	5	8,447 21	..	..	..	..	5	8,447 21
Moquin-Offerman-Heisenbuttel..	..	..	..	..	1	34,039 20	1	34,039 20
Moran, M. J.....	3	2,075 78	..	..	..	..	3	2,075 78
Murphy Brothers.....	..	..	2	38,853 26	..	..	2	38,853 26
Murphy Improvement Company.	..	..	1	1,208 27	..	..	1	1,208 27
Murray, P. J.....	..	..	2	20,551 50	..	..	2	20,551 50
McCollum, A. J.....	..	..	1	8,265 06	..	..	1	8,265 06
McDermott & Foxton.....	1	984 00	..	..	..	..	1	984 00
National Trading Company....	1	14,415 40	..	..	..	..	1	14,415 40
Nelson, Fred W. H.....	1	855 00	..	..	..	..	1	855 00
Newman, James J.....	1	504 00	..	..	..	..	1	504 00
Newman, Henry.....	2	20,572 11	..	..	..	..	2	20,572 11
Norton, Dennis.....	7	25,436 19	3	4,414 90	..	..	10	29,851 09
Norton & Gorman.....	..	..	2	10,020 30	..	..	2	10,020 30
Nosworthy, Arthur.....	1	1,948 80	..	..	..	..	1	1,948 80

Contractor.	Highways.		Sewers.		Public Buildings and Offices.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
O'Connor, T. J.....	7	17,455 16	4	2,585 70	..	..	11	20,040 86
O'Grady, John.....	1	7,707 70	..	..	..	..	1	7,707 70
O'Hara, Patrick.....	2	5,907 23	..	..	..	..	2	5,907 23
Orr, John C.....	1	576 00	..	..	..	..	1	576 00
Pecora, D. G.....	1	13,844 55	..	..	..	..	1	13,844 55
Phillips, George W.....	..	..	5	61,883 87	..	..	5	61,883 87
Phillips, M. H.....	1	3,045 00	..	..	..	..	1	3,045 00
Phoenix Towage and Trading Company	1	3,120 00	..	..	..	..	1	3,120 00
Pillion, Thomas J.....	..	..	..	..	1	795 00	1	795 00
Purcell, James.....	1	1,204 03	..	..	..	..	1	1,204 03
Putnam, W. K.....	1	1,044 80	..	..	..	..	1	1,044 80
Quinn, John E.....	2	3,568 28	..	..	..	..	2	3,568 28
Reimer, Otto E.....	..	..	1	7,336 80	..	..	1	7,336 80
Redmond, William.....	..	..	3	8,959 60	..	..	3	8,959 60
Riley, James.....	7	2,969 91	8	67,445 34	..	..	15	70,415 25
Robertson & Gerehart.....	1	9,960 15	..	..	..	..	1	9,960 15
Rockefeller & Hazzard.....	1	8,873 69	..	..	..	..	1	8,873 69
Rutan, H. A.....	..	..	9	50,226 50	..	..	9	50,226 50
Ryan, Daniel J.....	..	..	..	..	1	2,099 00	1	2,099 00
Schneider's Son, W.....	3	16,062 58	..	..	..	..	3	16,062 58
Schneider, John.....	1	9,506 00	..	..	..	..	1	9,506 00
Sigretto & Mannino.....	..	..	1	3,661 40	..	..	1	3,661 40
Smyth, Neptune B.....	..	..	..	..	2	13,883 00	2	13,883 00
Stewart, George F.....	..	..	..	..	1	4,838 00	1	4,838 00
Taylor, Edward.....	1	7,042 78	..	..	..	..	1	7,042 78
Tayntor Construction Company.	..	..	..	..	1	1,395 00	1	1,395 00
Timony, Thomas F.....	3	9,539 17	..	..	..	..	3	9,539 17
Townsend, Arthur G.....	..	..	..	..	1	2,500 00	1	2,500 00
United States Trading Company	..	..	..	..	1	2,057 60	1	2,057 60
United States and Venezuela Company	1	3,824 60	..	..	..	..	1	3,824 60
United States Wood Preserving Company	3	78,786 00	..	..	..	..	3	78,786 00
Uvalde Asphalt Paving Com- pany	27	493,632 04	..	..	..	..	27	493,632 04
Van Dorn Iron Works Com- pany	..	..	..	..	1	116,997 00	1	116,997 00
Vofrie & O'Hearn.....	5	12,404 56	..	..	..	..	5	12,404 56
Wechsler, J. Charles.....	1	49,449 50	..	..	..	..	1	49,449 50
Wilson & Baillie Manufacturing Company	3	45,393 05	..	..	..	..	3	45,393 05

99 Contractors... 222 \$2,101,621 54 73 \$800,110 41 18 \$259,452 79 313 \$3,161,184 74

Goods Purchased on Department Orders.

There were issued during the year 1904 3,322 orders for merchandise and repairs to buildings, of which number 136 were from the Bureau of Highways and 3,186 from the Bureau of Public Buildings and Offices. Of these 2,077 were for supplies and 1,245 for repairs.

The goods ordered on requisition from the several offices and bureaus are shown in alphabetical order under their respective titles.

General Administration.

(41 Orders.)

Cab hire	\$5 00
Car fares	77 00
Clynta water	6 00
Examining titles	250 00
Indexing	172 50
Maps	4 00
Newspapers	12 60
Postage stamps and stamped envelopes	412 50
Rubber stamps	6 75
Special legislative services	100 00
Typewriter services	116 82

Topographical Bureau.

(37 Orders.)

Atlases	\$170 00
Black prints	114 08
Blue prints	20 35
Box monument covers	385 00
Car fares	865 00
Draughtsmen's materials	63 38
Engineer's instruments	705 00
Index cabinets	53 00
Maps	320 95
Maps, corrections to	110 00
Office supplies	24 80
Personal expenses	3 10
Postage stamps	10 00
Repairing tape lines and instruments.....	135 87
Testing apparatus	20 00

Bureau of Incumbrances and Permits.

(24 Orders.)

Board of horse	\$135 00
Buggy	250 00
Car fares	382 50
Carriage robe	20 00
Harness	43 00
Horse	300 00
Postage	8 00
Telephone coupons	40 00
Tools, axes, ropes, pulleys, ladders, etc.....	48 00
Trucking	22 50

Bureau of Highways.

Automobile	\$900 00
Automobile repairs	105 28
Badges	30 00
Bicycle repairs	19 75
Binding maps	189 00

Board of horses	1,440 17
Boiler inspection	6 00
Brooms, etc.	1 00
Car fares	992 75
Chemical apparatus	484 21
Chemical bottles	30 07
Coach hire	30 00
Coal	146 55
Commissioner of Deeds, registering certificate	5 50
Draughtsmen's materials	179 03
Electric work	180 00
Engineer's instruments	138 00
Enginemen's supplies	118 00
Field books	12 00
Furniture	18 00
Gasoline	4 00
Glass squares	8 75
Gravel	565 00
Hand pumps	152 00
Hardware	27 06
Harness	521 74
Horseshoeing	1,147 25
Indexing cards	21 25
Instruments, repairing	140 00
Lighting street signs	387 53
Lumber	813 10
Maps	130 50
Numbering machine	16 00
Oils	110 60
Painting	51 52
Paving pitch	685 52
Postage stamps and envelopes	835 25
Quartz	96 11
Road roller, repairs to	94 00
Rollers, Maplewood	100 00
Rubber boots	40 00
Rubber stamps	18 30
Sewer-pipe	200 00
Sprinklers	960 00
Sprinklers, repairing	128 10
Street signs, glass	205 95
Tapes, repairing	12 25
Tar kettle	250 00
Telephone coupons	1,198 72
Tester, attachment to	65 00
Thermometers	63 00
Tin cans	35 97
Tools, sharpening and repairing	2,697 79
Trucking	306 00
Typewriter repairs	3 15
Veterinary services	37 75
Wagons, repairing, etc.	1,029 15
Wood	20 00

Bureau of Sewers.

List of goods supplied on departmental orders:

Atlas, corrections, etc.	\$5 50
Basin hoods and covers	229 50
Binding assessment lists	10 50
Boiler compound	33 00
Books, law, etc.	3 25
Bricks, cement, etc.	77 05
Brooms, etc.	67 86
Car-fare tickets	1,050 00
Chalk	1 40
Chemicals	573 67
Chemical examination	200 00
Clynta water	66 00
Coal	151 00
Commissioner of Deeds, certificate	11 12
Derricks	225 00
Disinfectants	490 00
Draughtsmen's materials	197 62
Dump tickets	296 00
Duplicator	6 50
Engineer's instruments and repairing	346 14
Enginemen's supplies	588 96
Engine parts	44 70
Forage	990 73
Furniture	8 90
Granite stone	40 00
Hardware, tools, etc.	1,482 89
Harness	560 45
Horses	1,586 00
Horse keep	1,676 90
Horseshoeing	538 37
Lanterns and globes	9 85
Lime	695 60
Lumber	150 02
Machinery, repairing, etc.	84 60
Manhole heads and covers	1,490 25
Mudsills and basin heads	82 00
Numbering machines, repairs to	5 00
Office supplies	5 25
Oils, etc.	546 63
Packing for pumps	489 49
Pails	7 31
Paints	462 84
Pavement, restoring	148 18
Photographic supplies	28 00
Portable houses	163 94
Postage stamps, etc.	529 95
Removing manure	50 00
Roofing	110 14
Rubber boots	1,245 69
Rubber hose	677 55
Rubber stamps	17 70
Salt	76 00
Sewer-pipe	520 30
Sewers, repairing	200 00
Stand-pipe	34 00
Steam cylinder	41 25
Stoves, repairing, etc.	96 00
Tapes and repairs to same	59 10
Telephone coupons	24 00
Typewriting machine repairs	1 70
Veterinary services	112 50
Vitrified sewer-pipe	69 60
Wagons, repairing, etc.	1,583 50

Water meter	16 00
Wheelbarrows	15 00

Bureau of Public Buildings and Offices.

List of supplies, material and labor obtained on Department orders:

Almanacs	\$4 00
Ash cans	703 96
Automobile, care of	854 59
Awnings	703 50
Badges	62 94
Bath supplies	1,456 92
Bicycle repairs	7 95
Binding, etc.	29 50
Board of horses, etc.	1,152 29
Boiler compound	24 00
Book brackets	25 00
Books, law, etc.	34 20
Brooms, Brushes, etc.	894 44
Cab hire	9 50
Canvas covers	19 00
Car-fares	1,488 25
Carpenter work	7,952 26
Carpets, rugs, linoleum, etc.	3,174 37
Carpets, cleaning, etc.	310 73
Cleanine	12 00
Clocks and repairing and cleaning	261 50
Clynta water	79 50
Commissioner of Deeds' certificate, J. F. Hamilton	5 56
Cuspidors	96 00
Directories	67 00
Disinfectants	35 00
Draughtsmen's supplies	627 25
Dynamo, parts of	249 00
Electric work and supplies	2,653 88
Elevator repairs	1,431 03
Enginemen's supplies	575 50
Engines, overhauling	500 66
Examining boilers	50 00
Fire extinguishers	600 50
Fire hose	118 00
Fire-proof counter	443 87
Flags	117 08
Flag poles	200 00
Furniture	2,525 31
Furniture, repairs	1,328 79
Gas fitting	23 25
Garbage cans	127 18
Glazing	895 30
Grates	12 50
Grate bars	247 91
Halyards	20 00
Hardware	929 92
Harness	333 75
Hawser	94 56
Horse	350 00
Horseshoeing	249 38
Ice	1,010 45
Indexing	100 00
Insecticides	610 00
Insurance on elevators	105 00
Iron work	464 16
Janitors' supplies	698 62
Kindling wood	187 50
Laundering bath towels	660 00
Letter press, repairs to	6 00
L. L. Cleaner	60 00
Locksmithing	469 85
Lumber	207 04
Maps	214 00
Mason work	2,562 15
Medical services	16 00
Metal cabinet, repairs to	13 60
Neostyle, etc.	93 50
Numbering machines, repairs to	12 90
Office supplies	889 96
Oils, grease, etc.	228 03
Painters' supplies	215 92
Painting	3,360 25
Photographic supplies	148 00
Plans, Coney Island baths	100 00
Plastering	568 23
Plaster paris	1 50
Postage stamps and stamped envelopes	351 85
Plumbing	6,095 96
Rent of piers for floating baths	1,800 00
Rent of Watchmen's registers	300 00
Repairing tools	6 00
Roofing	2,181 92
Rubber goods	49 50
Rubber stamps	140 03
Safes	396 75
Salt	7 50
Sand	34 00
Sawdust	21 00
Signs	146 00
Soap	386 31
Softsoap	1 30
Steam fitting	5,769 43
Stenographic services	28 00
Stoves	70 34
Street sweeper, second-hand	200 00
Street sweeper, refilling cylinder	238 00
Telephone brackets	15 00
Telephone holders	27 00
Telephone index	2 25
Telephone service	5,522 18
Tiling	217 73
Tinwork	200 00
Towing	263 00
Tube cleaners	7 60
Typewriting machines and repairs	749 99
Typewriting services	159 16
Ventilators	824 25
Wagons, repairs, etc.	387 30
Washing machine repairs	60 44
Water coolers	19 50
Wharfage, floating baths	666 50
Window shades, curtains, etc.	507 63
Wire work	302 53

The charges to the appropriation for "Supplies and Repairs" are distributed among the several Public Buildings and Offices, as follows:

	Supplies.	Repairs.	Total.
Offices.			
Borough President.....	\$4,498 09	.....	\$4,498 09
Commissioner of Public Works.....	1,174 79	.....	1,174 79
Assistant Commissioner of Public Works.....	562 67	.....	562 67
Bureau of Highways.....	2,148 67	.....	2,148 67
Bureau of Sewers.....	5,784 74	.....	5,784 74
Bureau of Public Buildings and Offices.....	3,329 44	.....	3,329 44
Bureau—Topographical.....	1,185 16	.....	1,185 16
Bureau of Incumbrances and Permits.....	237 99	.....	237 99
Bureau of Buildings.....	1,777 12	.....	1,777 12
Public Buildings, etc.			
Borough Hall.....	4,792 83	\$5,869 11	10,661 94
Municipal Building.....	7,463 96	8,323 40	15,787 36
County Court-house.....	11,940 72	5,752 50	17,693 22
Hall of Records.....	3,601 67	1,666 98	5,268 65
County Jail.....	5,102 10	4,297 10	9,399 20
Disciplinary Training School.....	3,338 50	3,804 19	7,142 69
Free Floating Baths.....	451 34	8,620 64	9,171 98
Interior Public Bath No. 1.....	2,608 76	335 88	2,944 64
Interior Public Bath No. 2.....	5,298 15	1,145 20	6,443 35
Interior Public Bath No. 3.....	676 98	27 25	704 23
Public Comfort Station No. 1.....	538 67	190 10	728 77
Public Comfort Station No. 2.....	651 37	293 58	944 95
Public Comfort Station No. 3.....	651 89	200 66	852 55
Public Comfort Station No. 4.....	602 95	873 24	1,476 19
Public Comfort Station No. 5.....	408 08	212 77	620 85
Public Comfort Station No. 6.....	514 95	186 90	701 85
Storeroom.....	2,031 91	188 35	2,200 26
Administration Building, Wallabout Market.....	313 33	184 35	497 68
Street Cleaning, Wallabout Market.....	1,584 67	.....	1,584 67
Headstones for Deceased Veterans.....	1,395 00	.....	1,395 00
Children's Court.....	186 06	191 87	377 93
Gates Avenue Court-house.....	599 61	.....	599 61
Atheneum Building.....	.....	104 02	104 02
Paint Shop.....	311 82	.....	311 82
Transportation.....	1,100 00	.....	1,100 00
First District Magistrates' Court.....	87 83	95 96	183 79
Second District Magistrates' Court.....	309 27	43 65	352 92
Third District Magistrates' Court.....	387 99	277 10	665 09
Fourth District Magistrates' Court.....	69 54	125 29	194 83
Fifth District Magistrates' Court.....	210 66	21 36	232 02
Sixth District Magistrates' Court.....	115 70	.....	115 70
Seventh District Magistrates' Court.....	184 01	210 34	394 35
Eighth District Magistrates' Court.....	44 19	564 26	608 45
First District Municipal Court.....	329 02	175 10	504 12
Second District Municipal Court.....	158 01	.....	158 01
Third District Municipal Court.....	448 14	177 88	626 02
Fourth District Municipal Court.....	120 65	390 50	511 15
Fifth District Municipal Court.....	636 70	2,258 53	2,895 23
Firemen's Hall, Eastern District.....	.....	66 35	66 35
Temple Bar Building.....	.....	7 20	7 20
Total.....	\$79,965 70	\$46,861 61	\$126,827 31

List of merchants and tradesmen who have supplied goods or made repairs to the public buildings of the borough on Department Orders, showing the value of the supplies or services furnished or rendered by each.

General Administration.	
Abraham & Straus, carfare tickets.....	\$67 00
Carroll, Thomas F., newspapers.....	12 60
Clynta Water Company, Clynta water.....	6 00
Coney Island and Brooklyn Railroad, carfare tickets.....	10 00
Hyde E. Belcher, maps.....	2 25
Janvoin, George M., special legislative services.....	100 00
Leavy, John F., expert indexing.....	172 50
Moser Palace Carriage Company, carriage hire.....	5 00
Sellick & Morris, typewriting services.....	107 22
Stevenson & Marsters, postage stamps and envelopes.....	412 50
Title Guarantee and Trust Company, guaranteeing title.....	250 00
Van Deverg, G., typewriting services.....	9 60
Wilson, A. T., rubber stamps.....	6 75
Topographical Bureau.	
Abraham & Straus, carfares.....	\$855 00
Bischof, George J., personal expenses.....	3 10
Brandis Sons' Company, F. E., engineers' instruments, etc.....	850 87
Brooklyn Blue Print Works, blue prints, etc.....	40 35
Christensen, H. B., blue prints, etc.....	24 08
Coney Island and Brooklyn Railroad, carfare tickets.....	10 00
Eddy, George M. and Co., outfit for repairing tapes.....	10 00
Hewlett, George B., draughtsmen's material.....	133 38
Hyde, E. B., atlas, etc.....	155 00
Johnson, Isaac G. & Co., iron box monument covers.....	385 00
Ohman, August R., new standard map, New York City.....	180 95
Rudolph, A., atlas.....	15 00
Sanborn Map Company, insurance maps, correcting, etc.....	250 00
Stevenson & Marsters, office supplies and postage stamps.....	87 80

Bureau of Incumbrances and Permits.

Abraham & Straus, carfare tickets.....	\$332 50
Aschenbach, H., harness, robe, etc.....	63 00
Brooklyn Heights Railroad Company, carfare tickets.....	50 00
Brown, J. H., tools, rope, pulleys, etc.....	48 00
Cornell, John F., board of horse.....	12 50
Curley & Co., buggy.....	250 00
New York and New Jersey Telephone Company, telephone coupons.....	48 00
Stevenson & Marsters, postage stamps.....	8 00
Stein, A. M. & Co., horse.....	300 00
Volckening, William, board of horse, trucking, etc.....	147 50

Bureau of Highways.**List of merchants supplying goods on open orders:**

Abraham & Straus, carfare tickets.....	\$992 75
Allen, William T., board of horse.....	225 00
American Road Roller Company, repairs to road roller.....	94 00
Austin Manufacturing Company, three sprinklers.....	800 00
American Can Company, tin cans.....	35 97
Aschenbach, H., harness.....	118 50
Barrett, L. S., horseshoeing.....	100 00
Barrett Manufacturing Company, paving pitch.....	379 53
Bates Machine Company, numbering machine.....	16 00
Berns, George H., veterinary services.....	37 75
Brooklyn Union Gas Company, lighting street signs.....	387 53
Brooklyn Lumber Company, lumber.....	246 26
Brooks & Co., furnishing tools.....	137 95
Brombacher, A. F. & Co., hardware.....	27 06
Brown & Mulstein, tools.....	2,500 15
Brown, J. H., harness.....	12 00
Bureau of Charities Wood Yard, wood.....	20 00
Burling, Benj., repairing harness.....	160 73
Campbell, M. G., repairing wagons.....	508 15
Carragan & Tillson, badges.....	30 00
Contractors' Supply Company, sewer pipe.....	200 00
Cornell, John F., board of horse.....	463 50
Comins & Evans Company, paving pitch.....	98 26
Coombs, J., maplewood rollers.....	100 00
Commonwealth Roofing Company, paving pitch.....	207 73
Cross, Austin & Ireland, lumber.....	211 59
Davidson, J. A., one sprinkling wagon.....	100 00
Department of Correction, whisk brooms.....	1 00
Delaney, T. & Son, horseshoeing.....	640 75
Disbrow, Lee A., board of horse.....	180 00
Driscoll, John W., horse keep.....	65 00
Eddy, Geo. M. & Co., repairing tapes.....	12 25
Eimer & Amend, chemical apparatus.....	292 91
Empire Ornamental Glass Company, glass street signs.....	173 55
Fairbanks, The Co., attachment to tester.....	65 00
Georgia-Florida Lumber Company, lumber.....	355 25
Greiner, Emil, chemical apparatus.....	191 30
Hennessy, Frank, gasoline.....	4 00
Hewlett, Geo. B., blue print paper.....	141 59
Hillis, J. J., board of horse.....	231 67
Hyde, E. B., maps.....	30 50
Kane Brothers, horseshoeing.....	195 25
Kane, Mrs. B. & Son, rubber boots.....	40 00
Kans, Chas., horseshoeing.....	211 25
Keuffel & Esser Company, surveying instruments.....	138 00
Krengel Manufacturing Company, rubber stamps.....	1 25
Macy Company, Limited, The Fred., index cards.....	21 25
Michaels, Joseph, furniture.....	18 00
Moquin-Offerman-Heisenbuttel Coal Company, coal.....	89 55
Miser Palace Carriage Company, board of horses.....	275 00
McElraevy & Hauck Company, enginemen's supplies.....	118 00
National Trading Company, The, trucking.....	306 00
Nelson Bros., coal.....	57 00
New York and New Jersey Telephone Company, telephone coupons.....	1,198 48
O'Brien & Co., coach hire.....	30 00
O'Keefe, Wm. C. & Son, hand pumps.....	152 00
Parks, N. A., kerosene oil.....	16 20
Pioneer, The Iron Works, tar kettle.....	250 00
Pittsburg Plate Glass Company, glass squares.....	8 75
Police Department, boiler inspection.....	6 00
Pollard, Joseph G., repairing tools.....	59 87
Post Company, The Frederick, blue print paper.....	37 44
Remson, I. S., Manufacturing Company, repairing wagons.....	521 00
Riehle Bros. Testing Machine Company, quartz.....	96 11
Rosen, Louis, harness.....	323 50
Ryan & Carman, binding maps and lists.....	189 00
Ryan, N., The Company, gravel.....	565 00
Sanborn Map Company, maps.....	100 00
Schaefer's Elec. Con. Company, electric lights.....	180 00
Scholl, Anton, repairing sprinkler.....	128 10
Sherwood, W. N., typewriter repairs.....	3 15
Short Brothers, painting.....	51 52
Soltmann, E. G., field books.....	12 00
Sondericker, Henry J., Commissioner of Deeds fee.....	5 56
Spaulding, A. D. & Bros., one auto runabout.....	900 00
Stackpole & Bro., repairing instruments.....	140 00
Stevenson & Marsters, stationery and postage stamps.....	835 25
Swan & Finch, oils.....	94 48
Tagliabue, C. J., three dozen thermometers.....	63 00
Thompson, William R., glass signs.....	32 40
Tuck Petroleum Motor Company, repairs to auto.....	105 28
Whitall-Tatum Company, chemical bottles.....	36 07
Wilson, A. T., rubber stamps.....	17 05
Zillich, Herman, repairing bicycles.....	19 75

Bureau of Sewers.**List of merchants supplying goods to the Bureau on departmental orders.**

Abrams, Chas. W., salt.....	\$76 00
Abraham & Straus, carfare books.....	950 00
Ackerman, E. B., veterinary services.....	89 00
Allen, William T., horse keep.....	900 45
Antozone Chemical Company, disinfectant.....	120 00
Aschenbach, H., harness and repairs to same.....	254 25
Atchison, Doctor S., veterinary services.....	15 00
Bader, Louis, horse keep.....	300 00
Baird, H. R., granite back stones and sills.....	40 00
Banks Law Publishing Company, The, City ordinances.....	3 25
Bates Machine Company, The, numbering machine.....	5 00
Bell, Harry W., vitrified sewer pipe.....	69 60
Bergstrom & Bass, repairing machinery.....	84 60
Binns, D. W., manhole heads and covers.....	577 25
Brandis Sons & Co., F. E., repairing surveying instruments.....	309 10
Brooklyn Heights Railroad Company, carfare tickets.....	100 00
Brooks & Co., lanterns and globes.....	9 85
Brombacher Company, H. F., hardware, tools, etc.....	891 27
Brown, Edward, horse keep.....	191 00
Brown, James H., hardware.....	533 14
Buckley, John W., rubber boots.....	240 00
Burroughs, Wm. V., brick, cement, etc.....	68 75

Byrne, John, portable houses.....	163 94
Campbell & Co., B., removing manure.....	50 00
Clynta Water Company, drinking water.....	66 00
Columbia Machine Works, basin hoods and covers.....	229 50
Contractors Supply Company, sewer pipe.....	520 30
Cooney & Son, James F., new stove roofing.....	110 14
Cook & Co., E. H., coal.....	135 00
Corbett, Chas. H., Iron Works, derricks.....	225 00
Cornell, S. W., oil can.....	50 00
Cranford & Co., restoring pavement.....	114 58
Cronin, Barth S., repairing sewer.....	75 00
Cropsey & Mitchell, lumber.....	77 00
Curley, John, carriages and repairs to same.....	483 00
Cross, Austin & Ireland, lumber.....	73 02
Daus Duplicating Company, The Felix F., duplicator.....	6 50
Department of Correction, brooms and handles.....	67 86
Delaney, P., shoeing horses.....	72 25
Deyo, George, Agent and Warden, pails.....	7 31
Dobbie Foundry & Machine Company, steam engine supplies.....	382 50
Douglass, Isaac S., horse keep.....	59 45
Doyle, Doctor Wm. F., veterinary services.....	1 50
Duhamie, H., repairing wagons.....	2 50
Eddy & Co., George M., steel tapes, and repairs to same.....	59 10
Engeman, William A., mudsills and basin heads.....	74 00
Eureka Rubber Manufacturing Company, rubber hose.....	22 50
Excelsior Boarding and Livery Stables, horse keep.....	22 00
Farrell, T. J., & Co., manhole heads and covers.....	770 00
Gaskell, D., disinfectant.....	40 00
Gasteiger & Schaeffer, hay, oats, etc.....	396 37
Goodyear India Rubber Glove Company, rubber boots.....	75 20
Haggerty Refining Company, kerosene oil and cabinet.....	68 10
Hammond, John, personal disbursements.....	15 50
Hastings & Miller, photographic supplies.....	19 99
Hennessy, Frank, lubricating oil.....	72 88
Hewlett, George B., repairing surveying instruments.....	37 04
Hyde E. Belcher, correction to atlas.....	5 50
Hynes, John, granite mudsills.....	8 00
Hughes, Ed., Sons, horseshoeing.....	214 00
Imperial Belting and Packing Company, rubber hose.....	655 00
John, Rudolph, repairing wagon.....	20 00
Johnstone, Wm. R., repairing stove.....	96 00
Joyce, E. T., packing for pumps.....	489 49
Kalbfleisch, F. H., Company, chemicals.....	371 00
Kane & Son, Mrs. B., rubber boots.....	832 90
Kelly, John J., horseshoes.....	57 50
Kelly, Frank, horseshoes.....	14 00
Keuffel & Esser Company, draughting material.....	197 62
Keenan, C. W., paints.....	78 49
King Manufacturing Company, disinfectant.....	70 00
Kramer, H., repairing wagon.....	5 50
Klinge, Julius, personal expenses.....	26 14
Kuhn, Charles, horseshoes.....	4 87
Lederle's Laboratories, Dr. E. J., chemical examinations.....	200 00
Loser, Frederick & Co., furniture.....	8 90
Maher, James E., horseshoes.....	116 25
Marlborough, M. F., wagons and repairs to same.....	794 00
Martin, David, horse keep.....	192 32
Martin William, horse keep.....	341 00
Marston & Son, coal.....	16 00
Meade's Son, P., horseshoes.....	29 50
Meade, Charles, horseshoes.....	4 50
Miller, C. L., & Co., paints.....	319 55
Moser Palace Carriage Company, horse keep.....	204 00
Mullady, Michael, horseshoeing.....	25 50
McCaffrey & Son, B., hay.....	44 09
McElraevy & Hauck Company, steam engineering supplies.....	153 86
McJilton & Co., steam boiler compound.....	33 00
McLean & Austin, Doctors, veterinary services.....	5 00
McLoughlin & Johns, cement and fire clay.....	8 30
McSweeney & Sons, Frank, steam cylinder.....	41 25
New York and New Jersey Telephone Company, coupon books.....	24 00
Neostyle Company, The, office supplies.....	5 25
O'Loan, Robert, wagons and repairs.....	49 00
Parkhill, Samuel J., wheelbarrows.....	15 00
Peyser & Sons, John, harness.....	4 50
Pollard, Joseph G., tools.....	7 00
Poor's, George, Sons, paints.....	46 30
Quinlan, William, dump tickets.....	60 00
Reimer Company, Otto E., 740 barrels of lime.....	695 60
Remington Typewriter Company, repairs to typewriter.....	1 70
Rheims, Cyrus, horses.....	736 00
Remsen Manufacturing Company, I. S., harness.....	81 75
Ronalds & Johnson, hardware.....	38 41
Roessler & Hasslacher Chemical Company, chemicals.....	202 67
Rogers & Brother, Charles E., dump tickets.....	54 00
Rosen, Louis, harness.....	134 60
Russell & Wylie, photographic supplies.....	8 01
Ryan & Carman, binding assessment.....	10 50
Scholl, Anton, repairs to wagon.....	175 10
Schaeffer, M., dump tickets.....	182 00
Scollay, John A., tube expanders.....	16 00
Sessions Foundry, manhole covers and pans.....	143 00
Seebach, Charles, new stand-pipes.....	34 00
Shedd, John, harness and repairs.....	85 35
Shipman's Sons, William M., hay, feed, etc.....	16 95
Short Bros., paints.....	18 50
Smith, Josiah, disinfectant.....	260 00
Spark, John W., expense of becoming Commissioner of Deeds.....	5 56
Stevenson & Marsters, stationery and postage stamps.....	529 95
Stein, A. M., three horses.....	850 00
Swan & Finch, oils.....	405 15
Thompson Meter Company, water meter.....	16 00
Uvalde A. P. Company, paving over sewer trench.....	33 60
United & Globe Rubber Glove Manufacturing Company, rubber boots.....	97 50
Wade, Joseph F., hardware.....	13 06
Walker, Andrew, relaying house drain.....	20 00
Walrath, J. A., veterinary services.....	2 00
Wahl, E., carpenter's chalk.....	1 40
Westinghouse Machine Company, engine parts.....	44 70
Weyhrauch, G., repairing wagons.....	163 40
Whitmore, Laurence J., cleaning out sewer.....	5 00
Winslow, George, Commissioner of Deeds expense.....	5 56
Wilson, A. T., rubber stamps.....	17 70
Worthington, Henry R., engine supplies.....	36 60

Bureau of Public Buildings and Offices.

Alphabetical list of merchants who have supplied goods or made repairs on the authority of Department Orders, together with the total cost of such supplies or repairs furnished by each during the year.

The bills rendered to the 31st of December are positive expenditures, the outstanding liabilities are in most instances approximate, but the following amounts are substantially and practically correct:

Abraham & Straus, carpets, carfare tickets, etc.....	\$2,681 96
Abrams, Charles W., salt.....	7 50

Alberine Stone Company, mason work.....	65 50
Allen, M. P., hardware, etc.....	113 61
Allen, William T., cab hire.....	4 50
Alexander, H. W., repair typewriting machine.....	20 10
Allaire, J. D., telephone index.....	2 25
American Ice Company, ice supply.....	1,010 45
American Book Bracket Company, telephone book brackets.....	25 00
Aschenbach, H., harness, etc.....	333 75
Banks Law Publishing Company, law books.....	34 20
Bates Machine Company, repairing numbering machine.....	12 90
Bailey Manufacturing Company, repairing letter press.....	6 00
Berger, G. B., repairing clocks, etc.....	16 60
Bergstrom & Co., repairing metal cabinet.....	13 60
Birmingham, John R., board, etc., of horses.....	130 84
Bishop, Howard W., locksmithing.....	131 94
Bjurgberg, Pete, repairing furniture, etc.....	765 95
Brombacher & Co., hardware, tools, etc.....	2,041 51
Brooklyn Heights Railroad Company, carfare tickets.....	115 00
Brooklyn Electric Supply Company, electric supplies.....	3 75
Brooks & Co., wire work.....	302 53
Brown, James A., repairing tools, etc.....	6 00
Brown, Martin B., Company, office supplies.....	1 75
Brown, M. S. & P. C., locksmithing.....	5 00
Buckley, John W., stair trends.....	15 00
Bureau of Charities Wood Yard, kindling wood.....	187 50
Byrne, Charles M., painting.....	1,735 58
Byrne, John, carpenter work.....	2,812 78
Carroll, Daniel & Co., painters' supplies.....	99 86
Carroll, Thomas, almanacs.....	4 00
Cashman, John J., mason work.....	106 25
Chichester, C. A., desk lamp.....	4 00
Clarke, Joseph F., indexing.....	100 00
Clarke's Son & O'Donnell, steam fitting.....	1,165 40
Clynta Water Company, Clynta water.....	79 50
Cobb, George W., Jr., furniture.....	221 00
Cody, John J., Jr., carpenter and mason work.....	330 10
Columbia Machine Works, repairing metal case.....	9 60
Collins, C. V., goods from State prisons.....	933 86
Collins, Dwight R., plans for baths at Coney Island.....	100 00
Coney Island and Brooklyn Railroad, carfare tickets.....	105 00
Conmy, Patrick E., horseshoeing.....	101 63
Conran, William F., plumbing.....	60 17
Coombs, J., repairing furniture.....	278 34
Cooney, J. F., & Son, roofing, etc.....	1,970 32
Cook, E. M., rent of pier.....	900 00
Corbett & Co., flag pole.....	85 00
Cornell, J. B. & J. M., Company, fireproofing, counter, etc.....	443 87
Crane & Co., valves.....	8 00
Crook, E. K., cartage.....	1 00
Cross, Austin & Ireland Company, lumber.....	207 04
Curley, J., wagons, etc.....	254 50
Daus Duplicator Company, duplicator supplies.....	17 60
Davis, Albert, signs.....	70 25
Densmore Typewriter Company, typewriting machine.....	178 40
Department of Correction, brooms, brushes, etc.....	1,128 44
Deyo, George, Agent and Warden, State Prison goods.....	2,178 70
Dixon, J. J., grates.....	12 50
Donegan & Swift, overhauling engines.....	560 66
Donlon, Thos. F., plastering.....	29 68
Donovan, Wm., plumbing.....	725 00
Doyle's Son, John, painting.....	321 37
Doyle, Wm. F., veterinary services.....	22 50
Driscoll & Co., plumbing.....	405 28
Dubey, Edw. A., signs.....	66 75
Duryea, Wm. E., carriage hire.....	5 00
Dykeman, Jas H., sawdust.....	6 00
Eagle Iron Works, iron work.....	308 45
Eastern Construction Company, moving safe.....	50 00
Electric Construction and Supply Company, repairs to public comfort station.....	60 00
Engoron, M., glazing.....	864 15
Fallon & Co., M., plumbing.....	23 25
Farnell, A. F., & Son, rubber stamps.....	5 60
Fay-Sholes Company, typewriting machines.....	57 50
Fidelity and Casualty Company, insurance on elevators.....	105 00
Findlay Manufacturing Company, electrical work.....	35 02
Fitzpatrick, W. J., gasfitting.....	17 00
Flanagan, Wm., & Co., painting.....	488 00
Flannery Towing Line, towing baths.....	260 00
Forker & Baldwin, flags.....	12 03
Gallagher, Patrick, cleaning carpets.....	18 50
Gately, Francis J., plumbing.....	33 58
Gateson, Daniel T., plumbing.....	71 50
Gibson Soap Company, soap.....	12 00
Gilbert, Jas., sawdust.....	15 00
Gilroy, Jas. A., plumbing.....	152 99
Glaser, A. H., carpenter work.....	15 90
Graves Typewriting Company, repairing typewriting machine.....	75 00
Haggerty & Walsh, board of horses.....	518 07
Hall-Herring-Marvin Safe Company, repairing safes.....	78 75
Hall's Safe Company, The, safe.....	318 00
Halloran & Kolande, paint flagpole.....	10 00
Hallowell, L. S., & Co., telephone holder.....	21 00
Hamilton, Joseph F., registration fee, Commissioner of Deeds.....	5 56
Harley, James, plumbing.....	543 50
Hart, Maria N., stenographic services.....	21 00
Hennessy, Frank, oil.....	54 50
Hession, John F., carpenter work.....	116 71
Hewlett, Geo. B., draughtsmen's supplies.....	289 89
Hillis, J. J., board of horses.....	174 84
Hohs, Leopold, roofing.....	185 92
Hohs, M., roofing.....	121 00
Hopkins & Co., J. C., badges, etc.....	62 94
Hughes, Edw., iron work.....	65 50
Hyde, E. Belcher, maps.....	174 00
Imperial Laundry Company, washing bath towels.....	660 00
Imperial Rubber Company, rubber goods.....	21 00
Jackson & Cowenhoven, hardware.....	185 77
Jacquin, J. A., roofing.....	50 00
Jamer, Wm., steamfitting.....	3,542 00
Jennings Adjustable Shade Company, shades.....	2 40
Johnson, Addison, Agent and Warden, State Prison goods.....	261 11
Joyce, E. T., electrical supplies.....	48 24
Kane, Mrs. B., & Son, rubber boots.....	13 50
Keelers' Son, J. E., cleaning carpet.....	10 25
Keenan, C. W., painters' supplies.....	116 06
Kelly, Jas. I., plumbing.....	430 98
Keuffel & Esser, draughtsmen's supplies.....	337 36
Kiernan, Edw., plastering.....	310 37
King Manufacturing Company, disinfectants.....	35 00
Kinsey, Rainier & F. Co., iron work.....	37 00
Knickerbocker Lighter Company, towing.....	3 00
Koller & Smith, constructing filing case.....	225 00
Kruger, John L., electrical work.....	1,815 54

Land and Marine Supply Company, bath supplies	35 00
Leete, H. B., bicycle repairs	7 95
Lehman, H., & Co., L. L. cleaner	60 00
Lewis, W. A., halyards	20 00
Libbey & Keese, carpenter work	28 41
Lindon, F. V., winding and repairing clocks	90 00
Loeser, Frederick, & Co., furniture, etc.	3,440 51
Loughlin & McNally, horseshoeing	35 75
Lynch, John F., trucking	52 50
Mannis, J., board of horses	15 45
Marshall, H. L., board of horses	3 90
Matthews, A. D., & Sons, shades, etc.	59 10
Mead, J. Waren, Agent and Warden, State's Prison goods	574 80
Merrill, R., paint, flagpole	20 00
Meyer & Cherry Company, tube cleaners	7 60
Michaels, J., furniture, etc.	374 00
Miller, C. L., & Co., plaster of paris	1 50
Morris & Selover, carpenter work	722 21
Moylan, John J., plumbing	2,676 99
Munson Supply Company, cushion keys	28 00
Murphy, Richard, plastering	19 08
McCarthy Brothers, placing flagpole	115 00
McElraevy & Hauck, steam fitting, etc.	320 61
McEnroe, P. J., plumbing	95 22
McGann, Timothy, horseshoeing	112 00
McGarry, Joseph, second-hand street sweeping machine	200 00
McJilton & Co., boiler compound	24 00
McLean, Alex, carpenter work	739 07
McLean Elevator Company, repairs to elevator	43 50
McManamy, R. J., flag	13 00
McMillan, L. A. and T. A., cleaning carpets	228 50
McMurray & Brother, iron work	43 61
Naething Leslie Tiling Company, repairing tiling, etc.	217 73
National Painting Company, painting	31 25
National Ventilating Company, ventilators	100 00
Neostyle Company, Neostyle, etc.	93 50
New York and New Jersey Telephone Company, telephone service	5,522 18
New York Dock Company, rent of pier	900 00
Norton & Gorman, sand	30 00
Office, Bank and Library Company, furniture	60 00
O'Keefe & Son, W. C., plumbing	160 28
Oliver Typewriting Company, typewriter machines	91 01
O'Neil, E., awnings	64 00
Otis Elevator Company, elevator repairs	62 82
Palmer, J., glazing	22 00
Parks, N. A., oils	4 40
Pearse, George, carpenter work	1,636 17
Pearson, McGlynn & Co., repairing elevators	1,324 71
Pearsons' Sons, A., carpets, etc.	308 91
Phug, Charles, M. D., medical service	16 00
Phillips, Doup & Co., steam fitting	21 32
Phoenix Fire Appliance Company, fire extinguishers	600 00
Pioneer Machine Works, repairing ventilators	286 75
Police Commissioner, New York City, examining boilers	50 00
Pool's Sons, George, Oils	36 00
Protective Ventilator Company, window ventilators	437 50
Reinheimer, J., repairing furniture	1 75
Remington Typewriter Company, typewriting machines	255 15
Remson Manufacturing Company, feed bags	2 70
Rese Fire Extinguisher Company, fire extinguisher, recharge	50 00
Richards, Alfred, wharfage for baths	666 50
Robinson, George C., electrical work	17 00
Rosow, E. J. P., clocks	23 00
Rosen, Louis, harness	1 90
Russell & Wylie, photographic supplies	148 00
Rutan, Harry A., mason work	2,342 02
Ryan & Carman, binding, printing, etc.	29 50
Ryan, Daniel J., carpenter work, etc.	35 00
Sanford, C. E., rental of watchmen's registers	300 00
Schafer Electrical Construction Company, electrical work	657 59
Schaffner's Sons, O., board of horses	309 19
Schirmeister, Charles J., plumbing	82 93
Schuh, Charles P., mason work	48 38
Scholl, Anton, repairing wagon	61 30
Scofield & Co., telephone holders	6 00
Schneider, Jac., roofing	225 00
Schenck, L. H., cleaning carpets	4 61
Scollay, John A., steam fitting	703 10
Seebeck, Chas., plumbing	135 10
Self Winding Clock Company, repairing clocks	36 90
Sellick & Morris, typewriting	159 16
Shadbolt Manufacturing Company, bolts	1 10
Short Bros., painting, etc.	1,442 05
Short, C. F., door holders	5 00
Sidney, R. O., plumbing	3 50
Siler, W. P., telephone brackets, etc.	15 00
Stanley, John F., soft soap	1 30
Stein, A. M., & Co., horse	350 00
Stevenson & Marsters, postage stamps and office supplies	1,354 61
Stewart, Geo. F., carpenter work	570 24
Stone, Aaron, glazing	9 15
Strang, Frank M., moving furniture	274 00
Sullivan Bros., canvas covers, etc.	19 00
Swan & Finch Company, oils	101 59
Swift & Co., soap	4 50
Taylor, P. W., winding and repairing clocks	95 00
The Cleanine Company, cleanine	12 00
Thierner, E. J. H., electric work	16 72
Tierney & Lynch, plumbing	7 89
Townsend, Arthur R., care of automobile	435 72
Townsend & Oberg, parts of dynamo	249 00
Troy Laundry Machinery Company, repairing washing machines	60 44
Tuck Petroleum Motor Company, care and storage of automobile	418 87
Underwood Typewriting Company, machine, etc.	107 00
Uppington, George, directories	67 00
United States Carpet Cleaning Works, cleaning carpets	48 56
Vosburgh Manufacturing Company, repairing gas fixtures	6 25
Wallace, M., sand	4 00
Walsh, Patrick J., carpenter work	720 77
Welcke, Robert A., maps	40 00
Weyhrauch, G., repairs to wagons	71 50
White, Henry, plastering	209 00
Wilson, A. T., rubber stamps, etc.	140 40
Yawman & Erbe, office furniture	61 75
Yost Writing Machine Company, repairing typewriting machine	12 00
Zillick, Herman, locksmithing	333 91

In Account with the Department of Finance.

The total number of vouchers audited in the office of the General Bookkeeper, and forwarded to the Comptroller for payment, was 4,117, submitted by the several Bureaus as follows:

	Number.	Amount.
General Administration	46	\$58,253 37
Topographical Bureau	99	51,607 47
Bureau of Highways	1,485	3,605,102 33
Bureau of Sewers	1,071	2,488,354 07
Bureau of Public Buildings and Offices	1,327	654,672 13
Bureau of Incumbrances and Permits	89	21,112 31
Total	4,117	\$6,879,101 68

This amount is subdivided among the several appropriations and bonded accounts, as follows:

General Administration—		
Salaries	\$56,472 38	
Supplies and Contingencies	1,780 99	\$58,253 37
Topographical Bureau—		
Salaries and Supplies		51,607 47
Bureau of Highways—		
Salaries	\$64,417 75	
Labor, Maintenance and Supplies	364,373 84	
Supplies and Contingencies	1,221 99	430,013 58

Bond Accounts.

Bridge across Prospect avenue at Seeley street	\$2,767 50
Repaving streets and avenues, Borough of Brooklyn, 1903	5,928 25
Repaving streets and avenues, sections 49-167, chapter 466, Laws of 1901	2,011,965 54
Removal of ashes, etc., from Prospect avenue to Eleventh avenue	1,171 17
Restoring and Repaving, Special Fund	43,239 01
Street Improvement Fund	1,082,126 90
Revenue Bond Fund, Erection and Maintenance of Street Signs	4,284 37
Opening, extending and improving Bedford avenue, from Eastern parkway to Flatbush avenue	23,606 01
	3,175,688 75

Bureau of Sewers.

Salaries	\$86,630 35
Sewers, Repairing and Cleaning, Pay-rolls and Supplies	68,216 76
Sewers, Repairing and Cleaning, Contracts at Public Letting	11,256 02
Thirty-first Ward Sewer Districts 1 and 3	38,283 51
Twenty-sixth Ward Disposal Works	26,975 76
Thirtieth Ward, Bath Beach, District	4,296 49
Dredging Sewer Outlets	20,177 61
Supplies and Contingencies	1,809 04
Horses, Horsekeeping and Supplies	2,724 00
	260,369 54

Bond Accounts.

Revenue Bond Fund for Constructing Sewers, D Street, Wallabout Market	\$1,541 80
Street Improvement Fund	1,984,944 03
Construction of Sewers, Borough of Brooklyn	180,068 85
Construction of Private Sewers	5,541 28
Atlantic Avenue Improvement Fund	55,888 57
	2,227,984 53

Bureau of Public Buildings and Offices.

Salaries and Wages	\$227,879 12
Supplies and Repairs	105,897 95
Supplies and Contingencies	897 63
	334,674 70

Bond Accounts.

Hall of Records, Kings County, Alteration, Extension, etc.	\$136,659 42
Public Bath Fund	130,097 22
Construction and Equipment, Public Comfort Stations	8,189 13
County Court-house, New Plumbing, Ventilating, etc.	14,784 73
Court-house on Gates Avenue, near Marcy Avenue	30,266 93
	319,997 43

Bureau of Incumbrances and Permits.

Salaries	\$15,300 00
Removal of Incumbrances	5,812 31
	21,112 31

During the year 64 notices of deduction were received from the Auditor's Bureau, 53 of which were from the Civil Service Commission and related only to salary rolls, but as these objections were purely technical they were subsequently adjusted and allowed.

Of the remaining 11, one was against the account for the year 1903, and the others are shown below:

Bureau of Highways.

Street Improvement Fund—Overcharge F. L. Bartlett	\$54 00
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Bureau of Sewers.

Thirty-first Ward Sewer Districts 1 and 3—Overcharge Gas-teiger & Schaeffer	\$26 43
Thirty-first Ward Sewer Districts 1 and 3—Overcharge Gas-teiger & Schaeffer	24 00
Supplies and Contingencies—Overcharge Mrs. B. Kane & Son	1 00
	51 43

Bureau of Public Buildings and Offices

Supplies and Repairs—Overcharge William Flanagan & Co.	\$24 25
Supplies and Repairs—Overcharge George Pearse	5 00
Supplies and Repairs—Overcharge George Pearse	21 15
Supplies and Repairs—Overcharge Schaefer's Elec. Cont.	2 50
Supplies and Repairs—Overcharge Schaefer's Elec. Cont.	4 00
Construction and Equipment Public Comfort Stations—Lustbader & Glanz	26 00
	82 90
Total	\$188 33

This shows total deductions of \$188.33 from a total of nearly seven million dollars, or about 1-360 part of 1 per cent, or \$1.00 in \$36,000.

Telephones.

The expenditure for telephone service is about 14 per cent. above that of 1903. This appears to be fully warranted by the enormous amount of business transacted during the year.

The distribution is as follows:

	1903.	1904.
Office of the President of the Borough	\$461 00	\$336 43
Office of the Commissioner of Public Works	310 00	448 31
Office of the Assistant Commissioner of Public Works	264 00	436 85
Topographical Bureau	232 02	254 13

	1903.	1904.
Bureau of Highways	1,989 00	2,078 65
Bureau of Sewers	1,058 00	1,049 47
Bureau of Public Buildings and Offices	528 50	610 07
Bureau of Incumbrances and Permits	100 00	109 05
Bureau of Buildings	1,114 26	1,227 32
	\$6,056 76	\$6,580 48
Of which the switch system cost	\$2,979 22	\$3,600 00
Outside telephones	1,795 62	1,745 56
Telephone coupons	1,071 92	1,234 72
Removal of call boxes, etc.	200 00	.....
	\$6,056 76	\$6,580 48

CAR FARES.

Comparative Statement for 1903 and 1904 by Bureaus.

	Number.	1903.	Number.	1904.
General Administration.....	10,400	\$520 00	10,495	\$492 85
Bureau of Highways.....	28,000	1,400 00	20,900	992 75
Bureau of Sewers.....	12,000	600 00	22,000	1,050 00
Bureau of Public Buildings and Offices.....	11,600	580 00	15,500	1,210 90
Topographical Bureau.....	18,000	900 00	18,000	855 00
Bureau of Incumbrances and Permits.....	5,300	265 00	8,000	380 00
Total.....	85,300	\$4,265 00	94,895	\$4,981 50

It will be noted that the increases are in the Bureaus of Sewers, Public Buildings and Offices and Incumbrances and Permits.

In the case of the former, the large number of sewers in course of construction; in the second, the greater number of public buildings now in use, and for the latter the growth of the borough and natural increase of business, is no doubt satisfactory explanation of this increase.

Accounts.

The volume of work in the Bookkeeper's office is constantly increasing, both as to number of documents and books of permanent record. During the year 1904 there was received, audited and entered 3,322 Departmental Orders in duplicate, 313 contracts in triplicate, 4,574 bills in duplicate, 4,117 vouchers in duplicate, 546 schedules in duplicate, 326 schedules in triplicate, 740 pay-rolls, 116 cash returns, 24 monthly reports in quadruplicate, miscellaneous reports 110, notices, resolutions, etc., 156, making a grand total of 28,259 separate papers, as against 25,255 in 1903.

The permanent records kept consist of four (4) distinct sets of books, one (1) embracing General Administration, Topographical Bureau, and Bureau of Incumbrances and Permits; one (1) for Bureau of Highways; one (1) for Bureau of Sewers, and one (1) for Bureau of Public Buildings and Offices.

These sets consist of "Appropriation Book," "Claims Book" and "Ledger." Every Departmental Order signed by you is entered in the appropriation book, together with an approximate cost. When the bill for the same is rendered, the actual price is entered in a parallel column. The chief value of this book is that the vacant lines in the column of actual price, shows the account to be outstanding, and the estimated liability thereon.

The claims book is a register of bills submitted for audit. These claims are numbered in consecutive order and recapitulated or journalized at the end of each month.

The ledger is a condensed account with each appropriation, public building or office, and merchant or contractor, having business relations with the borough.

For year 1904 a new and valuable addition has been made in the form of a "Contract Book," designed to show at all times the exact financial condition of any contract entered into under your direction. It has already proved its value in preventing errors creeping through from the bureaus to the Comptroller's office, in addition to its more ready form of information, and has even prevented duplicate estimates on contracts from being forwarded to the Comptroller for payment.

A cash book has been opened to keep a proper record of all moneys received by the Department and credited to the proper accounts.

I desire to bear testimony to the high standard of accuracy maintained by the several bureaus in their returns to this office, and believe that, taken as a whole, it would be a hard matter to find a superior or even equal staff.

My assistants, Mr. Moran, and Junior Clerk Dorney, are well equipped for the work of the office, but I would respectfully call your attention to the fact that the present staff is inadequate to properly care for the ever increasing business, as it is plainly proved by experience that the absence of one man, either through sickness or on vacation, materially impairs the promptness, if not the accuracy, of reports and accounts.

In conclusion I would state that the system at present obtaining, thanks to your suggestions and support, is in advance of any prior period of its existence.

Respectfully submitted,

WILLIAM CHAMBERS, General Bookkeeper.

MUNICIPAL CIVIL SERVICE COMMISSION.

New York, April 24, 1905.

A meeting of the Municipal Civil Service Commission was held at the Commission's offices, No. 61 Elm street, on Monday, April 24, 1905, at 9 A. M. There were present President Baker and Commissioner Appleton.

On motion, it was

Resolved, That, subject to the approval of the Mayor and the State Civil Service Commission, Messrs. John W. Millard and Alexander J. Maclean (composing the firm of Millard & Maclean), of No. 32 Broadway, Manhattan, and Mr. William Gardner, of No. 1 Broadway, Manhattan, Naval Architects and Marine Engineers, employed in the Fire Department of The City of New York to prepare the plans, drawings and specifications for, and to supervise the construction of, the new fire boats for the use of the said Fire Department, be and they hereby are excepted from examination under the provisions of Civil Service Rule 12, paragraph 6, it appearing that they are persons engaged in private business, and that the services to be rendered are professional, scientific, technical or expert and of an occasional and exceptional character; provided, however, that their compensation shall not exceed the sum of \$12,500 (being 5 per cent. on the cost of construction of said boats).

The Commission then adjourned to meet Thursday, April 27, at 9 A. M.

Attest:

HENRY BERLINGER, Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION.

New York, April 27, 1905.

A meeting of the Municipal Civil Service Commission was held at the Commission's offices, No. 61 Elm street, on Thursday, April 27, 1905, at 9 A. M. There were present President Baker and Commissioner Appleton.

The appeals of the following-named candidates for the position of Patrolman, for a postponement of their physical examination, were granted:

19033. Henry Roth, No. 852 Hart street, Brooklyn.
19806. Bernard J. Curry, No. 204 East Seventieth street.
19859. Charles H. Draheim, No. 71 Dupont street, Brooklyn.

19819. Eugene Leffler, No. 503 Seventeenth street, Brooklyn.
19567. Daniel J. Phelan, No. 693 Greenwich street.
20078. Robert J. Rohling, No. 44 First avenue.
20184. George H. J. Patterson, No. 208 East One Hundred and Twenty-second street.
19531. Frederick G. Dadson, No. 4518 Third avenue, Brooklyn.
19219. Louis Voelbel, No. 414 East Eighty-eighth street.
19604. Charles Castagnino, No. 71 McDougal street.
18888. William P. Brogan, No. 2499 Eighth avenue.
19158. Thomas Kerin, No. 11 Teasdale place, The Bronx.
19172. Owen Smith, No. 311 West Forty-seventh street.
19182. Henry Brewer, One Hundred and Sixty-third street and Ogden avenue, The Bronx.

19184. Frederick Engel, No. 207 Irving avenue, Brooklyn.
19318. Philip Grosch, No. 465 Waverley avenue, Brooklyn.
19326. William J. Cassidy, No. 417 West Forty-eighth street.
19467. Fred. Buddemeyer, No. 413 West Fifty-first street.
19578. Joseph F. Hunt, No. 138 West One Hundred and Thirty-third street.
19609. James J. Shuell, No. 18 Varick street.
19672. Robert P. Conlin, No. 342 West Eleventh street.
19691. George F. Bishop, No. 42 Charlton street.
19720. James S. Rice, No. 52 Hudson avenue, Brooklyn.
19728. Eugene Fatton, No. 175 New York avenue, Rosebank.
19729. Perry T. Moore, Millbrook, New York.
19799. F. August Metz, No. 2059 Fulton street, Brooklyn.
19801. Frank A. Soden, No. 123 Berry street, Brooklyn.
19806. William J. Holland, No. 314 East Thirtieth street.
19906. Christopher G. Connor, No. 244 East Thirty-seventh street.
19730. James J. Callan, No. 76 Greene avenue, Brooklyn.
19751. David A. O'Brien, No. 40 Morton street.
18963. Lee C. Sprinkle, No. 377 Second avenue.
19197. John H. Gallagher, No. 66 Washington street, Jamaica.
19566. William O'Brien, No. 251 West One Hundred and Thirty-fifth street.
19075. John Guerin, No. 313 West One Hundred and Sixteenth street.
19853. Joseph M. Lockwood, No. 554 Clinton street, Brooklyn.
20108. Alfred J. Bricca, No. 104 McDougal street.
20060. Charles A. Moran, No. 535 East One Hundred and Fortieth street.
20193. John J. McManus, No. 188 Columbus avenue.
20237. W. Paul Martin, No. 203 Columbus avenue.
20139. Albert G. Swanson, No. 377A Atlantic avenue, Brooklyn.
19781. James F. Sullivan, No. 242 Mulberry street.
19607. Joseph P. Brady, No. 234 East Sixty-third street.
20129. Edward J. Wiederkehr, No. 12 Court square, Brooklyn.
19666. William C. Toomey, No. 304 Marcy avenue, Brooklyn.
19412. Edward McNeary, No. 156 South Eighth street, Brooklyn.
19086. Harry J. Large, No. 182 Oakland street, Brooklyn.
19309. Abram F. Ackerman, No. 222 West One Hundred and Fourteenth street.
19767. Frank Blake, No. 571 Driggs avenue, Brooklyn.
19790. John J. Savage, No. 9 Fourth street, Brooklyn.
20109. John Hunter, No. 43 Bayard street.
20160. John J. Mara, No. 155 East Thirty-third street.
20196. Thomas Jennings, No. 344 Third avenue.
20347. John J. Noonan, No. 254 Nassau street, Brooklyn.
19180. Louis F. Trabucci, No. 22 James street.
19603. Joseph G. Messmann, No. 322 East Eighty-second street.
19368. Martin Kelly, No. 243 West One Hundred and Fifteenth street.

The appeals of the following-named candidates for the position of Patrolman, for a physical re-examination, were denied:

19291. Owen McLaughlin, No. 132 Varick street.
19549. Otto W. Beyer, No. 1018 Stebbins avenue.
19208. Hugh S. Park, No. 771 Madison street, Brooklyn.
19200. Joseph Krajcek, No. 307 East One Hundred and Sixteenth street.
19155. Thomas J. McMonagle, No. 1212 Franklin avenue, The Bronx.
19141. Patrick I. Thiels, No. 622 Second avenue.
18979. Gaston W. Alexander, No. 443 West Thirty-second street.
19054. Charles J. Schmieg, Jr., Johnson avenue, Elmhurst.
18919. Michael O'Brien, No. 508 West One Hundred and Thirty-third street.
18881. William J. McCool, No. 33 Jefferson avenue, Morris Park, Queens.
19411. Robert S. Anderson, No. 341 West Forty-ninth street.
19341. Robert W. Gentles, No. 107 East One Hundred and Twenty-first street.
19369. Joseph A. Halliday, No. 491 Courtlandt avenue, The Bronx.
19333. James F. Meagher, No. 2337 Washington avenue, The Bronx.
19294. Edward A. Repper, No. 114 East Eighty-ninth street.
19633. Walter E. Currey, No. 1118 Ogden avenue.
19446. Charles A. Lynch, No. 319 East Thirty-fourth street.
19415. Hubert Flattery, No. 162 East Eighty-fourth street.
19622. John Leonard, No. 1055 Carroll street, Brooklyn.
19335. Joseph A. Collins, No. 221 William street.
19367. Thomas F. Phillips, No. 183 Spring street.
19083. Frank Argue, Jr., No. 2582 Eighth avenue.
19637. John J. O'Neill, No. 327 East Thirty-seventh street.
19642. William J. Harrigan, No. 238 Hamilton avenue, Brooklyn.
19413. Albert Schultz, No. 603 Flushing avenue.
19697. James Casey, No. 318 East Fifty-sixth street.
19492. Albert Phair, No. 282 Mulberry street.
19437. Daniel J. Curtin, No. 344 East One Hundred and Twentieth street.
18901. James F. Fitzgerald, No. 828 Courtlandt avenue.
19080. Norman H. Ferguson, No. 22 Bethune street.

The requests of the following-named candidates for the position of Patrolman, that they be permitted to change the date of birth on their applications, were granted, it appearing to the satisfaction of the Commission that the dates first given by them were incorrect:

19285. Patrick Coggins, No. 343 West Forty-ninth street.
22995. Edward J. Hughes, No. 161 Huntington street, Brooklyn.
22751. James P. Tuite, No. 154 Eckford street, Brooklyn.
22469. John Jaquillard, Jr., No. 645 Broadway, Brooklyn.
22753. James J. Hassett, No. 166 East Ninetieth street.
23092. Thomas F. Sullivan, No. 23 Grove street.
22512. Hugh T. McKenna, No. 230 East Fifty-sixth street.
22531. Joseph A. McArdle, No. 2310 Seventh avenue.
21973. Max Bartelstone, No. 54 St. Mark's place, Manhattan.
21783. James J. Lynch, No. 358 Third avenue.
21878. John Kyle, No. 200 West Twenty-first street.
21723. William J. Ward, No. 88 Prospect street, Brooklyn.
19301. Benjamin Storm, No. 311 Sixth street.
22436. Paul W. Harper, No. 1245 Park avenue.
19378. Bennett H. Clarke, No. 90 Clinton avenue, Brooklyn.
19284. Frank J. Sheehan, No. 824 Eagle avenue, The Bronx.
22930. George J. Tracey, No. 205 Eleventh street, Brooklyn.
22702. John J. McGowan, Haverstraw, N. Y.
20018. John Mallon, No. 321 East Twenty-first street.
23252. Cornelius F. Calkin, No. 79 Montgomery street.

The requests of the following-named persons that they be permitted to correct the date of birth on their applications were denied:

Patrolmen.
18829. William H. Osan, No. 1113 Second avenue.
22734. Frederick Ihnken, No. 66 McKeon street, Stapleton, S. I.
Fireman.
14987. Frederick Schroth, No. 1982 Crotona avenue, The Bronx.

On motion, it was

Resolved, That Mr. Harry Raasch, of No. 232 East Ninety-sixth street, Manhattan, be and he is hereby appointed an Expert to conduct the coming examination for the position of Riveter, with compensation at the rate of \$10 per day while employed.

On the recommendation of the Chief Examiner, the request of the Secretary of the Department of Public Charities that Samuel Bernstein, Clerk, be certified as eligible for promotion to the fourth grade without further examination, was denied.

A communication was presented from the Record Clerk, dated April 24, requesting permission to summon John J. Quinn, of No. 79 Carlton avenue, Brooklyn, candidate in the last examination for Patrolman, for a physical examination. It appeared that the candidate was given a conditional notice for the mental examination on October 20, 1903; and, he having passed the mental, the Record Clerk desired permission to summon him for a physical examination. The request was denied.

The application of Mr. Stephen Ford Holtman, No. 111 Twelfth street, Washington, D. C., that he be permitted to enter the examination for Structural Steel Draughtsman, was denied for the reason that he is not a resident of the State of New York.

The application of Henry Goodwin Webster, M. D., for the position of Medical Officer, Fire Department, was accepted, it appearing from the report of Examiner Byrne that the candidate was not dismissed from the service, as was first the impression of the Commission, his appointment having been but a temporary one, and his separation from the service resulting solely because of the termination of the period for which he was appointed.

The application of Farrell E. McNulty for the position of Inspector of Tenements was accepted, it appearing from the report of Examiner Byrne that his dismissal from the position of Inspector of Meters in the Water Department on February 28, 1902, was based on charges that were not substantiated.

A letter was presented from the President of the Board of Aldermen, dated April 24, in answer to a communication of President Baker, stating that, in the opinion of the Corporation Counsel, it would be necessary to have a bill passed by the Legislature before any quarters in the Hall of Records could be assigned to the Municipal Civil Service Commission. The letter was ordered filed.

A letter was presented from the Secretary to the Commissioner of Public Works, Borough of Brooklyn, dated April 20, stating that Thomas W. Larkin, Inspector of Sewer Construction, who was certified by this office from the preferred list, was appointed in that Department on April 5; and requesting that his appointment in said Department be recognized and his pay-roll for services rendered from that date be approved. The Secretary stated that on March 29, at the request of the Secretary of the Borough of Manhattan, Mr. Larkin's reassignment to duty in that office had been approved by the Commission, and requested to be informed in which Department his appointment should be recognized.

On motion, it was

Resolved, That the reassignment to duty, on March 29, 1905, in the office of the President of the Borough of Manhattan, of Inspector of Sewer Construction Thomas W. Larkin, be and the same is hereby cancelled, and his appointment in the office of the President of the Borough of Brooklyn on April 5, 1905, be and the same is hereby approved.

A communication was presented from Examiner Conway, dated April 25, with reference to the rating of Alexander Simmons, candidate for the position of Inspector of Tenements, stating that an error had been made by Examiner Story in computing the candidate's mark on his technical paper. The Secretary was instructed to request the Examiner to correct the error made by him.

A letter was presented from the Commissioner of Street Cleaning, dated April 17, requesting approval of leave of absence, without pay, granted Mortimer D. Bouton, District Superintendent, for six months from April 21. It appearing from the doctor's certificate furnished that the leave of absence was granted because of illness, on motion, the same was approved.

A letter was presented from the Chief Clerk of the Police Department, dated April 19, with reference to the claim of Matron Mary E. Smith for twelve (12) days' pay for services rendered between April 19, 1899, and May 1, 1899. It appeared that on the first date the Police Commissioner appointed a number of Matrons, but as the said persons were not appointed in their regular order from the eligible list the Civil Service Commission could not recognize same. The Police Commissioner again appointed a number of Matrons on May 1, 1899, and such appointments being made in accordance with the Civil Service Law, the same were approved. Matron Smith and several others of those appointed on the 1st of May, 1899, now request that they be paid for the interval between April 19 and May 1, 1899, the date on which they were regularly appointed. The request was denied for lack of power.

The request of the Commissioner of Public Works, Borough of Brooklyn, that he be permitted to change the record of Edward Hedenkamp, Attendant, to show that he resigned from the Department of Public Works, Brooklyn, instead of having been dismissed, was granted.

The request of the Police Commissioner for examinations for promotion to the ranks of Sergeant and Captain of Police was granted.

On the recommendation of the Chief Examiner the report of the Board of Examiners for positions in the Non-competitive Class, Department of Education, dated April 15, was approved.

A letter was presented from the Corporation Counsel, dated April 18, advising the Commission that the salaries of persons in the Ungraded Service may properly be increased at the time of transfer from one department to another. The Secretary was instructed to be governed by the opinion of the Corporation Counsel in passing the pay-rolls of persons who have been transferred from one department to another in the City service and whose salaries have been increased at the time of transfer.

The request of the Supervisor of Janitors, Board of Education, for authority to change the title of James T. Smith from Cleaner to Janitor for the reason that Mr. Smith passed the last examination for Janitor, was denied, it appearing that Mr. Smith's name is No. 270 on said list.

The request of the President of the Borough of Richmond that he be permitted to appoint nine (9) persons provisionally to the position of Topographical Draughtsman at a salary of \$1,200 per annum, was denied, for the reason that the eligible list for that position was shortly to be announced.

A letter was presented from the Police Commissioner, dated April 20, asking the Civil Service Commission whether under the Civil Service Law and Rules he might properly assign two Police Matrons to the alcoholic ward of Bellevue and Allied Hospitals. The Secretary was instructed to communicate with the Police Commissioner and state that under section 283 of the Charter he is vested with the right to assign members of the Uniformed Force to perform such duties as he may think necessary and proper, and furthermore to state that there is nothing in the Civil Service Rules preventing such assignment.

The pay-roll of nine (9) Topographical Draughtsmen, employed temporarily in the office of the President of the Borough of Queens, for services rendered during the month of April, was approved, it appearing that the eligible list for that position had not yet been announced.

A letter was presented from the Board of City Magistrates, Second Division, requesting that the classification of positions in the City Magistrates' Court, in the Exempt Class, be amended by including therein one Probation Officer for each District Court in the boroughs of Brooklyn, Queens and Richmond. The Secretary was instructed to arrange a public hearing on the proposed amendment in accordance with the provisions of Civil Service Rule III.

The request of the President of the Borough of Manhattan that the pay-rolls of George W. Areson and Thomas W. Larkin, Inspectors of Sewers, for the weeks ending March 18 and 25, 1905, be approved, was denied for the reason that these persons had not been regularly appointed at that time.

The request of the Commissioner of Public Works, Brooklyn, for approval of the reassignment of William S. Marrin, Inspector of Regulating, Grading and Paving, who had not worked since February 20, 1905, on account of illness, was approved upon presentation of a doctor's certificate.

A letter was presented from the Secretary of the Department of Health, dated April 20, transmitting a letter from one John A. Golden, applicant for the position of Office Boy, requesting that he be permitted to waive certification for several months. The Secretary was instructed to communicate with Mr. Golden and state that there is no provision in the rules allowing a candidate to waive certification, and to inform him of the grounds set forth in the rules on which a candidate may decline appointment.

The request of Anthony A. V. Bourke that his papers for Inspector of Tenements be rated was denied, he having revealed his identity in said examination by signing his name instead of his examination number.

A letter was presented from the Civil Service Reform Association, dated April 18, transmitting an affidavit alleging the employment of certain persons in the office of the President of the Borough of The Bronx on duties not appropriate to their titles. The matter was referred to Examiner Byrne for investigation.

The Secretary presented the case of Michael Murphy, candidate for Inspector of Masonry and Carpentry, with the request for authority to summon the candidate for a special mental examination. It appeared that the candidate received a wrong notice

for his physical examination, and that, therefore, the Board granted him a special physical examination on June 1, 1904. Through an error the candidate never was summoned for such examination, and did not succeed in obtaining same until September 15, 1904. In the meantime, the mental examination had been held, and the candidate was not notified for same. The Secretary's request was granted.

The request of William Murphy, Jr., candidate for the position of Stoker, that he be put on the eligible list in accordance with the first application filed by him instead of the second application, on which he was notified for examination, was denied.

The request of Mary B. Faulkner, No. 1820 Madison avenue, that she be restored to eligibility for appointment to the position of Stenographer and Typewriter at \$750 per annum, was granted.

The application of Louis P. Eldredge, Ozone Park, Long Island, that his name be restored to the eligible list for Foreman, was granted, it appearing that he never received the notice of appointment sent him.

The request of Frank Mine, No. 530 Third avenue, Brooklyn, that his name be restored to the preferred list for Park Laborer, was granted, upon his affidavit that he never received the notice of appointment sent him.

A communication was presented from Francis Dwight Dowley, attorney and counsellor at law, asking whether it was necessary for the Civil Service Commission to take action on the exemption of the additional Probation Officers in the City Magistrates' Court, or whether the one exemption already allowed in said court will determine the class in which the additional Probation Officers will fall. The Secretary was instructed to communicate with Mr. Dowley and state that it will be necessary for the Commission to amend the classification of the City Magistrates' Court to provide for the additional Probation Officers.

The request of Charles Brush that the examination taken by him for the position of Electrician be cancelled, was denied.

The request of Henry Cogan for a special examination for Park Laborer was granted, it appearing that the notice sent him did not reach him before the date of the regular examination.

On motion, it was

Resolved, That the action of the Commission taken December 22, 1904, in rejecting the application of Thomas C. Roche for the position of Inspector of Tenements, be and the same is hereby rescinded, and the application is accepted.

The request of Joseph F. Hughes for a re-examination of his "memory test" in the recent examination for the position of Fireman was granted, it appearing from the statement of the candidate that, upon careful examination of his papers, he had detected an error in the rating of same.

The Commission then adjourned to meet Monday, May 1, 1905, at 9 A. M.

Attest:

HENRY BERLINGER, Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION.

New York, May 1, 1905.

A meeting of the Municipal Civil Service Commission was held at the Commission's offices, No. 61 Elm street, on Monday, May 1, 1905, at 9:30 A. M.. All the Commissioners were present.

A public hearing was held on the proposed amendment of the classification of positions in the Labor Class, as fixed by the Civil Service Rules. The Labor Clerk addressed the Commission in behalf of the following changes:

Amending Part I. of the Labor Classification by adding thereto the following titles:

Sewer Laborer, office of the Borough President in each borough.
Driver, Street Cleaning Bureau, office of the Borough President, Richmond and Queens.
Sweeper, Street Cleaning Bureau, office of the Borough President, Richmond and Queens.

Dumpboardman, Street Cleaning Bureau, office of the Borough President, Richmond and Queens.

Amending Part II. of the Labor Classification by striking therefrom the following:

Foreman of Mechanics.
Amending Part III. of the Labor Classification by adding thereto the following:

Foreman Blacksmith,
Foreman Bricklayer,
Foreman Carpenter,
Foreman Dock Builder,
Foreman Machinist,
Foreman House Painter,
Foreman Pipe Caulker,
Foreman Plumber,
Foreman Riveter.

There was no opposition to the proposed amendments. The hearing closed.

A public hearing was held on the proposed amendment of the classification of positions in the Non-Competitive Class, as fixed by the Civil Service Rules, by adding thereto the following:

Positions in the Fire Department—Pilot.

Deputy Commissioner Churchill of the Fire Department addressed the Commission in behalf of the proposed amendment. Elliot H. Goodwin, Esq., Secretary of the Civil Service Reform Association, opposed the same. The hearing then closed and the Commission went into regular session.

The minutes of the meetings held March 29 and 31 were approved as read.

On motion, action on the proposed amendments was laid over.

The Committee on Transfers reported that the following transfers had been approved under date of April 28:

William H. Clayton, from the position of Chainman and Rodman, in the office of the President of the Borough of Richmond, to a similar position in the Aqueduct Commission.

Elwood Avery, from the position of Draughtsman, in the office of the President of the Borough of Richmond to a similar position in the Department of Water Supply, Gas and Electricity.

Joseph P. Dwyer, from the position of Patrolman, in the Police Department, to the position of Fireman, in the Fire Department, he having originally served in the latter position.

John J. McArdle, from the position of Inspector of Masonry and Carpentry, in the Bureau of Buildings, Borough of Manhattan, to a similar position in the Bureau of Buildings, Borough of The Bronx.

Maria Quay, from the position of Matron, in the Department of Correction, to a similar position in the Department of Public Charities,

—and that the following request had been denied:
Request for transfer of James M. Brooks, from the position of Assistant Clerk, in the Coroners' Office, Borough of Manhattan, to the position of Assistant Court Clerk, City Court.

The action of the Committee on Transfers was approved.

The Committee on Reinstatements presented a report stating that the following reinstatements in the service had been approved under date of April 28:

William H. McLaughlin, Clerk, in the Department of Education, he having resigned on May 1, 1904.

Alexander J. Patton, Axeman, in the Rapid Transit Railroad Commission, he having resigned November 9, 1904.

The action of the Committee on Reinstatements was approved.

The Committee on Transfers recommended that the following transfers be approved:

Alexander Patton, Axeman, from the Rapid Transit Railroad Commission to the office of the President of the Borough of The Bronx.

John B. Conley, from the position of Inspector of Masonry in the Rapid Transit Railroad Commission to a similar position in the Bureau of Buildings, Borough of The Bronx.

The recommendation of the Committee on Transfers was adopted.

The Committee on Reinstatements recommended that the following reinstatement be approved:

James Cooney, Keeper in the Department of Correction, he having resigned from that position on February 1, 1905.

The recommendation of the Committee on Reinstatements was adopted.

On motion, it was

Resolved, That A. Williston, Esq., of Pratt Institute, be and is hereby appointed an Expert to conduct the coming examination for the position of Civil Service Examiner (Mechanical Engineer).

The Commission then adjourned, to meet Wednesday, May 3, at 9.30 A. M.

Attest:

HENRY BERLINGER, Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION.

New York, May 3, 1905.

A meeting of the Civil Service Commission of The City of New York was held at the Commission's offices, No. 61 Elm street, on Wednesday, May 3, 1905, at 9.30 A. M.

There were present—President Baker and Commissioner Talley.

At the request of President O'Donnel, of the Department of Taxes and Assessments, the transfer of Samuel Rosenfeld from the position of Junior Clerk in the office of the Commission, to a similar position in that Department, was approved, and the Secretary was directed to issue a certificate of such transfer.

The Committee on Transfers recommended that the following transfers be approved:

Edward F. Cadley, Clerk (sixth grade), from the Department of Bridges to a similar position in the office of the President of the Borough of Brooklyn.

James J. Kiernan, from the position of Axeman in the office of the President of the Borough of Richmond to a similar position in the office of the President of the Borough of The Bronx.

Frank J. Reynolds, from the position of Clerk, with knowledge of bookkeeping (sixth grade), in the Department of Health, to a similar position in the Department of Correction.

The recommendation of the Committee on Transfers was adopted.

A letter was presented from the Chief Examiner, dated May 1, asking that a general inspection of the desks in his Department be made, so that the same might be put in order. The Secretary was directed to comply with the request.

A communication was presented from the Chief Examiner, dated April 28, in reference to the protests which had been made against the character of the examination for the position of Draughtsman's Helper, on the ground that while the examination was ordered for the position of Draughtsman's Helper in general, the questions asked in said examination applied only to the work of the Department of Bridges. The Chief Examiner stated that Examiner Hildreth, who was asked to draw up the paper for the said examination, was asked at the same time to draw up a paper for the examination for Structural Steel Draughtsman, and he got the impression that the Draughtsman's Helper's examination was to be for the same Department; that the protest was a proper one, and that another examination should be held for Draughtsman's Helper in general.

On motion, it was

Resolved, That the examination for Draughtsman's Helper, held April 27, 1905, be and the same is hereby canceled, and the Chief Examiner be and is hereby directed to proceed with another examination for that position in which the questions submitted to the candidates shall be of such a character as to qualify them for service in any City Department.

The action of the Chief Examiner, in rejecting the application of Neil Golding, candidate for the position of Attendant (gymnasium), for unsatisfactory character, was sustained.

A communication was presented from Examiner Gallagher, dated May 1, stating that he had made an error in copying the percentage of Henry Deimling, candidate for the position of Inspector of Tenements, from the marking sheet to the technical paper, and that the candidate was entitled to a mark of 81 per cent. on his technical paper, instead of the mark assigned to him. The Secretary was instructed to have the candidate's percentage corrected accordingly.

A communication was presented from Examiner Upshaw, dated May 1, stating that an error had been made in computing the average of Mary T. Scanlon, candidate for the position of Matron, on her "duties" paper, she being entitled to a mark of 76 per cent., instead of that given her. The Secretary was directed to have her percentage corrected accordingly.

A letter was presented from the Aqueduct Commission, with reference to the duties performed by Henry Keegan, Switchman in that Department. The letter was ordered filed.

A letter was presented from the Department of Health, dated April 25, requesting the Commission to hold an examination for the position of Clerk, with a special knowledge of the Sanitary Code, disinfection and tuberculosis dispensary and laboratory work. The request was denied.

A letter was presented from the Superintendent of Buildings, Brooklyn, dated April 26, requesting an examination for promotion from third grade Clerk to fourth grade Clerk in that Department. The request was granted, and the Secretary was instructed to request the Chief Examiner to proceed with the examination.

A letter was presented from the President of the Borough of Brooklyn, dated May 1, asking that his request of November 26, that the classification of positions in the Exempt Class in his Department be amended by adding thereto the position of Confidential Inspector, which had been laid over by the Commission, be acted upon. The Secretary was instructed to arrange a public hearing upon the proposed amendment.

A letter was presented from the Assistant Secretary to the Mayor, dated April 27, returning, with the approval of the Mayor, the resolution of the Civil Service Commission, excepting from examination for service in the Fire Department, Messrs. John W. Millard and Alexander J. MacLean (composing the firm of Millard & MacLean) and Mr. William Gardner, naval architects and marine engineers. The Secretary stated that he had forwarded the resolution to the State Commission for approval. The action of the Secretary was approved.

A letter was presented from the Secretary of the Borough of Manhattan, dated April 26, requesting approval of the reassignment to duty of James R. Langdon, Bath Attendant, who has been unable to work since December 17 because of illness. The doctor's certificate furnished showing that Mr. Langdon was in Bellevue Hospital during the interval mentioned, the reassignment was approved.

A letter was presented from the Secretary of the Borough of Manhattan, dated April 26, requesting approval of the reassignment to duty on April 1 of James McCabe, Fireman, who had been absent from duty from October 1 on account of illness, and transmitting a doctor's certificate. The reassignment was approved.

A letter was presented from the Deputy Comptroller, dated May 1, requesting that the examination for promotion from Female Junior Clerk in the Department of Finance to first grade Clerk be held for promotion to fourth grade Clerk instead. The request was denied.

A letter was presented from the Department of Docks and Ferries, dated April 26, stating that Mr. Joseph P. Farley had been transferred from the position of Inspector of Regulating, Grading and Paving in the Bureau of Highways to a similar position in that Department, upon a certificate of transfer issued by the Commission on June 16, 1904. The Secretary was instructed to communicate with the Department of Docks and Ferries, and state that a transfer at this date upon a certificate issued on June 16, 1904, could not be recognized.

Upon the recommendation of the Chief Examiner, the following reports of Boards of Examiners for position in the Non-Competitive Class were approved:

Board of Education—April 24.

Department of Correction—April 29.

Bellevue and Allied Hospitals—April 20, 20, 20, 21.

The Secretary presented a supplementary pay-roll of the Department of Health, for services rendered by Bertram H. Waters, M. D., Bacteriologist, during the months of March and April. It appeared that Dr. Waters had been assigned to duty by the Health Department on March 1, without the approval of the Commission; that the Commission's approval of the reinstatement of Dr. Waters in the Department of Health was not asked for until April 7, and that the certificate of reinstatement was not issued until the meeting of the Commission held April 12. The Secretary was instructed to com-

municate with the Department of Health and state that the Commission is without power, under the rules, to certify Dr. Waters' pay-roll for services rendered prior to the date upon which its certificate of reinstatement was issued.

A report was presented from Examiner Upshaw, dated May 1, on the request of Joseph F. Hughes, candidate for Fireman, that his memory test be rerated, it being his belief that an error was made in the rating of same. The report stated that according to the Examiner's standard of rating, the candidate was entitled to 88 per cent., instead of the mark of 81 given him. The Secretary was directed to have the error corrected and the candidate's percentage amended accordingly.

The Commission then adjourned to meet Friday, May 5, at 9.30 A. M.

Attest:

HENRY BERLINGER, Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION.

New York, June 9, 1905.

I send herewith eligible list for the position of Medical Officer, Fire Department.

ELIGIBLE LIST FOR MEDICAL OFFICER—FIRE DEPARTMENT.

Established June 9, 1905.

	Per Cent.
1. Tierney, Wm. J., No. 180 East One Hundred and Eleventh street.....	89.20
2. Reis, Herman L., No. 225 East Seventeenth street.....	88.60
3. White, John J., No. 2148 Fifth avenue.....	88.00
4. Hall, Robert W., No. 118 East Twenty-ninth street.....	87.40
5. Lawrence, Geo. A., No. 784 Park avenue.....	86.20
6. Webster, Henry G., No. 162 Halsey street, Brooklyn.....	85.80
7. Richardson, John S., No. 128 Washington Place, West.....	84.40
8. Smith, Leroy J., Bellevue Hospital.....	84.00
9. Stone, Chas. L., No. 166 Halsey street, Brooklyn.....	84.00
10. Weinberg, Jos., No. 245 Crown street, Brooklyn.....	83.60
11. Cronin, John J., No. 317 West Fifty-fifth street.....	82.80
12. Carr, Matthew L., No. 353 West Fifty-seventh street.....	82.60
13. Moore, Seth E., No. 801 Prospect place, Brooklyn.....	81.80
14. Lazarus, David, No. 243 Henry street.....	81.60
15. Wolff, Herman O., No. 88 East One Hundred and Eighth street.....	81.20
16. Golding, Jos. E., No. 430a Hart street, Brooklyn.....	81.00
17. Rosenbloom, Augustus A., No. 122 West One Hundred and Fourteenth street.....	81.00
18. Donovan, John J., No. 823 East One Hundred and Thirty-eighth street..	81.00
19. Frey, Walter G., No. 44 Ely avenue, Long Island City.....	80.80
20. Brewster, Harold D., No. 87 Arlington avenue, Brooklyn.....	80.60
21. Rosenberg, Edw. A., No. 117 East Eighty-second street.....	80.00
22. Schaeffer, Benj. L., No. 30 East One Hundred and Thirty-first street...	79.80
23. Rothwell, John J., No. 145 West Ninety-sixth street.....	79.60
24. Mundorff, Geo. T., No. 304 Second avenue.....	79.00
25. Kern, Jas. V., No. 1982 Bathgate avenue.....	78.60
26. Butts, Arthur C., Jr., No. 2067 Washington avenue.....	78.60
27. Jennings, Frank D., No. 53 Woodbine street, Brooklyn.....	78.60
28. Saybote, Wm. F., No. 122 Penn avenue, Brooklyn.....	78.60
29. Love, Wm. L., No. 1188 Dean street, Brooklyn.....	78.20
30. Friedman, Louis, No. 208 West One Hundred and Twelfth street.....	78.20
31. York, Patrick J., No. 420 Fifty-fifth street, Brooklyn.....	77.60
32. Martin, Thos. A., No. 436 Lenox avenue.....	77.40
33. Herrity, John E., No. 303 East Seventeenth street.....	77.00
34. Bartlett, Robert L., No. 237 West Fourteenth street.....	77.00
35. Strauss, Israel, No. 1245 Madison avenue.....	77.00
36. Throne, Binford, Willard Parker Hospital, foot of East Sixteenth street.	77.00
37. Shanahan, Richard J., No. 209 West Eleventh street.....	77.00
38. Cherry, Wm. S., No. 107 West Seventieth street.....	77.00
39. Banta, Edw. W., No. 80 St. Nicholas avenue.....	76.80
40. McKenna, Henry J., No. 113 Fifth street, Long Island City.....	76.20
41. Burns, Jas. J., No. 603 East One Hundred and Forty-first street.....	75.60
42. Bliss, Robert F., No. 383 Park place, Brooklyn.....	75.60
44. McGovern, Louis V., No. 902 Greene avenue, Brooklyn.....	75.00
45. Zeimer, Eugene J., No. 38 West Ninety-fourth street.....	75.00
43. Neal, Thos. A., No. 153 West Forty-eighth street.....	75.60

HENRY BERLINGER, Secretary.

BOROUGH OF THE BRONX.

In accordance with the provisions of section 1546, chapter 378, Laws of 1897, as amended by chapter 466, Laws of 1901, section 383, I transmit the following report of the transactions of this office for the week ending June 7, 1905, exclusive of Bureau of Buildings.

Permits Issued.	
Sewer connection and repairs.....	43
Water connections and repairs.....	76
Laying gas mains and repairs.....	62
Placing building material on public highway.....	26
Removing building on public highway.....	3
Crossing sidewalk with team.....	7
Miscellaneous permits.....	33

Total 250

Number of permits renewed 38

Money Received for Permits.	
Sewer connections.....	\$571 12
Restoring and repaving streets.....	682 00
Total.....	\$1,253 12

Laboring force employed during week ending June 3, 1905:

Bureau of Highways.	
Foremen.....	46
Assistant Foremen.....	31
Teams.....	94
Carts.....	19
Inspectors.....	12
Mechanics.....	82
Laborers.....	608
Drivers.....	15
Total.....	907

Bureau of Sewers.	
Foremen.....	6
Assistant Foremen.....	7
Carts.....	14
Inspector.....	1
Mechanics.....	4
Laborers.....	103
Drivers.....	7
Total.....	142

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

1905.	1903.	1904.	1905.
May 13	To Board of City Record.....	\$344 80	By General Fund, Boroughs of
	Department of Education, Borough of Manhattan.....	627 57	Manhattan and The
	Department of Public Charities.....	35 00	Bronx.....
	Department of Water Supply, Gas and Electricity, Boroughs of Man-	25 75	
	hattan and The Bronx.....	241 23	
	Fire Department, Boroughs of Brooklyn and Queens.....		
	Advertising.....	34 00	
	Bellevue and Allied Hospitals.....	130 60	
	Board of Elections.....	119 00	
	Board of Estimate and Apportionment—Expenses of.....	4 33	
	College of The City of New York.....	570 70	
	Department of Education—General School Fund.....	1,055 31	
	Department of Education—Board of Education.....	2,430 85	
	Department of Education, Borough of Manhattan.....	7,346 12	
	Department of Education, Borough of The Bronx.....	416 82	
	Department of Education, Borough of Brooklyn.....	4,706 12	
	Department of Education, Borough of Queens.....	728 37	
	Department of Education, Borough of Richmond.....	344 03	
	Department of Health, Borough of Manhattan.....	566 39	
	Department of Health, Borough of The Bronx.....	269 41	
	Department of Health, Borough of Brooklyn.....	629 73	
	Department of Health, Borough of Richmond.....	67 49	
	Department of Street Cleaning, Boroughs of Manhattan and The Bronx	2,465 31	
	Department of Water Supply, Gas and Electricity, Boroughs of Man-	1,822 93	
	hattan and The Bronx.....	81 24	
	Department of Water Supply, Gas and Electricity, Borough of Queens	1,326 47	
	Fire Department, Boroughs of Manhattan and The Bronx.....	1,510 43	
	Fire Department, Boroughs of Brooklyn and Queens.....	549 14	
	Jamaica Hospital.....	97 50	
	Law Department.....	13 55	
	Normal College.....	63,782 00	
	Police Department.....		
	President of the Borough of Manhattan—		
	Bureau of Highways.....	408 62	
	Bureau of Public Buildings and Offices.....	638 10	
	Bureau of Sewers.....	9 58	
	President of the Borough of Brooklyn—		
	Bureau of Highways.....	237 00	
	Bureau of Public Buildings and Offices.....	26 40	
	Topographical Bureau.....	256 02	
	President of the Borough of Queens—		
	Bureau of Highways.....	108 55	
	President of the Borough of Richmond—		
	Bureau of Public Buildings and Offices.....	273 62	
	Rents.....	646 44	
	St. Michael's Home.....	1,519 24	
	St. Zita's Home for Friendless Women.....	541 51	
	Tenement House Department.....	1 40	
	Kings County.		
	Sheriff.....	1,443 20	
	1905.		
	Advertising.....	6,897 10	
	Armory Board, Boroughs of Manhattan and The Bronx.....	2,044 53	
	Armory Board, Boroughs of Brooklyn and Queens.....	758 48	
	Arrangements Charitable Institutions, 1904.....	1,876 73	
	Association for Benefiting Children and Young Girls, etc.....	860 39	
	Asylum of St. Vincent de Paul.....	885 25	
	Bellevue and Allied Hospitals.....	29,490 85	
	Board of Assessors.....	5 25	
	Board of Building Examiners.....	6 06	
	Board of City Record.....	24,322 11	
	Board of Elections.....	1,514 50	
	Board of Estimate and Apportionment.....	63 04	
	Brooklyn Children's Aid Society.....	893 91	
	Brooklyn Disciplinary Training School.....	473 36	
	Brooklyn Howard Colored Orphan Asylum.....	1,247 45	
	Brooklyn Industrial School Association and Home for Destitute Children	1,894 00	
	Brooklyn Maternity.....	70 68	
	Brooklyn Training School and Home for Young Girls.....	273 43	
	Bushwick Central Hospital.....	154 42	
	Children's Aid Society.....	7,008 64	
	Church Charity Foundation, Long Island—Orphan Home.....	56 05	
	City Magistrates' Courts, First Division.....	10 50	
	Civil Service Commission.....	120 00	
	Collating, etc., Old Records of Kings County.....	341 35	
	College of The City of New York.....	1,066 66	
	Colored Orphan Asylum and Association, etc.....	1,323 00	
	Commissioners of Accounts.....	300 00	
	Commissioner of Licenses.....	161 00	
	Coroners, Borough of Brooklyn.....	55 97	
	Corporation Advertising, Borough of Brooklyn.....	4,999 98	
	Costs of Commitment of Insane Persons.....	180 00	
	Court of Special Sessions, First Division.....	25 00	
	Court of Special Sessions, Second Division.....	73 31	
	Department of Bridges, Borough of Manhattan.....	1,604 98	
	Department of Bridges, Borough of The Bronx.....	133 75	
	Department of Bridges, Borough of Brooklyn.....	313 46	
	Department of Bridges, Borough of Queens.....	254 30	
	Department of Correction, Borough of Manhattan.....	13,418 20	
	Department of Correction, Borough of Brooklyn.....	3,118 77	
	Department of Education—General School Fund.....	11,815 12	
	Department of Education—Board of Education.....	5,540 94	
	Department of Education, Borough of Manhattan.....	14,635 55	
	Department of Education, Borough of The Bronx.....	1,490 83	
	Department of Education, Borough of Brooklyn.....	20,341 99	
	Department of Education, Borough of Queens.....	1,987 22	
	Department of Education, Borough of Richmond.....	1,909 80	
	Department of Finance.....	1,291 77	
	Department of Finance—Chamberlain's Office.....	10 00	
	Department of Health.....	13,088 39	
	Department of Parks, Boroughs of Manhattan and Richmond.....	21,537 89	
	Department of Parks, Borough of The Bronx.....	12,439 37	
	Department of Parks, Boroughs of Brooklyn and Queens.....	11,454 59	
	Department of Public Charities.....	57,207 73	
	Department of Street Cleaning, Boroughs of Manhattan, The Bronx	101,991 14	
	and Brooklyn.....	128 20	
	Department of Taxes and Assessments.....		
	Department of Water Supply, Gas and Electricity, Boroughs of Man-	12,570 66	
	hattan and The Bronx.....	1,359 50	
	Department of Water Supply, Gas and Electricity, Borough of Brooklyn	1,347 35	
	Department of Water Supply, Gas and Electricity, Borough of Queens.....	101 97	
	Department of Water Supply, Gas and Electricity, Borough of Richmond	44 95	
	Expenses of Art Commission.....	8,997 84	
	Fire Department, Boroughs of Manhattan and The Bronx.....	6,093 60	
	Fire Department, Boroughs of Brooklyn and Queens.....	8,378 29	
	Hebrew Benevolent and Orphan Asylum Society.....	5,389 14	
	Hebrew Sheltering Guardian Society.....	1,989 64	
	House of the Good Shepherd.....	6,386 79	
	Institution of Mercy.....	31 98	
	Interest on Bonds and Stock to be Issued in 1904, etc.....	12,096 14	
	Interest on the City Debt.....	8,766 48	
	Interest on Revenue Bonds of 1905.....	571 05	
	Jamaica Hospital.....	4,678 41	
	Law Department.....	620 00	
	Mayoralty—Bureau of Licenses.....	8,566 44	
	Missionary Sisters, Third Order of St. Francis.....	35 02	
	Municipal Courts, City of New York.....	111 13	
	New York Catholic Protectory.....	319 24	
	New York Eye and Ear Hospital.....	590 90	
	New York Homeopathic Medical College and Hospital.....	617 61	
	New York Juvenile Asylum.....	2,170 25	
	New York Mothers' Home of the Sisters of Misericorde.....	455 04	
	New York Ophthalmic Hospital.....	2,674 69	
	New York Post-Graduate Medical School and Hospital.....	275 41	
	Nursery and Child's Hospital.....	5,009 14	
	Orphan Home, Borough of Brooklyn.....	812 40	
	Peabody Home for Aged and Indigent Women.....	19,141 60	
	Police Department.....		
	President of the Borough of Manhattan—		
	Bureau of Buildings.....	11 00	
	Bureau of Highways.....	14,337 42	
	Bureau of Incumbrances and Permits.....	49 00	
	Bureau of Public Baths and Public Comfort Stations.....	1,961 00	
	Bureau of Public Buildings and Offices.....	6,273 66	
	Bureau of Sewers.....	5,196 91	
	General Administration.....	314 86	
	President of the Borough of The Bronx—		
	Bureau of Buildings.....	22 50	
	Bureau of Highways.....	13,079 54	
	Bureau of Public Baths, etc.....	79 00	
	Bureau of Public Buildings and Offices.....	890 45	
	State Treasurer.....	\$1,313,925 00	
	Dalton.....	2,088 61	
	Savage.....	246 28	
	Haffen.....	952 40	
	Oakley.....	293 65	
	Keating.....	3,400 00	
	Byrnes.....	1 00	
	Comptroller.....	935 58	
	General Fund, Borough of Queens.....	100 00	
	General Fund, Borough of Brooklyn.....	3,990 04	
	General Fund, Borough of Richmond.....	2 40	
	Bellevue and Allied Hospital—Salaries, 1905.....		
	President of the Borough of Manhattan—		
	Bureau of Public Buildings and		
	Offices—Salaries and Wages, 1905.....		
	Department of Health—Salaries of		
	Officers, Clerks, etc., 1905.....		
	Department of Education—General		
	School Fund, 1904.....		
	Department of Education—General		
	School Fund, 1905.....		
	Interest on Bonds and Stocks, 1905, etc.....		
	Department of Public Charities, Altera-		
	tions, Additions and Repairs, 1904.....		
	Fund for Street and Park Openings, 1905.....		
	Boroughs of Manhattan and The Bronx—		
	Arrears of Taxes.....		
	Interest on Taxes.....		
	Street Improvement Fund, June 15,		
	1886.....		
	Interest on Assessments—Street Im-		
	provement Fund.....		
	Fund for Street and Park Openings.....		
	Interest on Assessments, Street and		
	Park Openings.....		
	Charges on Arrears of Taxes.....		
	Charges on Arrears of Assessments.....		
	One Hundred and Fifty-fifth Street		
	Viaduct.....		
	Towns of Westchester—Taxes and		
	Assessments.....		
	Towns of Westchester—Interest on		
	Taxes and Assessments.....		
	Towns of Westchester—Fees, etc.....		
	Borough of Brooklyn—		
	Arrears of Taxes.....		
	Interest on Taxes.....		
	Eighth Ward Improvement Fund—In-		
	stallments.....		
	Twenty-sixth Ward—Main Sewer—		
	Installments.....		
	Twenty-sixth Ward—Main Sewer—		
	Full Payments.....		
	Flagging Tax Assessments, Thirtieth		
	Ward.....		
	Local Improvements—Late Town of		
	New Utrecht.....		
	Interest on Assessments.....		
	Arrears of Water Rents.....		
	Interest on Water Rents.....		
	Borough of Queens—		
	Long Island City:		
	Arrears of Taxes.....		
	Interest on Taxes.....		
	Arrears of Water Rents.....		
	Interest on Water Rents.....		
	Assessments for Local Improvements		
	Sales and Arrears of Taxes.....		
	Interest on Sales and Arrears of		
	Taxes.....		
	General Improvement Commission,		
	Long Island City—Installments.....		
	General Improvement Commission,		
	Long Island City—Installments—		
	Interest.....		
	General Improvement Commission,		
	Long Island City—Full Payment.....		
	Town of Newtown:		
	Arrears of Taxes.....		
	Interest on Taxes.....		
	Arrears of School Taxes.....		
	Interest on School Taxes.....		
	Sales for Arrears of Taxes.....		
	Interest on Sales for Arrears of Taxes		
	Town of Jamaica—Sales for Arrears of		
	Taxes.....		
	Interest on Taxes.....		
	Arrears of Water Rents.....		
	Interest on Water Rents.....		
	Arrears of Light Taxes.....		
	Interest on Arrears of Light Taxes..		
	Sales for Arrears of Taxes.....		
	Interest on Sales for Arrears of Taxes		
	Village of Jamaica—Sales for Arrears		
	of Taxes.....		
	Interest on Sales for Arrears of		
	Taxes.....		
	Borough of Richmond—		
	State, Town and County Taxes.....		
	Village Taxes, Edgewater.....		
	Road Taxes, Town of Middletown.....		
	Interest on Taxes.....		
			\$1,325,936 96
			60 26
			5 75
			84 00
			1,055 31
			1,206 11
			29
			48 25
			103,000 00
			11,940 32
			6,342 73
			13,936 61
			3,970 51
			1,593 86
			954 79
			163 50
			15 00
			89 53
			295 09
			321 93
			27 50
			612 38
			435 08
			1,113 49
			971 19
			1,486 31
			10 00
			63 50
			277 38
			252 90
			231 21
			130 08
			101 50
			38 57
			23 68
			143 02
			21 52
			25 08
			210 41
			6 84
			431 24
			79 26
			56 91
			10 62
			5 50
			83 27
			114 85
			11 32
			7 98
			26
			13
			1 04
			52
			3 39
			4 50
			9 67
			15 89
			13
			4 00
			01
			5 29
			\$3,257,484 71

1905. May 13	To President of the Borough of The Bronx—	1905. May 13
	Bureau of Sewers.....	\$2,223 10
	General Administration.....	100 00
	Topographical Bureau.....	105 00
	President of the Borough of Brooklyn—	
	Bureau of Buildings.....	375 00
	Bureau of Highways.....	7,368 55
	Bureau of Incumbrances and Permits.....	119 50
	Bureau of Public Buildings and Offices.....	865 34
	Bureau of Sewers.....	2,226 85
	General Administration.....	15 00
	Topographical Bureau.....	505 00
	President of the Borough of Queens—	
	Bureau of Highways.....	10,150 75
	Bureau of Public Buildings and Offices.....	558 86
	Bureau of Sewers.....	1,920 60
	Bureau of Street Cleaning.....	2,777 86
	General Administration.....	140 00
	President of the Borough of Richmond—	
	Bureau of Buildings.....	55 00
	Bureau of Engineers.....	357 81
	Bureau of Highways.....	3,421 86
	Bureau of Public Buildings and Offices.....	357 03
	Bureau of Sewers.....	325 57
	Bureau of Street Cleaning.....	2,950 00
	General Administration.....	57 25
	Protestant Episcopal House of Mercy.....	77 45
	Queens Borough Library.....	819 25
	Redemption of the City Debt.....	105,250 00
	Rents.....	42,769 74
	Roman Catholic House of the Good Shepherd.....	1,332 05
	Sacred Heart Orphan Asylum.....	1,036 73
	St. Ann's Home for Destitute Children.....	3,191 25
	St. Elizabeth's Industrial School.....	448 42
	St. Francis Hospital.....	1,940 80
	St. James' Home.....	1,208 66
	St. Joseph's Hospital, New York City.....	6,010 80
	St. Mary's Maternity and Infants' Home.....	1,757 03
	St. Vincent's Hospital, City of New York.....	3,320 90
	Tenement House Department.....	514 10
	Washington Square Home for Friendless Girls.....	147 67
	Wayside Home.....	416 79
	<i>New York County.</i>	
	Certified Copies of Records, County of Westchester, etc.....	1,817 70
	Commissioner of Jurors.....	347 80
	Court of General Sessions.....	23 50
	Disbursements and Fees, etc.....	352 50
	District Attorney.....	620 94
	Establishment and Maintenance of Library for Supreme Court and Court of General Sessions.....	6 50
	Fees of Stenographers.....	1,161 00
	Register.....	30 45
	Rents.....	3,450 00
	Sheriff.....	392 65
	Supreme Court, First Department.....	2,141 21
	<i>Kings County.</i>	
	Commissioner of Records.....	17 00
	County Clerk.....	233 80
	County Contingent Fund.....	1,130 00
	District Attorney.....	40 00
	Rents.....	259 16
	Sheriff.....	495 10
	Supreme Court, Second Department.....	261 55
	Surrogate's Court.....	151 60
	<i>Queens County.</i>	
	Commissioner of Jurors.....	198 75
	District Attorney's Office.....	60 00
	Public Administrator.....	100 00
	Sheriff.....	125 50
	Surrogate's Court.....	50 00
	<i>Richmond County.</i>	
	Commissioner of Jurors.....	21 70
	County Court and Surrogate's Court.....	26 15
	District Attorney.....	334 80
	Fees and Expenses of Jurors.....	120 00
	Sheriff.....	244 12
		\$869,485 89
	Balances.....	\$3,392,733 57
		10,328,343 84
		\$13,721,077 41

E. & O. E., F. W. SMITH, Bookkeeper.

May 13, 1905. By Balance.....	\$10,328,343 84
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PATRICK KEENAN, City Chamberlain.

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, *in account with* PATRICK KEENAN, *Chamberlain, for and during the week ending* May 13, 1905.

			SINKING FUND FOR THE REDEMPTION OF THE CITY DEBT.	SINKING FUND FOR THE PAYMENT OF INTEREST ON THE CITY DEBT.	SINKING FUND, REDEMPTION No. 2.	SINKING FUND, BROOKLYN.	SINKING FUND, CITY OF NEW YORK.
			Dr. Cr.	Dr. Cr.	Dr. Cr.	Dr. Cr.	Dr. Cr.
1905. May 6	By Balances as per last Ac- count Current.....	.....	.....	.....	.....	.....	.....
May 13	Assessment Fund.....	\$139 00	\$3,379,436 72	\$1,451,014 66	\$413,729 28	\$158,835 99	\$207,423 75
	Street Improvement Fund	646 06					
	Sundry Licenses, Bor- oughs of Manhattan and The Bronx.....	Corrigan... \$12,503 50					
	Sundry Licenses, Bor- ough of Brooklyn.....	Griffin.... 2,756 50					
	Sundry Licenses, Bor- ough of Queens.....	Smith..... 35 00					
	Sundry Licenses, Bor- ough of Richmond	Woelfle 6 50					
	Market Rents and Fees, Boroughs of Manhattan and The Bronx.....	Byrnes.... \$2,768 62	15,301 50				
	Market Rents and Fees, Borough of Brooklyn...	" 1,030 50					
	Sales of Real Estate.....	.....	4,699 12				
	Dock and Slip Rents, Bor- oughs of Manhattan and The Bronx	Featherson . \$66,975 43	7,601 00				
	Dock and Slip Rents, Bor- ough of Brooklyn	" 210 45					
	Dock and Slip Rents, Bor- ough of Queens.....	" 3 00	67,188 88				
	Street Vaults, Borough of Manhattan.....	Dalton.... \$1,253 11					
	Street Vaults, Borough of Brooklyn	Brackenridge 13 20	1,266 31				
	Interest on City Treas- ury Balances.....	.....	8,662 18				
	Interest on Deposits, Sinking Fund Re- demption .....	.....	2,015 65				
	Arrears of Croton Water Rents, City of New York	Austen.....	107,519 70				
	Arrears of Croton Water Rents, City of New York	Collector Assessments.	\$3,443 30				
	Interest on Croton Water Rents, City of New York	" 1,103 92	4,714 68				
	Arrears of Croton Water Rents, 1897, etc.....	" 875 55					
	Interest on Croton Water Rents, 1897, etc.....	" 520 38					
	Croton Rents and Penal- ties, Borough of Man- hattan	Savage.... \$135,048 28					
	Croton Rents and Penal- ties, Borough of The Bronx.....	Lynch.... 22,577 39	157,625 67				

		SINKING FUND FOR THE REDEMPTION OF THE CITY DEBT.		SINKING FUND FOR THE PAYMENT OF INTEREST ON THE CITY DEBT.		SINKING FUND, REDEMPTION NO. 2.		SINKING FUND, CITY OF BROOKLYN.		SINKING FUND, CITY OF NEW YORK.	
		Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
1905.											
May 13	By House Rents, Boroughs of Manhattan and The Bronx.....	Byrnes.....	\$160 83								
	House Rents, Borough of Brooklyn.....	"	680 33								
	House Rents, Borough of Queens.....	"	45 00								
			\$886 16								
	Ground Rents, Borough of Manhattan.....	Byrnes.....	193 50								
	Ferry Rent.....	Featherson.....	14,585 13								
	Water Lot Rents.....	Byrnes.....	354 88								
	Court Fees and Fines, Borough of Manhattan.	Kennelly.....	1,807 50								
	Interest on Deposits.....		3,086 58								
							\$189,197 25				
	Prospect Park Improve- ments—Installments...	Collector Assessments.	\$425 20								
	Prospect Park Improve- ments, Full Payments...	"	3 19								
	Prospect Park Improve- ments, Interest.....	"	23 48								
	Interest on Deposits.....		207 69								
									\$659 56		
	Interest on Deposits.....							\$344 61			
	Interest on Deposits.....										\$174 19
	To Sinking Fund—Redemp- tion.....			\$112 58							
	Sinking Fund—Interest.....				\$589 96						
	Sinking Fund, Borough of Brooklyn.....								\$0 93		
	Sinking Fund, City of New York.....									\$5,000 00	
	Balances.....			3,486,843 84	1,639,621 95		\$414,073 89		159,494 62		202,597 94
				\$3,486,956 42	\$1,640,211 91	\$1,640,211 91	\$114,073 89	\$414,073 89	\$159,495 55	\$159,495 55	\$202,597 94
											\$207,597 94
May 13, 1905.	By Balances.....			\$3,486,843 84		\$1,639,621 95		\$414,073 89		\$159,494 62	
	E. & O. E., F. W. SMITH, Bookkeeper.										\$202,597 94
											PATRICK KEENAN, City Chamberlain.

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, *in account with* PATRICK KEENAN, Chamberlain, *for and during the week ending* May, 13 1905.

		WATER SINKING FUND, CITY OF NEW YORK.		WATER SINKING FUND, CITY OF BROOKLYN.		SINKING FUND, LONG ISLAND CITY—REDEMPTION OF REVENUE BONDS.		SINKING FUND, LONG ISLAND CITY—REDEMPTION OF FIRE BONDS.		SINKING FUND, LONG ISLAND CITY—REDEMPTION OF WATER BONDS.	
		Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
1905.	By Balance, as per last account current.....	.....	\$49,543 92	.....	\$70,989 82	.....	\$15,999 77	.....	\$2,854 24	.....	\$2,681 37
May 6	Interest on Deposits.....	.....	10 05	.....	65 15	.....	30 41	.....	4 27	.....	4 11
May 13	Interest on Deposits.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Interest on Deposits.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Interest on Deposits.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Interest on Deposits.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	To Balances.....	\$49,559 97	.....	\$71,054 97	.....	\$16,020 18	.....	\$2,858 51	.....	\$2,685 48	.....
		\$49,559 97	\$49,559 97	\$71,054 97	\$71,054 97	\$16,020 18	\$16,020 18	\$2,858 51	\$2,858 51	\$2,685 48	\$2,685 48
May 13, 1905. By Balances.....		.....	\$49,559 97	.....	\$71,054 97	.....	\$16,020 18	.....	\$2,858 51	.....	\$2,685 48
E. & O. E., F. W. SMITH, Bookkeeper.		PATRICK KEENAN, City Chamberlain.									

DR. THE CITY OF NEW YORK, *in account with* PATRICK KEERNAN, *Chamberlain, during the week ending* May 13, 1905.

1905. May 13	To Jury Fees—New York County.....	\$6,878 00		1905. May 6	By Balance, Jury Fees, New York County.....	\$50,889 00	
	Jury Fees—Kings County.....	2,164 00			Balance, Jury Fees, Kings County.....	20,076 00	
	Jury Fees—Queens County.....	1,956 56			Balance, Jury Fees, Queens County.....	3,997 42	
			\$10,998 56		Balance, Jury Fees, Richmond County.....	2,850 64	\$77,813 06
	Balance, New York County.....	\$44,011 00					
	Balance, Kings County.....	17,912 00					
	Balance, Queens County.....	2,040 86					
	Balance, Richmond County.....	2,850 64					
			66,814 50				
			\$77,813 06				\$77,813 06

DR. THE CITY OF NEW YORK, *in account with* PATRICK KEENAN, Chamberlain, *during the week ending* May 13, 1905.

1905. May 13	To Interest Registered.....	\$63,324 74	1905. May 6	By Balance, Interest Registered.....	\$238,341 60
	Balance.....	181,037 30	May 13	Interest Registered.....	6,020 44
		\$244,362 04			\$244,362 04
			May 13, 1905. By Balance.....		\$181,037 30
E. & O. E.. F. W. SMITH, Bookkeeper.			PATRICK KEENAN, City Chamberlain.		

DR. THE CITY OF NEW YORK, *in account with* PATRICK KEENAN, Chamberlain, during the week ending May 13, 1905.

1905. May 13	To Witness Fees, New York County		\$585 74	1905. May 6	By Balance, Witness Fees, New York County.....	\$3,207 15	
	Balance, New York County.....	\$2,621 41			Balance, Witness Fees, Queens County.....	1,020 40	
	Balance, Queens County	1,020 40			Balance, Witness Fees, Richmond County.....	657 00	
	Balance, Richmond County.....	657 00					\$4,884 55
			4,298 81				
			\$4,884 55				\$4,884 55
				May 13, 1905. By Balance..... \$4,298 81			
E. & O. E. F. W. SMITH, Bookkeeper.				PATRICK KEENAN, City Chamberlain.			

DEPARTMENT OF PUBLIC CHARITIES.

REPORT FOR WEEK ENDING JUNE 3, 1905.

New York City Home for the Aged and Infirm, Manhattan.		
Leave Granted—		
June 5.	Kerins, Tessie, Hospital Helper (four days' leave without pay), per annum.....	\$180 00
New York City Home for the Aged and Infirm, Brooklyn.		
Dismissed—		
May 31.	Moore, Eliz., Cook (absence without leave), per annum....	240 00
Bradford Street Hospital, Brooklyn.		
Resignation—		
May 24.	Whiting, Mortimer, Hospital Helper, per annum.....	480 00
Bureau Dependent Children.		
Appointment—		
June 1.	Green, Mary A., Clerical Assistant (certified May 29, 1905), per annum	420 00

Cumberland Street Hospital, Brooklyn.		
Appointment—		
May 24.	Ford, Dan M., Hospital Helper (certified May 25, 1905), per annum	240 00
Kings County Hospital, Brooklyn.		
Leave Granted—		
May 14.	McBride, Sarah, Laundress (two days' leave without pay), per annum	192 00
May 16.	O'Connor, Edward, Pipe Fitter (sixteen days' leave without pay), per diem.....	3 00
Dismissed—		
May 25.	Morton, Frayne E., Hospital Helper (intoxication), per annum	240 00
Appointment—		
May 26.	Gerhardt, August, Hospital Helper (certified May 27, 1905), per annum	240 00
Appointment and Correction—		
May 6.	Shaughnessy, James, Hospital Helper (certified May 15, 1905. On May 20, report erroneously appeared under City Home, Brooklyn), per annum.....	300 00

Metropolitan Hospital.		
Resigned—		
June 1. Littlefield, Chloe C., Hospital Helper, per annum.....	300 00	
Dropped—		
June 1. Rothe, George, Hospital Helper (failed to report), per annum.....	300 00	
June 1. Paterson, Jessie G., Pupil Nurse (course finished), per annum.....	180 00	
June 1. Seales, May, Hospital Helper (illness), per annum.....	300 00	
Appointment—		
June 1. Paterson, Jessie G., Head Pupil Nurse, per annum.....	360 00	
May 12. Bengston, Helen D., Head Pupil Nurse, per annum.....	360 00	
New York City Training School, Blackwell's Island.		
Resigned—		
May 31. Lynch, Ada S., Trained Nurse, per annum.....	600 00	
Dropped—		
May 31. Dartt, Nina H., Pupil Nurse (course finished), per annum.....	180 00	
May 31. Smart, Ella F., Pupil Nurse (course finished), per annum.....	180 00	
May 31. LaPlant, Mary, Pupil Nurse (course finished), per annum.....	180 00	
New York Children's Hospitals and Schools, Randall's Island.		
Appointment—		
May 27. McAloon, Michael, Hospital Helper (certified May 29, 1905), per annum.....	240 00	
May 13. Rochford, James, Hospital Helper (certified May 29, 1905), per annum.....	240 00	
May 13. Hartnett, Patrick, Hospital Helper (certified May 29, 1905), per annum.....	240 00	
May 12. Davis, Margaret, Hospital Helper (certified May 29, 1905), per annum.....	240 00	
Appointment and Correction—		
May 18. Gough, Thomas, Hospital Helper (certified May 19, 1905. On May 20, report erroneously appeared under Metropolitan Hospital), per annum.....	240 00	
Reappointment—		
May 8. O'Connor, Mary, Hospital Helper (certified May 13, 1905), per annum.....	360 00	
Resigned—		
May 9. McKenna, Kate, Hospital Helper, per annum.....	240 00	

Yours truly,

J. MCKEE BORDEN, Secretary.

Morgue, foot of East Twenty-sixth Street,
New York, May 28, 1905.

Description of unknown man from No. 156 Park row—Age, about 60 years; height, 5 feet 7 inches; weight, about 160 pounds; color, white; eyes, gray; hair, gray; mustache, gray; teeth missing. Clothing, black diagonal cutaway coat, black cheviot trousers, blue flannel shirt, gray cotton underwear, black cotton socks, black laced shoes, black satin necktie, gray suspenders. Condition of body good. Geo. W. Meeks, Superintendent. No. 6851. Coroner Goldenkranz.

Morgue, foot of East Twenty-sixth Street,
New York, June 4, 1905.

Description of unknown man from Twenty-seventh street, North river—Age, about 35 years; height, 5 feet 3 inches; weight, about 150 pounds; color, white; eyes, brown; hair, brown; mustache, brown; good teeth. Clothing, black cheviot sack coat, and vest and pants same material, blue and white cotton shirt, white cotton underwear, blue and gray cotton socks, black laced shoes, turn down linen collar, black silk necktie, white cotton suspenders. Geo. W. Meeks, Superintendent.

Morgue, foot of East Twenty-sixth Street,
New York, June 2, 1905.

Description of unknown man from Bloomfield street, North river—Age, about 35 years; height, 5 feet 5 inches; weight, about 155 pounds; color, white; eyes, can't tell; hair, brown; good teeth. Clothing, gray overcoat, black and gray striped sack coat, vest and pants same material, pink and blue and white outing shirt, white cotton socks, elastic gaiters, gray cotton suspenders. Condition of body bad. Remarks: Wore a truss. Geo. W. Meeks, Superintendent. No. 6855. Coroner Jackson.

Morgue, foot of East Twenty-sixth Street,
New York, June 1, 1905.

Description of unknown man from New York Bay, off Governor's Island—Age, about 30 years; height, 5 feet 5 inches; weight, about 151 pounds; color, white; eyes, can't tell; hair, brown; mustache, sandy. Clothing, black cheviot sack coat, pants same material, blue and white striped outing shirt, gray cotton underwear, black socks, black laced shoes, black and gray suspenders, leather belt. Condition of body bad. Geo. W. Meeks, Superintendent. No. 6854. Coroner Goldenkranz.

Morgue, Foot of East Twenty-sixth Street,
New York, May 30, 1905.

Description of unknown man from Thirty-sixth street, North river—Age, about 40 years; height, 5 feet 7 inches; weight, about 145 pounds; color, white; eyes, gray; hair, light brown; mustache, light brown; good teeth. Clothing, black cheviot sack coat, vest same material, black and gray striped pants, gray cotton underwear, gray cotton socks, elastic gaiters, piccadilly collar, blue and black suspenders. Condition of body, good. Geo. W. Meeks, Superintendent. No. 6853. Coroner Goldenkranz.

Morgue, Foot of East Twenty-sixth Street,
New York June 2, 1905.

Description of unknown man from One Hundred and Forty-first street, North river—Age, about 40 years; height, 5 feet 5 inches; color, white; eyes, can't tell. Clothing, black and gray striped pants, black and gray check vest, blue and white striped shirt, gray cotton underwear, 2 pair blue woolen socks, black laced shoes, celluloid collar. Condition of body, bad. Geo. W. Meeks, Superintendent. No. 6857. Coroner Jackson.

Morgue, No. 256 Willoughby Street,
Borough of Brooklyn, New York, May 31, 1905.

Description of unknown man from foot of Bay Ridge avenue—Age, about 40 years; height, 5 feet 8 inches; weight, about 180 pounds; color white; eyes, missing; hair, brown; mustache, none; beard, brown; one front upper tooth missing. Clothing, white negligee shirt with black stripe, gray woolen undershirt, blue cotton drawers, black cotton socks, black laced shoes, size 8; turn-down linen collar marked R. C. H. S., 134; brown and black silk necktie. Condition of body, bad. P. Maguire, Superintendent.

Morgue, No. 256 Willoughby Street,
Borough of Brooklyn, June 2, 1905.

Description of unknown man from foot of Bay Ridge avenue—Age, about 40 years; height, 5 feet 5 inches; weight, about 150 pounds; color, white; eyes, missing; hair, missing; two gold-capped teeth in front upper set. Clothing, black and gray striped sack coat, vest and trousers same material, white muslin shirt, gray woolen underwear, blue woolen socks, black laced low-cut shoes with rubber heels, standing linen collar, size 16, black satin necktie, white cotton suspenders. Condition of body, bad. P. Maguire, Superintendent.

Morgue, No. 256 Willoughby Street,
Borough of Brooklyn, June 2, 1905.

Description of unknown man from Brooklyn Hospital—Age, about 60 years; height, 5 feet 9 inches; weight, about 160 pounds; color, white; eyes, brown; hair, gray; mustache, gray; beard, gray; three front upper teeth missing. Clothing, dark gray sack coat, black and blue striped trousers, blue cotton outing shirt, gray cotton underwear, brown woolen socks, black laced shoes, size 10; brown and blue striped suspenders. Condition of body, good. Remarks: Letters M. S. R., heart, anchor and cross tattooed on left forearm. P. Maguire, Superintendent.

EXECUTIVE DEPARTMENT.

Appointments by the Mayor.

June 8, 1905—
Parker D. Handy, No. 50 West Eighty-seventh street, Manhattan, a Trustee of the College of The City of New York, vice W. H. Taft, resigned.
June 9, 1905—
J. Edward Simmons, No. 28 West Fifty-second street, Manhattan;
Charles N. Chadwick, No. 692 Willoughby avenue, Brooklyn, and
Charles A. Shaw, No. 23 Clinton street, Brooklyn,
—as members of the Board of Water Supply, appointed pursuant to chapter 724 of the Laws of 1905.

CHANGES IN DEPARTMENTS.

DEPARTMENT OF FINANCE.

June 10—Transfer of Henry L. Connell, Transitman and Computer, with salary at \$1,500 per annum, in the Department of Bridges, to a similar position in the Bureau of Engineering of this Department, with same salary, taking effect June 12, 1905.



OFFICIAL DIRECTORY.

CITY OFFICERS.

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:

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 5 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 8022 Cortlandt.
GEORGE B. MCLELLAN, Mayor.
John H. O'Brien, Secretary.
Thomas Hassett, Assistant Secretary.
James A. Rierdon, Chief Clerk and Bond and Warrant Clerk.

Bureau of Weights and Measures.

Room 7, City Hall, 9 A. M. to 4 P. M.; Saturday, 9 to 12 M.
Telephone, 8020 Cortlandt.
Patrick Derry, Chief of Bureau.

Bureau of Licenses.

9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 8020 Cortlandt.
John P. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.
Branch Office, Room 12, Borough Hall, Brooklyn; Daniel J. Griffin, Deputy Chief, Borough of Brooklyn.
Branch Office, Richmond Building, New Brighton, S. I.; William R. Woelfel, Financial Clerk, Borough of Richmond.
Branch Office, Hackett Building, Long Island City; Charles H. Smith, Financial Clerk, Borough of Queens.

THE CITY RECORD OFFICE.

Bureau of Printing, Stationery and Blank Books.
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance Room 803, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M.
Telephone 7560 Cortlandt.
Charles V. Fornes, President.
P. J. Scully, City Clerk.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M.
Telephone, 7560 Cortlandt.
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.
Thomas Murphy, First Deputy City Clerk.
Michael F. Blake, Chief Clerk of the Board of Aldermen.
Joseph V. Scully, Deputy City Clerk, Borough of Brooklyn.
Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.
William R. Zimmerman, Deputy City Clerk, Borough of Queens.
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 noon.
Edward M. Groat, Comptroller.
N. Taylor Phillips and James W. Stevenson, Deputy Comptrollers.
Hubert L. Smith, Assistant Deputy Comptroller.
Oliver E. Stanton, Secretary to Comptroller.

Main Division.

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

Bookkeeping and Awards Division.

Joseph Haag, Chief Accountant and Bookkeeper.

Stock and Bond Division.

James J. Sullivan, Chief Stock and Bond Clerk Room 37.

Bureau of Audit—Main Division.

William McKinny, Chief Auditor of Accounts, Room 27.

Law and Adjustment Division.

James F. McKinney, Auditor of Accounts, Room 185.

Investigating Division.

Charles S. Hervey, Auditor of Accounts, Room 178.

Charitable Institutions Division.

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

Bureau of the City Paymaster.

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

Bureau of Engineering.

Stewart Building, Chambers street and Broadway. Eugene E. McLean, Chief Engineer, Room 55.

Real Estate Bureau.

Mortimer J. Brown, Appraiser of Real Estate, Room 157.

Bureau of Franchises.

Harry P. Nichols, Principal Assistant Engineer in Charge, Room 79.

Bureau for the Collection of Taxes.

Borough of Manhattan—Stewart Building, Room O.
David E. Austen, Receiver of Taxes.
John J. McDonough, Deputy Receiver of Taxes.
Borough of The Bronx—Municipal Building, Third and Tremont avenues.
John B. Underhill, Deputy Receiver of Taxes.
Borough of Brooklyn—Municipal Building, Rooms 2-8.
Jacob S. Van Wyck, Deputy Receiver of Taxes.
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.
Frederick W. Bleckwenn, Deputy Receiver of Taxes.
Borough of Richmond—Bay and Sand streets, Stapleton.
John DeMorgan, Deputy Receiver of Taxes.

Bureau for the Collection of Assessments and Arrears.

Borough of Manhattan—Stewart Building, Room 8.
Edward A. Slattery, Collector of Assessments and Arrears.
John B. Adger Mullally, 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—Municipal Building.
John H. McCooey, Deputy Collector of Assessments and Arrears.
Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.
Patrick E. Leahy, Deputy Collector of Assessments and Arrears.
Borough of Richmond—Bay and Sand streets, Stapleton.
George Brand, Deputy Collector of Assessments and Arrears.

Bureau for the Collection of City Revenue and of Markets.

Stewart Building, Chambers street and Broadway, Room 141.
Thomas F. Byrnes, Collector of City Revenue and Superintendent of Markets.
James H. Baldwin, Deputy Collector of City Revenue.
David O'Brien, Deputy Superintendent of Markets.

Bureau of the City Chamberlain.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67; and Kings County Court-house, Room 14, Borough of Brooklyn.
Patrick Keenan, City Chamberlain.
John H. Campbell, Deputy Chamberlain.

COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.
Frederick L. C. Keating, Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 A. M. to 4 P. M.; Saturday, 9 A. M. to 12 M.
Telephone, 5884 Franklin.

LAW DEPARTMENT.

Office of Corporation Counsel.

Staats-Zeitung Building, 2d, 3d and 4th floors, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 5366 Cortlandt.
John J. Delany, Corporation Counsel.
Assistants—Theodore Connolly, Charles D. Olen-dort, George L. Stealing, Charles L. Guy, William P. Burr Edwin J. Freedman, John L. O'Brien, Terence Farley, James T. Malone, Cornelius F. Collins, William J. O'Sullivan, Arthur C. Butts, Charles N. Harris, George S. Coleman, Charles A. O'Neil, William Beers Crowell, Arthur Sweeney, John F. O'Brien, John C. Breckenridge, Louis H. Hahlo, Andrew T. Campbell, Jr., Franklin Chase Hoyt, E. Crosby Kin-dleberger, Montgomery Hare, Thomas F. Noonan, Stephen O'Brien, Charles McIntyre, William H. King, Royal E. T. Riggs, J. Gabriel Britt.
Secretary to the Corporation Counsel—William F. Clark.

Borough of Brooklyn Branch Office—James D. Bell

Assistant in charge.

Borough of Queens Branch Office—Denis O'Leary,

Assistant in charge.

Borough of The Bronx Branch Office—Richard H.

Mitchell, Assistant in charge.

Borough of Richmond Branch Office—John Widde-

combe, Assistant in charge.

Andrew T. Campbell, Chief Clerk.

Bureau of Street Openings.

Nos. 90 and 92 West Broadway, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.

John P. Dunn, Assistant in charge.

Bureau for the Recovery of Penalties.

Nos. 119 and 121 Nassau street, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.

Herman Stiefel, Assistant in charge.

Bureau for the Collection of Arrears of Personal

Taxes.

No. 280 Broadway (Stewart Building). Office hours or the Public, 10 A. M. to 2 P. M. Saturdays, 10 A. M. to 12 M.

James P. Keenan, Assistant in charge.

Tenement House Bureau and Bureau of Buildings.

No. 44 East Twenty-third street, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.

John P. O'Brien, Assistant in charge.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, 9 A. M. to 4 P. M.
Telephone, 4315 Franklin.
John C. Hertle, William Harman Black, Commissioners.

COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Edward M. Grout, Comptroller; Patrick Keenan, Chamberlain; Charles V. Fornes, President of the Board of Aldermen; and John T. McCall, Chairman, Finance Committee, Board of Aldermen, Members; N. Taylor Phillips, Deputy Comptroller, Secretary.
Office of Secretary, Room No. 12, Stewart Building, Telephone, 2070 Franklin.

BOARD OF ESTIMATE AND APPORTIONMENT.

Telephone, Finance Department, 2070 Franklin.
Telephone, Public Improvements, 3454 Franklin.
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.
James W. Stevenson, Deputy Comptroller, Secretary, Finance Department, No. 280 Broadway; John H. Mooney, Assistant Secretary, Public Improvements No. 277 Broadway; Charles V. Adece, Clerk of the Board, Finance Department, No. 280 Broadway.

BOARD OF REVISION OF ASSESSMENTS.

Edward M. Grout, Comptroller.
John J. Delany, Corporation Counsel.
Frank A. O'Donnell, President of the Department of Taxes and Assessments.
Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.

AQUEDUCT COMMISSIONERS.

Room 207 Stewart Building, 5th floor, 9 A. M. to 4 P. M.
Telephone, 1942 Franklin.
The Mayor, the Comptroller, *ex-officio*; Commissioners William H. Ten Eyck (President), John J. Ryan, John F. Cowan and John P. Windolph, Harry W. Walker, Secretary; Jonas Waldo Smith, Chief Engineer.

POLICE DEPARTMENT.

Central Office.
No. 300 Mulberry street, 9 A. M. to 4 P. M.
Telephone, 3100 Spring.
William McAdoo, Commissioner.
Thomas F. McAvoey, First Deputy Commissioner.
Thomas F. Farrell, Second Deputy Commissioner.
Harris Lindsey, Third Deputy Commissioner.
William H. Kipp, Chief Clerk.

BOARD OF ARMYORY COMMISSIONERS.

The Mayor, George B. McClellan, Chairman; the President of the Department of Taxes and Assessments, Frank A. O'Donnell, Vice-Chairman; the President of the Board of Aldermen, Charles V. Fornes; Brigadier-General James McLeer and Brigadier-General George Moore Smith, Commissioners.
Eugene A. Fornes, Secretary, and Frank J. Bell, Acting Secretary, Stewart Building, No. 280 Broadway.
Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.
Commissioners—John R. Voorhis (President), Charles B. Page (Secretary), John Maguire, Michael J. Dady, A. C. Allen, Chief Clerk of the Board.

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. 51 Jackson avenue, Long Island City.
Carl Voegel, Chief Clerk.
Richmond.
Staten Island Savings Bank Building, Beach and Water streets, Stapleton, S. I.
Alexander M. Ross, Chief Clerk.
All offices open from 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.
George E. Best, Commissioner.
Frank J. Ulrich, Deputy Commissioner.
F. E. V. Dunn, Secretary.
Office hours, 9 A. M. to 4 P. M.
Saturdays, 9 A. M. to 12 M.
Telephone, 6080 Cortlandt.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 A. M. to 4 P. M.
Telephones, Manhattan, 256 Cortlandt; Brooklyn, 3080 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.
John T. Oakley, Commissioner.
Frank J. Goodwin, Deputy Commissioner.
I. M. de Verona, Acting Chief Engineer.
George W. Birdsall, Consulting Hydraulic Engineer.
George F. Sever, Consulting Electrical Engineer.
Charles F. Lacombe, Engineer of Surface Construction.
Joseph W. Savage, Water Registrar, Manhattan.
William M. Blake, Private Secretary.
Joseph F. Prendergast, Secretary to the Department.
Thomas R. Farrell, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.
William R. McGuire, Water Registrar, Brooklyn.
Thomas H. O'Neill, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.
Thomas M. Lynch, Water Registrar, The Bronx.
George H. Creed, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.
Edward I. Miller, Deputy Commissioner, Borough of Richmond, Richmond Building, New Brighton, S. I.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted, from 9 A. M. to 4 P. M.; Saturdays, 12 M.
Headquarters.
Nos. 157 and 159 East Sixty-seventh street.
Telephone, 2930 Plaza, Manhattan; 2356 Main, Brooklyn.
Nicholas J. Hayes, Fire Commissioner.
Thomas W. Churchill, Deputy Commissioner.
William A. Doyle, Deputy Commissioner, Boroughs of Brooklyn and Queens.
Alfred M. Downes, Secretary; Albert F. Volgenau, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner.

Edward F. Croker, Chief of Department.
Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.
George E. Murray, Inspector of Combustibles.
William A. Hervey, Assistant Inspector of Combustibles, Boroughs of Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.
Peter Seery, Fire Marshal, Boroughs of Manhattan The Bronx and Richmond.
William L. Beers, Assistant Fire Marshal in charge, Boroughs of Brooklyn and Queens.
George Farrell, Chief Operator in charge of Fire Alarm Telegraph Bureau, Boroughs of Manhattan, The Bronx and Richmond.
James T. Water, Chief Operator in charge of Fire Alarm Telegraph Bureau, Boroughs of Brooklyn and Queens.
William T. Beggin, Chief of Battalion in charge Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan and The Bronx.
Michael Quinn, Foreman in charge Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Brooklyn and Queens.
Central Office open at all hours.
Committee to examine persons who handle explosives meets Thursday of each week at 2 o'clock P. M.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.
Fire Commissioner Nicholas J. Hayes, Chairman; William Montgomery, John Sherry, Abraham Piser, Franz S. Wolf, Secretary, No. 157 East Sixty-seventh street.

DEPARTMENT OF CORRECTION.

Central Office.
No. 148 East Twentieth street, Office hours from 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Telephone, 1047 Gramercy.
Francis J. Lantry, Commissioner.
George W. Meyer, Jr., Deputy Commissioner.
John B. Fitzgerald, Secretary.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park Row, 9 A. M. to 4 P. M.
Telephone, 3863 Cortlandt.
John McGaw Woodbury, Commissioner.
F. M. Gibson, Deputy Commissioner.
John J. O'Brien, Chief Clerk.

DEPARTMENT OF PUBLIC CHARITIES.

Central Office.
Foot of East Twenty-sixth street, 9 A. M. to 4 P. M.
Telephone, 3350 Madison Square.
James H. Tully, Commissioner.
James E. Dougherty, First Deputy Commissioner.
James J. McInerney, Second Deputy Commissioner for Brooklyn and Queens, Nos. 126 and 128 Livingston street, Brooklyn.
Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M.; Saturdays, 12 M.
Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 8:30 A. M. to 4 P. M.
Bureau of Dependent Children, No. 66 Third avenue. Office hours, 8:30 A. M. to 4 P. M.

TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street. Telephone, 5331 Gramercy.
Brooklyn Office, Temple Bar Building, No. 44 Court street.
Bronx Office, Nos. 2806 and 2808 Third avenue.
John F. Skelly, First Deputy Tenement House Commissioner.
William Brennan, Second Deputy Tenement House Commissioner.
Charles J. Crowley, Secretary, Tenement House Department.
William B. Calvert, Superintendent, Bronx Office.
Michael A. Rofrano, Superintendent, Manhattan Office.
John A. Lee, Chief Inspector, New Building Bureau, Manhattan.
Herman J. Levy, Chief Inspector, Old Building Bureau, Manhattan.
James Sweeney, Chief Inspector, New Building Bureau, Brooklyn.
Morton O. Davis, Chief Inspector, Old Building Bureau, Brooklyn.
Joseph A. Cassidy, Chief Inspector, New Building Bureau, The Bronx.
Michael F. McGee, Chief Inspector, Old Building Bureau, The Bronx.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.
Telephone, 1681 Broad.
Maurice Featherston, Commissioner.
Joseph A. Bill, Deputy Commissioner.
Charles J. Collins, Secretary.
Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.

BELLEVUE AND ALLIED HOSPITALS.

Telephone, 4400 Madison Square.
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Leopold Stern, Theodore E. Tack, Arden M. Robbins, Myles Tierney, Samuel Sachs, James H. Tully, *ex-officio*.

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.
Thomas Darlington, M. D., Commissioner of Health and President.
Telephone, 1204 Columbus.
Eugene W. Scheffer, Secretary.
Frederic D. Bell, Chief Clerk.
Charles F. Roberts, M. D., Sanitary Superintendent.
William H. Guilfooy, M. D., Registrar of Records.

Borough of Manhattan.
Walter Bessel, M. D., Assistant Sanitary Superintendent. James McC. Miller, Assistant Chief Clerk. Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 1237 Franklin Avenue.
Gerald Shell, M. D., Assistant Sanitary Superintendent. Ambrose E. Lee, Assistant Chief Clerk. Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Nos. 38 and 40 Clinton Street.
Thomas L. Fogarty, M. D., Assistant Sanitary Superintendent. Alfred T. Metcalfe, Assistant Chief Clerk. S. J. Byrne, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton Street, Jamaica.
John P. Moore, M. D., Assistant Sanitary Superintendent. George R. Crowley, Assistant Chief Clerk. Frank Wickham, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 54 and 56 Water Street, Stapleton, Staten Island.
John T. Sprague, M. D., Assistant Sanitary Superintendent. Charles E. Hoyer, Assistant Chief Clerk. Walter Wood, M. D., Assistant Registrar of Records.

DEPARTMENT OF PARKS.

John J. Pallas, Commissioner of Parks for the Boroughs of Manhattan and Richmond and President of the Park Board.
Willis Holly, Secretary Park Board.
Offices, Arsenal, Central Park.
Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.
Offices, Litchfield Mansion, Prospect Park, Brooklyn.
Henry C. Schrader, Commissioner of Parks for the Borough of The Bronx.
Offices, Zbrowski Mansion, Claremont Park.
Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Stewart Building, No. 280 Broadway. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Commissioners—Frank A. O'Donnell, President; James B. Bouck, Edward Todd, Samuel Strasbourger, Frank Raymond, Nicholas Muller, John J. Brady.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 61 Elm street, 9 A. M. to 4 P. M.
William F. Baker, R. Ross Appleton, Alfred J. Talley.
Henry Berlinger, Secretary.

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 A. M. to 4 P. M.; Saturdays, 12 M.
Robert Muh, President.
Antonio Zucca.
Charley A. O'Malley.
W. H. Jasper, Secretary.

DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.
Park avenue and Fifty-ninth street, Borough of Manhattan, 9 A. M. to 5 P. M. (in the month of August 9 A. M. to 4 P. M.); Saturdays, 9 A. M. to 12 M.
Telephone, 1180 Plaza.
Richard H. Adams, Richard B. Aldcroft, Jr.; Frank L. Babbott, Grosvenor H. Backus, Nicholas J. Barrett, John J. Barry, M. Dwight Collier, Francis P. Cannon, Samuel M. Dix, Samuel B. Donnelly, Theodore C. Eppig, A. Leo Everett, Frank Harvey Field, Joseph Nicola Francolini, Algernon S. Frissell, John Greene, George D. Hamlin, M. D.; William Harkness, Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, James J. Higginson, Charles H. Ingalls, Frederic W. Jackson, Nathan S. Jonas, John C. Kelley, John P. Kelly, William Lummis, Alrick H. Man, Frederick W. Marks, Patrick F. McGowan, Frank H. Partridge, George E. Payne, James A. Renwick, George W. Schaeble, Henry Schmitt, Abraham Stern, M. Samuel Stern, John R. Thompson, Henry N. Tift, George A. Vandenhoff, Felix M. Warburg, James Weir, Jr.; Frank D. Wiley, George W. Wingate, Egerton L. Winthrop, Jr.
Henry N. Tift, President.
John C. Kelley, Vice-President.
A. Emerson Palmer, Secretary.
Fred H. Johnson, Assistant Secretary.
C. B. J. Snyder, Superintendent of School Buildings.
Patrick Jones, Superintendent of School Supplies.
Henry R. M. Cook, Auditor.
Henry M. Leipziger, Supervisor of Lectures.
Claude G. Leland, Superintendent of Libraries.
Henry M. Devoe, Supervisor of Janitors.

Board of Superintendents.

William H. Maxwell, City Superintendent of Schools, and George S. Davis, Andrew W. Edson, Algernon S. Higgins, Albert P. Marble, Clarence E. Meleney, Thomas S. O'Brien, Edward L. Stevens, John H. Walsh, Associate City Superintendents.

District Superintendents.

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius E. Franklin, John Griffin, M. D.; John H. Haaren, John N. L. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, Jr., James J. McCabe, Arthur McMullin, Julia Richmond, Alfred T. Schaeffer, Edward B. Shallow, Edgar Dubs Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Gustave Straubenmuller, Joseph S. Taylor, 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.

ART COMMISSION.

City Hall, Room 21.
Telephone call, 1197 Cortlandt.
Robert W. de Forest, President; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences, Vice-President; Loyall Farragut, Secretary; George B. McClellan, Mayor of The City of New York; J. Pierpont Morgan, President of Metropolitan Museum of Art; John Bigelow, President of New York Public Library; J. Carroll Beckwith, Painter; A. Phimister Proctor, Sculptor; Walter Cook, Architect; John D. Crimmins.
Milo R. Maltbie, Assistant Secretary.

THE BOARD OF EXAMINERS OF THE CITY OF NEW YORK.

Rooms 6027 and 6028 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan. 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 noon.
Telephone, 5840 Gramercy.
William J. Fryer, Chairman; Walter Cook, Warren A. Conover, Charles G. Smith, Edward F. Croker, Lewis Harding and Charles Buck.
Thomas F. Donohue, Clerk.
Board meeting every Tuesday at 2 P. M.

EXAMINING BOARD OF PLUMBERS.

Robert McCabe, President; David Jones, Secretary; Thomas E. O'Brien, Treasurer; *ex-officio* Horace Loomis and P. J. Andrews.
Rooms 14, 15 and 16 Aldrich Building, Nos. 149 and 151 Church street.
Office open during business hours every day in the year, except legal holidays. Examinations are held on Monday, Wednesday and Friday after 1 P. M.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS.

Board of Rapid Transit Railroad Commissioners, No. 320 Broadway, New York.
Bion L. Burrows, Secretary.

NEW YORK CITY IMPROVEMENT COMMISSION.

Nos. 13-21 Park row.
Francis K. Pendleton, Chairman; Daniel S. Lamont, Jacob A. Cantor, George A. Hearn, Whitney Warren, Harry Payne Whitney, Frank Bailey, John W. Alexander, Daniel C. French, Louis F. Haffen, James A. Wright, Joseph Cassidy, William J. La Roche, J. Edward Swanson, George Cromwell and Henry S. Thompson.
Advisory Committee—Nelson P. Lewis, Chief Engineer, Board of Estimate and Apportionment, Secretary to the Commission; John A. Bessel, Chief Engineer, Department of Docks and Ferries; O. F.

Nichols, Chief Engineer, Bridge Department; Samuel Parsons, Jr., Landscape Architect, Park Department. Nathaniel Rosenberg, Assistant Secretary. Board of Water Supply.—J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw.

BOROUGH OFFICES.**Borough of Manhattan.**

Office of the President, Nos. 10, 11 and 12 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
John F. Ahearn, President.
Bernard Downing, Secretary.
Isaac A. Hopper, Superintendent of Buildings.
William Dalton, Commissioner of Public Works.
James J. Hagan, Assistant Commissioner of Public Works.
William H. Walker, Superintendent of Public Buildings and Offices.
Matthew F. Donohue, Superintendent of Sewers.
John L. Jordan, Assistant Superintendent of Buildings.
George F. Scannell, Superintendent of Highways.

Borough of The Bronx.

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.
Louis F. Haffen, President.
Henry A. Gumbleton, Secretary.
Patrick J. Reville, Superintendent of Buildings.
Henry Bruckner, Commissioner of Public Works.
Josiah A. Briggs, Chief Engineer.
Frederick Greiffenberg, Principal Assistant Topographical Engineer.
Charles W. Graham, Engineer of Sewers.
Martin Geisler, Superintendent of Highways.

Borough of Brooklyn.

President's Office, Nos. 15 and 16 Borough Hall, 9 A. M. to 4:30 P. M.; Saturdays, 9 A. M. to 12 M.
Martin W. Littleton, President.
John A. Heffernan, Secretary.
Denis A. Judge, Private Secretary.
John C. Brackenridge, Commissioner of Public Works.
James S. Regan, Assistant Commissioner of Public Works.
Peter J. Collins, Superintendent of Buildings.
George W. Tillson, Chief Engineer-in-Charge, Bureau of Highways.
Arthur J. O'Keefe, Superintendent of the Bureau of Sewers.
Charles C. Wise, Superintendent of the Bureau of Public Buildings and Offices.

Borough of Queens.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City.
Joseph Cassidy, President.
George S. Jarvis, Secretary to the President.
Joseph Bermel, Commissioner of Public Works.
Samuel Grennon, Superintendent of Highways.
Office, Hackett Building, Long Island City.
Joseph P. Powers, Superintendent of Buildings.
Philip T. Cronin, Superintendent of Public Buildings and Offices, Jamaica, L. I.
Matthew J. Goldner, Superintendent of Sewers.
James F. O'Brien, Superintendent of Street Cleaning.
Robert E. Crowell, Assistant Engineer-in-Charge, Topographical Bureau.
Office, Long Island City, 9 A. M. to 4 P. M.; Saturdays, from 9 A. M. until 12 M.

Borough of Richmond.

President's Office, New Brighton, Staten Island.
George Cromwell, President.
Maybury Fleming, Secretary.
Louis Lincoln Tribus, Commissioner of Public Works.
John Seaton, Superintendent of Building.
John Timlin, Jr., Superintendent of Public Buildings and Offices.
H. E. Buel, Superintendent of Highways.
John T. Fetherston, Acting Superintendent of Street Cleaning.
Ernest H. Seehusen, Superintendent of Sewers.
Office of the President, First National Bank Building, New Brighton, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

CORONERS.

Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.
Coroners, Gustav Scholer, Solomon Goldenkranz, Nicholas T. Brown and Moses J. Jackson.
Gustav Scholer, President, Board of Coroners.
Stephen N. Simonson, Chief Clerk.
Borough of The Bronx—Corner of Third avenue and One Hundred and Seventy-seventh street. Telephone 333 Tremont.
Walter H. Henning, Chief Clerk.
William O'Gorman, Jr., Joseph I. Berry.
Borough of Brooklyn—Office, Room 11, Borough Hall. Telephone, 4004 Main and 4005 Main.
Philip T. Williams, Michael J. Flaherty.
James L. Gernon, Chief Clerk.
Open at all hours of day and night, except between the hours of 12 M. and 5 P. M. on Sundays and holidays.
Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.
Samuel D. Nutt, Leonard Ruoff, Jr.
Martin Mager, Jr., Chief Clerk.
Office hours from 9 A. M. to 4 P. M.
Borough of Richmond—No. 174 Bay street, Stapleton. Open for the transaction of business all hours of the day and night.
George F. Schaefer.

NEW YORK COUNTY OFFICES.**SURROGATE.**

New County Court-house. 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.
Frank T. Fitzgerald, Abner C. Thomas, Surrogates; William V. Leary, Chief Clerk.

SHERIFF.

No. 209 Broadway, 9 A. M. to 4 P. M.
Mitchell L. Erlanger, Sheriff; Julius Harburger, Under Sheriff.

COUNTY JAIL.

No. 70 Ludlow street.
Mitchell L. Erlanger, Sheriff.
Julius Harburger, Under Sheriff.
Thomas H. Sullivan, Warden.

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.
William Travers Jerome, District Attorney.
John A. Henneberry, Chief Clerk.

REGISTER.

No. 116 Nassau street. 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.
John H. J. Ronner, Register; Henry H. Sherman, Deputy Register.

COUNTY CLERK.

Nos. 8, 9, 10 and 11 New County Court-house
Office hours from 9 A. M. to 4 P. M.
Thomas L. Hamilton, County Clerk.
Henry Birrell, Deputy.
Patrick H. Dunn, Secretary.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and
Broadway, 9 A. M. to 4 P. M.
Thomas Allison, Commissioner.
Matthew F. Neville, Assistant Commissioner.
Frederick P. Simpson, Assistant Commissioner.
Frederick O'Byrne, Secretary.

PUBLIC ADMINISTRATOR.

No. 119 Nassau street, 9 A. M. to 4 P. M.
William M. Hoes, Public Administrator.

KINGS COUNTY OFFICES.**COUNTY COURT, KINGS COUNTY.**

County Court-house, Brooklyn, Rooms 10, 19, 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
19 and 22, open daily from 9 A. M. to 4 P. M.; Saturdays,
12 M.
Joseph Aspinall and Frederick E. Crane, County
Judges.
Charles S. Devoy, Chief Clerk.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
James C. Church, Surrogate.
William P. Pickett, 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.

SHERIFF.

County Court-house, Brooklyn, N. Y.
9 A. M. to 4 P. M.; Saturdays, 12 M.
Henry Hesterberg, Sheriff.

COUNTY JAIL.

Raymond street, between Willoughby street and
DeKaib avenue, Brooklyn, N. Y.
Henry Hesterberg, Sheriff.
William McLaughlin, Warden.

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn.
Hours, 9 A. M. to 5 P. M.
John F. Clarke, District Attorney.

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.
Matthew E. Dooley, Register.
Patrick H. Quinn, Deputy Register.
Augustus W. Maul, Assistant Deputy Register.
John B. Shanahan, Counsel.
John H. McArdle, Secretary.

COUNTY CLERK.

Hall of Records, Brooklyn, 9 A. M. to 4 P. M.
Edward Kaufmann, County Clerk.
Dennis Winter, Deputy County Clerk.
Joseph P. Donnelly, Assistant Deputy County
Clerk.
Telephone call 1151 Main.

COMMISSIONER OF JURORS.

5 County Court-house.
Jacob Brenner, Commissioner.
Jacob A. Livingston, Deputy Commissioner.
Albert B. Waldron, Secretary.
Office hours from 9 A. M. to 4 P. M.; Saturdays from
9 A. M. to 12 M.
Office hours during July and August, 9 A. M. to 2 P. M.;
Saturdays from 9 A. M. to 12 M.

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.
John K. Neal, Commissioner.
D. H. Ralston, Deputy Commissioner.
Thomas D. Mossop, Superintendent.
William I. Beattie, Assistant Superintendent.

PUBLIC ADMINISTRATOR.

No. 26 Court street (Garfield Building), Brooklyn,
9 A. M. to 4 P. M.
Henry Bristow, Public Administrator.

QUEENS COUNTY OFFICES.**SURROGATE.**

Daniel Noble, Surrogate.
Office at Jamaica.
Except on Sundays, holidays and half-holidays the
office is open between March 31 and October 1 from 8
A. M. to 5 P. M.; on Saturdays from 8 A. M. to 12 M.;
between September 30 and April 1, from 9 A. M. to 5
P. M.; on Saturdays from 9 A. M. to 12 M.
The calendar is called on Tuesday of each week at
10 A. M., except during the month of August, when no
court is held, and the court sits every day thereafter
until all contested cases have been disposed of.

COUNTY COURT.

County Court-house, Long Island City.
County Court opens at 10 A. M. and adjourns at 5 P. M.
County Judge's office always open at No. 336 Fulton
street, Jamaica, N. Y.
Burt J. Humphrey, County Judge.

SHERIFF.

County Court-house, Long Island City, 9 A. M. to 4
P. M.; Saturdays, from 9 A. M. to 12 M.
Joseph Meyerrose, Sheriff.
Henry W. Sharkey, Under Sheriff.
William Repper, Chief Deputy.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island
City, 9 A. M. to 5 P. M.
George A. Gregg, District Attorney.

COUNTY CLERK.

Jamaica, N. Y.; Fourth Ward, Borough of Queens.
Office hours, April 1 to October 1, 8 A. M. to 5 P. M.;
October 1 to April 1, 9 A. M. to 5 P. M.; Saturdays to
12 M.
David L. Von Nostrand, County Clerk.
Charles Downing, Deputy County Clerk.

COMMISSIONER OF JURORS.

Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to
12 M.
John P. Balbert, Commissioner of Jurors.
Rodman Richardson, Assistant Commissioner.

PUBLIC ADMINISTRATOR.

No. 103 Third street, Long Island City, 9 A. M.
to 4 P. M.
Charles A. Wadley, Public Administrator.

RICHMOND COUNTY**OFFICES.
COUNTY JUDGE AND SURRO-
GATE.**

Terms of Court, Richmond County, 1905.
County Courts—Stephen D. Stephens, County Judge.
First Monday of June, Grand and Trial Jury.
First Monday of December, Grand and Trial Jury.
Fourth Wednesday of January, without a jury.
Fourth Thursday 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.
—All at the Court-house at Richmond.
Surrogate's Court—Stephen D. Stephens, Surrogate.
Mondays, at the First National Bank Building, St.
George, at 10:30 o'clock A. M.
Tuesdays, at the First National Bank Building, 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.

400 Richmond Terrace, New Brighton, S. I.
Office hours from 9 A. M. to 12 M., and from 1 P. M. to
5 P. M.
John J. Kenny, District Attorney.

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 A. M. to
4 P. M.
C. L. Bostwick, County Clerk.
County Court-house, Richmond, S. I., 9 A. M. to
4 P. M.

SHERIFF.

County Court-house, Richmond, S. I.
Office hours, 9 A. M. to 4 P. M.
Charles H. McCormack, Sheriff.
Thomas A. Banning, Under Sheriff.

COMMISSIONER OF JURORS.

Village Hall, Stapleton.
Charles J. Kullman, Commissioner.
John J. McCaughey, Assistant Commissioner.
Office open from 9 A. M. until 4 P. M. Saturdays
from 9 A. M. to 12 M.

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

Court-house, Madison avenue, corner Twenty-fifth
street. Court opens at 1 P. M.
Morgan J. O'Brien, Presiding Justice; Edward
Patterson, George L. Ingraham, Chester B. McLaughlin,
Edward W. Hatch, Frank C. Laughlin, Justices;
Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.
Clerk's office open at 9 A. M.

**SUPREME COURT—FIRST
DEPARTMENT.**

County Court-house, Chambers street. Courts open
from 10:15 A. M. to 4 P. M.
Special Term, Part I. (motions), Room No. 12.
Special Term, Part II. (ex-parte business), Room
No. 15.
Special Term, Part III., Room No. 19.
Special Term, Part IV., Room No. 11.
Special Term, Part V., Room No. 33.
Special Term, Part VI. (Elevated Railroad cases)
Room No. 31.
Trial Term, Part II., Room No. 34.
Trial Term, Part III., Room No. 4.
Trial Term, Part IV., Room No. 18.
Trial Term, Part V., Room No. 16.
Trial Term, Part VI., Room No. 35.
Trial Term, Part VII., Room No. 23.
Trial Term, Part VIII., Room No. 27.
Trial Term, Part IX., Room No. 26.
Trial Term, Part X., Room No. 28.
Trial Term, Part XI., Room No. 37.
Trial Term, Part XII., Room No. 26.
Trial Term, Part XIII., and Special Term VII.,
Room No. 36.
Appellate Term, Room No. 37.
Naturalization Bureau, Room No. 38, third floor.
Assignment Bureau, room on third floor.
Clerks in attendance from 10 A. M. to 4 P. M.
Clerk's Office, Special Term, Part I. (motions),
Room No. 12.
Clerk's Office, Special Term, Part II. (ex-parte
business), room southwest corner mezzanine floor.
Clerk's Office, Special Term, Calendar, room south-
east corner second floor.
Clerk's Office, Trial Term, Calendar, room north-
east corner second floor, east.
Clerk's Office, Appellate Term, room southwest cor-
ner, third floor.
Trial Term, Part I. (criminal business).
Criminal Court-house, Centre street.
Justices—Charles H. Truax, Francis M. Scott,
Charles F. MacLean, Henry Bischoff, Jr., Leonard A.
Giegerich, P. Henry Dugro, Henry A. Gildersleeve,
James Fitzgerald, David Leventritt, James A.
O'Gorman, George C. Barrett, James A. Blanchard,
John Proctor Clarke, Samuel Greenbaum, Edward E.
McCall, Edward B. Amend, Vernon M. Davis, Victor
J. Dowling.

**SUPREME COURT—SECOND
DEPARTMENT.**

Kings County Court-house, Borough of Brooklyn,
N. Y.
Courts open daily from 10 o'clock A. M. to 5 o'clock
P. M. Six jury trial parts. Special Term for Trials.
Special Term for Motions.
James F. McGee, General Clerk.

**CRIMINAL DIVISION—SUPREME
COURT.**

Building for Criminal Courts, Centre, Elm, White
and Franklin streets.
Court opens at 10:30 A. M.
Thomas L. Hamilton, Clerk; Edward R. Carroll,
Special Deputy to the Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

COURT OF GENERAL SESSIONS.

Held in the building for Criminal Courts, Centre,
Elm, White and Franklin streets.
Court opens at 10:30 o'clock A. M.
Rufus B. Cowing, City Judge; John W. Goff, Re-
corder; Joseph E. Newburger, Martin T. McMahon
and Warren W. Foster, Judges of the Court of General
Sessions. Edward R. Carroll, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

**CITY COURT OF THE CITY OF
NEW YORK.**

No. 32 Chambers street, Brownstone Building, City
Hall Park, from 10 A. M. to 4 P. M.
Part II.
Part III.
Part IV.
Part V.
Special Term Chambers will be held from 10 A. M. to
4 P. M.
Clerk's Office open from 9 A. M. to 4 P. M.
Edward F. O'Dwyer, Chief Justice; John H. Mc-
Carty, Lewis J. Conlan, Theodore F. Hascall, Francis
B. Delehanty, Samuel Seabury, Joseph L. Green, Jus-
tices. Thomas F. Smith, Clerk.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street, between
Franklin and White streets, Borough of Manhattan.
Court opens at 10 A. M.
Justices—First Division—Elizur B. Hinsdale, Wil-
liam E. Wyatt, John B. McKean, Willard H. Olmsted,
Joseph M. Deuel, Lorenz Zeller, William M. Fuller,
Clerk; Joseph H. Jones, Deputy Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

Second Division—Trial Days—No. 171 Atlantic
avenue, Brooklyn, Mondays, Wednesdays and Fridays,
at 10 o'clock; Town Hall, Jamaica, Borough of Queens,
Tuesdays at 10 o'clock; Town Hall, New Brighton,
Borough of Richmond, Thursdays, at 10 o'clock.
Justices—John Courtney, Howard J. Forker, Patrick
Keady, John Fleming, Thomas W. Fitzgerald, Rob-
ert J. Wilkin, Joseph L. Kerrigan, Clerk; John J.
Dorman, Deputy Clerk.
Clerk's Office, No. 171 Atlantic avenue, Borough of
Brooklyn, open from 9 A. M. to 4 P. M.

CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan.
Edmund C. Lee, Clerk.
Second Division—No. 102 Court street, Brooklyn.
Robert J. Wilkin, Justice. James P. Slinnot, Clerk.

CITY MAGISTRATES' COURT.

Courts open from 9 A. M. to 4 P. M.
City Magistrates—Robert C. Cornell, Leroy B.
Crane, Clarence W. Meade, Joseph Pool, John B.
Mayo, Peter P. Barlow, Matthew P. Breen, Seward
Baker, Charles S. Whitman, Joseph F. Moss, Henry
Steinert, Daniel E. Finn, Francis S. McAvoy, Charles
G. F. Wahle.
James McCabe, Secretary.
First District—Criminal Court Building
Second District—Jefferson Market.
Third District—No. 69 Essex street.
Fourth District—Fifty-seventh street, near Lexing-
ton avenue.
Fifth District—One Hundred and Twenty-first
street, southeastern corner of Sylvan place.
Sixth District—One Hundred and Fifty-eighth street,
and Third avenue.
Seventh District—Fifty-fourth street, west of Eighth
avenue.

SECOND DIVISION.**Borough of Brooklyn.**

City Magistrates—Alfred E. Steers, A. V. B. Voor-
hees, Jr., James G. Tighe, Edward J. Dooley, John
Naumer, E. G. Higgenbotham, Frank E. O'Reilly,
Henry J. Furlong.
President of Board, James G. Tighe, No. 184½ Ber-
gen street.
Secretary to the Board, Lawrence F. Carroll, No.
269 Bedford avenue.
First District—No. 318 Adams street.
Second District—Court and Butler streets.
Third District—Myrtle and Vanderbilt avenues.
Fourth District—Lee avenue and Clymer street.
Fifth District—Manhattan avenue and Powers street.
Sixth District—No. 495 Gates avenue.
Seventh District—Grant street (Flatbush).
Eighth District—West Eighth street (Coney Island).

Borough of Queens.

City Magistrates—Matthew J. Smith, Luke J. Con-
norton, Edmund J. Healy.
First District—Long Island City.
Second District—Flushing.
Third District—Far Rockaway.
Borough of Richmond.
City Magistrates—John Crook, Nathaniel Marsh.
First District—New Brighton, Staten Island.
Second District—Stapleton, Staten Island.

MUNICIPAL COURTS.**Borough of Manhattan.**

First District—Third, Fifth and Eighth Wards and
all that part of the First Ward lying West of Broadway
and Whitehall street, including Governor's Island,
Bedloe's Island, Ellis Island and the Oyster Islands
New Court-house, No. 128 Prince street, Corner of
Wooster street.
Wauhope Lynn, Justice. Thomas O'Connell, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Second District—Second, Fourth, Sixth and Four-
teenth Wards, and all that portion of the First Ward
lying south and east of Broadway and Whitehall
street. Court-room, No. 59 Madison street.
John Hoyer, Justice. Francis Mangin, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.
Court opens daily at 9 A. M., and remains open until
daily calendar is disposed of and close of the daily busi-
ness, except on Sundays and legal holidays.
Third District—Ninth and Fifteenth Wards. Court-
room, southwest corner Sixth avenue and West Tenth
street. Court open daily (Sundays and legal holidays
excepted), from 9 A. M. to 4 P. M.
Wm. F. Moore, Justice. Daniel Williams, Clerk.
Fourth District—Tenth and Seventeenth Wards.
Court-room, No. 30 First street, corner Second avenue.
Clerk's Office open daily from 9 A. M. to 4 P. M. Court
opens 9 A. M. daily, and remains open to close of
business.
George F. Roesch, Justice. Andrew Lang, Clerk.

Fifth District—The Fifth District embraces the
Eleventh Ward and all that portion of the Thirteenth
Ward which lies east of the centre line of Norfolk
street and north of the centre line of Grand street
and west of the centre line of Pitt street and north of
the centre line of Delancey street and northwest of
Clinton street to Rivington street, and on the centre
line of Rivington street south to Norfolk street.
Court-room, No. 154 Clinton street.
Benjamin Hoffman, Justice. Thomas Fitzpatrick,
Clerk.

Sixth District—Eighteenth and Twenty-first Wards.
Court-room, northwest corner Twenty-third street
and Second avenue. Court opens at 9 A. M. daily, and
continues open until close of business.
Daniel F. Martin, Justice. Abram Bernard, Clerk.

Seventh District—Nineteenth Ward. Court-room,
No. 151 East Fifty-seventh street. Court opens every
morning at 9 o'clock (except Sundays and legal holi-
days), and continues open to close of business.
Herman Joseph, Justice.
Edward A. McQuade, Clerk.

Eighth District—Sixteenth and Twentieth Wards.
Court-room, northwest corner of Twenty-third street
and Eighth avenue. Court opens at 9 A. M. and con-
tinues open until close of business. Summary pro-
ceedings and return causes called at 9 A. M. Calen-
dar trial causes, 9 A. M.
Clerk's Office open from 9 A. M. to 4 P. M., and on
Saturdays until 12 M.
Trial days and Return days, each Court day.
James W. McLaughlin, Justice.
Henry Merzbach, Clerk.

Ninth District—Twelfth Ward, except that portion
thereof which lies west of the centre line of Lenox or
Sixth avenue, and of the Harlem river, north of the
terminus of Lenox avenue. Court-room, No. 170 East
One Hundred and Twenty-first street, southeast
corner of Sylvan place. Court opens every morning at
9 o'clock (except Sundays and legal holidays), and con-
tinues open to close of business.
Joseph P. Fallon, Justice. William J. Kennedy,
Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

Tenth District—The Tenth District embraces that
portion of the Twenty-second Ward south of Seventieth
street. Court-room, No. 314 West Fifty-fourth street.
Court open daily (Sundays and legal holidays excepted)
from 9 A. M. to 4 P. M.
Thomas E. Murray, Justice. Michael Skelly, Clerk.

Eleventh District—The Eleventh District embraces
that portion of the Twelfth Ward which lies north of
the centre line of West One Hundred and Tenth
street, between Lenox avenue and Seventh avenue,
north of the centre line of One Hundred and Twenti-
eth street, between Seventh avenue and Broadway;
north of the centre line of One Hundred and Nine-
teenth street, between Broadway and the North or
Hudson river, and west of the centre line of Lenox or
Sixth avenue, and of the Harlem river north of the
terminus of Lenox or Sixth avenue. Court-room, No.
70 Manhattan street. Clerk's Office open daily (Sun-
days and legal holidays excepted) from 9 A. M. to 4
P. M. Court convenes daily at 9 A. M.
Francis J. Worcester, Justice. Heman B. Wilson,
Clerk.

Twelfth District—The Twelfth District embraces
that portion of the Twenty-second Ward north of
Seventieth street, and that portion of the Twelfth
Ward which lies north of the centre line of Eighty-
sixth street and west of the centre line of Seventh
avenue and south of the centre line of One Hundred
and Twentieth street, between Seventh avenue and
Broadway and south of the centre line of One Hun-
dred and Nineteenth street, between Broadway and
the North or Hudson river. Court-room, No. 2630
Broadway.
Alfred P. W. Seaman, Justice; James V. Gilloon,
Clerk.

Thirteenth District—South side of Delancey street,
from East river to Pitt street; east side of Pitt street,
Grand street, south side of Grand street to Norfolk
street, east side of Norfolk street to Division street,
south side of Division street to Catharine street, east
side of Catharine street to East river. Clerk's office
open daily (Sundays and legal holidays excepted) from
9 A. M. to 4 P. M.
Leon Sanders, Justice. James J. Devlin, Clerk.
Court-room, No. 200 East Broadway.

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 934 of the Laws of
1895, comprising all of the late Town of Westchester
and part of the Towns of Eastchester and Pelham, in-
cluding the Villages of Wakefield and Williamsbridge.
Court-room, Town Hall, Main street, Westchester
Village. Court open daily (Sundays and legal holi-
days excepted) from 9 A. M. to 4 P. M. Trial of causes
are Tuesday and Friday of each week.
William W. Penfield, Justice. Thomas F. Delehanty,
Clerk.
Office hours, from 9 A. M. to 5 P. M.; Saturdays, clos-
ing at 12 M.

Second District—Twenty-third and Twenty-fourth
Wards, except the territory described in chapter 934
of the Laws of 1895. Court-room, corner Third avenue
and One Hundred and Fifty-eighth street. Office
hours from 9 A. M. to 4 P. M. Court opens at 9 A. M.
John M. Tierney, Justice. Thomas A. Maher,
Clerk.

BOROUGH OF BROOKLYN

First District—Comprising First, Second, Third,
Fourth, Fifth, Sixth, Tenth and Twelfth Wards of the
Borough of Brooklyn. Court-house, northwest corner
State and Court streets.
John J. Walsh, Justice. Edward Moran, Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

Second District—Seventh, Ninth, Eleventh, Twen-
tieth, Twenty-first and Twenty-third Wards. Court-
room located at No. 405 Gates avenue, Brooklyn.
Calendar called at 9 o'clock A. M.
Gerard B. Van War, Justice. William H. Allen,
Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

Third District—Includes the Thirteenth, Fourteenth,
Fifteenth, Sixteenth, Seventeenth, Eighteenth and
Nineteenth Wards. Court-house Nos. 6 and 8 Lee
avenue, Brooklyn.
William J. Lynch, Justice. John W. Carpenter,
Clerk.

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

Fourth District—Twenty-fourth, Twenty-fifth,
Twenty-sixth, Twenty-seventh and Twenty-eighth
Wards. Court-room, No. 14 Howard avenue.
Thomas H. Williams, Justice.
G. J. Wiederhold, Clerk.

R. M. Bennett, Assistant Clerk.
Clerk's Office open from 9 A. M. to 4 P. M.

Fifth District—Eighteenth, Twenty-second, Twenty-
ninth, Thirtieth, Thirty-first and Thirty-second Wards.
Court-house, northwest corner of Fifty-third street and
Third avenue.
Cornelius Furgueson, Justice. Jeremiah J. O'Leary,
Clerk.

Clerk's Office open from 9 A. M. to 4 P. M.

BOROUGH OF QUEENS.

First District—First Ward (all of Long Island City
formerly composing five wards). Court-room, No. 46
Jackson avenue, Long Island City.
Clerk's Office open from 9 A. M. to 4 P. M. each day
excepting Saturdays, closing at 12 M. Trial day
Mondays, Wednesdays and Fridays. All other busi-
ness transacted on Tuesdays and Thursdays.

Thomas C. Kadien, Justice. Thomas F. Kennedy,
Clerk.

Second District—Second and Third Wards, which
includes the territory of the late Towns of Newtown
and Flushing. Court-room, in Court-house of the late
Town of Newtown, corner of Broadway and Court
street, Elmhurst, New York. P. O. Address, Elm-
hurst, New York.
William Rasquin, Jr., Justice. Henry Walter, Jr.,
Clerk.

Clerk's Office open from 9 A. M. to 4 P. M.

Third District—Fourth and Fifth Wards, comprising
the territory of the former towns and villages of
Jamaica, Far Rockaway and Rockaway Beach.
James F. McLaughlin, Justice. George W. Damon,
Clerk.

Court-house, Town Hall, Jamaica.
Telephone, 189 Jamaica.
Clerk's Office open from 9 A. M. to 4 P. M.
Court held on Mondays, Wednesdays and Fridays at
10 o'clock 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 9 A. M. to 4 P. M.
Court held each day, except Saturdays, from 10 A. M.

Second District—Second, Fourth and Fifth Wards
(Towns of Middletown, Southfield and Westfield).
Court-room, former Edgewater Village Hall, Stapleton.
George W. Stake, Justice. Peter Tierman, 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,
Monday, Wednesday and Friday.

OFFICIAL PAPERS.

Morning—"The Sun," "The Morning Tele-
graph."

Evening—"The Globe and Commercial Adver-
tiser," "The Daily News."

Weekly—"The Sunday Democrat," "The New
York Realty Journal."

German—"The New Yorker Herald."

Designated by the Board of City Record, Feb-
ruary 7, 1905.

DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10 o'clock A. M., on

FRIDAY, JUNE 23, 1905.

FOR FURNISHING ALL THE LABOR AND FURNISHING AND ERECTING ALL THE MATERIALS NECESSARY OR REQUIRED TO COMPLETE CERTAIN ALTERATIONS AT THE WILLARD PARKER HOSPITAL, FOOT OF EAST SIXTEENTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is 65 consecutive working days.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

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

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D., President;
ALVAH H. DOTY, M. D.,
WILLIAM McADOO, Board of Health.

Dated JUNE 13, 1905.

j13,23

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

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10 o'clock A. M., on

WEDNESDAY, JUNE 21, 1905.

FOR FURNISHING, DELIVERING AND DISTRIBUTING 32,000 QUARTS OF MILK, MORE OR LESS, AS REQUIRED, TO BE DISPENSED IN SMALL QUANTITIES TO TUBERCULOSIS PATIENTS, FROM CENTRAL STATIONS LOCATED IN THE BOROUGH OF MANHATTAN, IN THE CITY OF NEW YORK, AS DIRECTED BY THE DEPARTMENT OF HEALTH AND SET FORTH IN THE SPECIFICATIONS, DURING THE YEAR 1905.

The time for the completion of the work and the full performance of the contract is during the year 1905.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

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

Blank forms and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D., President;
ALVAH H. DOTY, M. D.,
WILLIAM McADOO, Board of Health.

Dated JUNE 10, 1905.

j10,21

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

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10 o'clock A. M., on

WEDNESDAY, JUNE 21, 1905.

FOR FURNISHING ALL THE LABOR AND FURNISHING AND ERECTING ALL THE MATERIALS NECESSARY OR REQUIRED TO COMPLETE A SOLARIUM ON THE NORTHERN END OF THE SCARLET FEVER PAVILION AT THE RIVERSIDE HOSPITAL, NORTH BROTHER ISLAND, BOROUGH OF THE BRONX, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is 50 consecutive working days.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

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

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan.

THOMAS DARLINGTON, M. D., President;
ALVAH H. DOTY, M. D.,
WILLIAM McADOO, Board of Health.

Dated JUNE 10, 1905.

j10,21

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

BOROUGH OF THE BRONX.

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

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

No. 471.

CONSTRUCTING SEWERS AND APPURTENANCES IN:

TREMONT AVENUE, between Pugsley avenue (Avenue E) and Rosedale avenue.

WHITE PLAINS ROAD (Cottage Grove avenue), between Tremont avenue and Guerlain street (place).

GUERLAIN STREET (place), between White Plains road (Cottage Grove avenue) and Leland avenue (Saxe avenue).

LELAND AVENUE (Saxe avenue), from the centre line of Guerlain street (place) to about 245 feet southerly.

WESTCHESTER AVENUE, between Tremont avenue and Taylor avenue (Harrison avenue), and between Tremont avenue and Pugsley avenue (Avenue E).

LELAND AVENUE (Saxe avenue), between Westchester avenue and a point about 90 feet north of the centre line of Wood avenue (Cornell avenue).

THIERIOT AVENUE, between Westchester avenue and a point about 147 feet north of the centre line of Wood avenue (Cornell avenue).

TAYLOR AVENUE (Harrison avenue), between Westchester avenue and a point about 204 feet north of the centre line of Wood avenue (Cornell avenue).

HAMMOND AVENUE (Clason avenue), between McGraw avenue and Madison street.

ST. LAWRENCE AVENUE, between Beacon avenue (street) and Merrill street.

COMMONWEALTH AVENUE, between Beacon avenue (street) and Merrill street.

McGRAW AVENUE, between Gray street (Leggett place) and Hammond avenue (Clason avenue).

WOOD AVENUE (Cornell avenue), between White Plains road (Cottage Grove avenue) and Hammond avenue (Clason avenue).

BEACON AVENUE (street), between Hammond avenue (Clason avenue) and a point about 170 feet west of the centre line of Commonwealth avenue.

The petition for the above will be submitted by me to the Local Board having jurisdiction thereof on June 22, 1905, at 2 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 JUNE 8, 1905.

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

j9,10,17,22

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

HEREBY GIVE NOTICE THAT PETITIONS have been presented to me, and are on file in my office for inspection, for:

No. 459. Laying out on the map of The City of New York Alden place, between East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street, Webster avenue and Park avenue, Borough of The Bronx, to a width of twenty-eight (28) feet, in accordance with accompanying sketch.

No. 460. Paving with sheet asphalt the roadway of One Hundred and Eighty-fourth street, from Webster avenue to Third avenue; block asphalt and granite blocks to be used where necessary on account of grade.

No. 461. Regulating and grading, setting curbstones and flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary, in Gerard avenue, between East One Hundred and Sixty-fourth street and the summit south of McClellan street.

No. 462. Laying out on the map of The City of New York a change of line at the southwest corner of Third avenue and St. Ann's avenue, so as to discontinue the widening at that point shown on the final maps.

No. 463. Laying out on the map of The City of New York East One Hundred and Seventy-eighth street, between Hughes avenue and Crotona avenue.

No. 464. Regulating and grading, setting curbstones and flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary, in East One Hundred and Eighty-first street, from Tiebout avenue to Jerome avenue.

No. 465. Paving with sheet asphalt Fox street, from One Hundred and Fifty-sixth street to Longwood avenue, and setting curb where necessary.

No. 466. Regulating and grading, setting curbstones and flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary, in East One Hundred and Seventy-fourth street, between Topping avenue and the New York and Harlem Railroad, and building steps thereon, between Anthony avenue and Clay avenue.

No. 467. To properly provide for the surface drainage by constructing receiving basins at the northeast and southeast corners of East One Hundred and Fiftieth street and River avenue.

No. 468. Acquiring title to the lands necessary for the opening of Truxton street, from Garrison square (Longwood avenue) to the East river.

No. 469. Acquiring title to the lands necessary for the opening of Eastern Boulevard, from the property of the New York, New Haven and Hartford Railroad Company to Hunt's Point road.

No. 470. Regulating and grading, setting curbstones, flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary, in East One Hundred and Sixty-sixth street, between Morris avenue and the Grand Boulevard and Concourse.

The petitions for the above will be submitted by me to the Local Board having jurisdiction thereof, on June 22, 1905, 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 JUNE 8, 1905.

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

j9,10,17,22

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

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of The Bronx at the above office until 11 o'clock A. M. on

TUESDAY, JUNE 20, 1905.

No. 1. FOR CONSTRUCTING APPROACHES TO BRIDGES OVER THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD AND THE NEW YORK AND PUTNAM RAILROAD, AT DEPOT PLACE AND WEST ONE HUNDRED AND SEVENTY-SEVENTH STREET, UNDER AUTHORITY OF CHAPTER 423 OF THE LAWS OF 1903, TOGETHER WITH ALL WORK INCIDENTAL THERE-TO.

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

Removal and disposal of old bulkheads, piles, etc.

6,200 cubic yards excavation.

3,000 linear feet bearing piles.

30,500 cubic yards filling and back filling.

1,200 cubic yards rock filling.

2 standard receiving basins.

3 inlets.

130 linear feet vitrified stoneware pipe, 12 inches in diameter.

100 linear feet vitrified stoneware pipe, 8 inches in diameter.

1,950 cubic yards dry rubble masonry.

400 cubic yards Class "A" concrete.

9,000 cubic yards Class "B" concrete.

10 cubic yards Class "C" concrete.

100 additional barrels Portland cement.

110 square yards waterproofing.

40,000 feet (B. M.) lumber.

3,400 linear feet new curbstone.

16,800 square feet new flagging.

1,000 square feet new bridge stone.

96 cubic feet bluestone steps and landings.

4,250 square yards granite block pavement.

560 square yards asphalt block pavement.

4,000 square yards macadam pavement.

278,000 pounds iron and steel.

19,000 pounds reinforcing bars.

3,800 square feet woven wire fabric.

2,020 linear feet ornamental railing.

400 linear feet gas-pipe railing.

150 linear feet vitrified stoneware pipe, 15 inches in diameter.

The time allowed for the completion of the work will be 150 consecutive working days.

The amount of security required will be Fifty Thousand Dollars.

No. 2. FOR REGULATING AND GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN BRYANT AVENUE, from Westchester avenue to Boston road.

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

9,800 cubic yards of earth excavation.

6,800 cubic yards of rock excavation.

10,150 cubic yards of filling.

9,350 linear feet of new curbstone, furnished and set.

37,700 square feet of new flagging, furnished and laid.

925 square feet of new bridge stone for crosswalks, furnished and laid.

350 cubic yards of dry rubble masonry in retaining walls, culverts and gutters.

100 linear feet of vitrified stoneware pipe, 12 inches in diameter.

The time allowed for the completion of the work will be 200 working days.

The amount of security required will be Thirteen Thousand Dollars.

No. 3. FOR REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF EAST ONE HUNDRED AND FORTY-NINTH STREET, from Third avenue to Bergen avenue, AND SETTING CURB WHERE NECESSARY.

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

1,460 square yards of completed asphalt pavement, including binder course, and keeping the pavement in repair for five years from date of acceptance.

230 cubic yards of concrete.

425 linear feet of new curbstone, furnished and set in concrete.

The time allowed for the completion of the work will be 20 consecutive working days.

The amount of security required will be Fifteen Hundred Dollars.

No. 4. FOR PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF HEWITT PLACE, from Leggett avenue to Longwood avenue.

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

1,975 square yards of completed asphalt pavement, including binder course, and keeping the pavement in repair for five years from date of acceptance.

325 cubic yards of concrete.

200 linear feet of new curbstone, furnished and set in concrete.

1,000 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the work will be 30 consecutive working days.

The amount of security required will be Two Thousand Dollars.

No. 5. FOR CONSTRUCTING SEWER AND APPURTENANCES IN VYSE AVENUE, between Boston road and East One Hundred and Seventy-seventh street.

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

715 linear feet of pipe sewer, 12-inch.

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

8 manholes, complete.

1,375 cubic yards of rock, to be excavated and removed.

5 cubic yards of concrete in place, exclusive of concrete in sewer sections.

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

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

The time allowed for the completion of the work will be 150 working days.

The amount of security required will be Three Thousand Five Hundred Dollars.

No. 6. FOR CONSTRUCTING TEMPORARY SEWER AND APPURTENANCES IN JEFFERSON STREET, between Morris Park avenue and the property of the New York, New Haven and Hartford Railroad Company.

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

790 linear feet of pipe sewer, 12-inch.

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

9 manholes, complete.

230 cubic yards of rock to be excavated and removed.

5 cubic yards of concrete in place, exclusive of concrete in sewer sections.

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

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

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

The amount of security required will be Eighteen Hundred Dollars.

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

LOUIS F. HAFEN, President.

THE CITY OF NEW YORK, June 6, 1905.

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

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz:

BOROUGH OF BROOKLYN.

List 8328, No. 1. Regulating, grading, paving with asphalt pavement on concrete foundation, curbing, flagging and laying cement sidewalk in Morgan avenue, between Stagg street and Metropolitan avenue.

List 8356, No. 2. Regulating, grading, curbing, flagging and laying cement sidewalks in

Morgan avenue, between Metropolitan and Meeker avenues.

List 8330, No. 3. Grading, paving with asphalt pavement on concrete base and curbing Tenth avenue, between Fifteenth street and Prospect avenue.

List 8381, No. 4. Grading, paving with asphalt pavement, setting and resetting curb in Chestnut street, between Jamaica avenue and Atlantic avenue.

List 8402, No. 5. Grading, curbing and laying Brick gutters in Eighty-fifth street, between Seventh and Thirtieth avenues.

BOROUGH OF THE BRONX.

List 8286, No. 6. Regulating, grading, curbing, flagging and laying crosswalks in East One Hundred and Seventy-third street, from Weeks avenue to the Grand Boulevard and Concourse.

List 8288, No. 7. Laying telford macadam pavement and constructing gutters in East One Hundred and Eighty-third street, from Arthur avenue to the Southern Boulevard.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Morgan avenue, from Stagg street to Metropolitan avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 2. Both sides of Morgan avenue, from Metropolitan avenue to Meeker avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 3. Both sides of Tenth avenue, from Fifteenth street to Prospect avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 4. Both sides of Chestnut street, from Jamaica avenue to Atlantic avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

No. 5. Both sides of Eighty-fifth street, from Seventh avenue to Thirteenth avenue, and to the extent of half the block at the intersecting and terminating avenues.

No. 6. Both sides of One Hundred and Seventy-third street, from Weeks avenue to the Grand Boulevard and Concourse, and to the extent of half the block at the intersecting and terminating avenues.

No. 7. Both sides of One Hundred and Eighty-third street, from Arthur avenue to the Southern Boulevard, and to the extent of half the block at the intersecting and terminating avenues.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before July 11, 1905, at 11 A. M., at which time and place the said objections will be heard and testimony received in reference thereto.

ROBERT MUH.

ANTONIO ZUCCA.

CHARLES A. O'MALLEY,

Board of Assessors.

WILLIAM H. JASPER,

Secretary,

No. 320 Broadway.

CITY OF NEW YORK, BOROUGH OF MANHATTAN, June 8, 1905.

j8,19

BOARD OF ESTIMATE AND APPORTIONMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

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

The petition of the Union Railway Company of New York City respectfully shows:

First—Your petitioner is a street surface railroad 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 the extensions of its road or branches thereof herein proposed.

Second—Your petitioner desires to obtain from the City of New York, and hereby respectfully applies for its consent to, and a grant of the franchise or right to use certain streets, roads, avenues, highways, boulevards, driveways, bridges, public viaducts and approaches, parkways, or public grounds within or belonging to The City of New York, for the construction and operation in and

and Manhattan, in the City, County and State of New York.

(2) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East One Hundred and Thirty-eighth street and Exterior street (or Gerard avenue); running thence northerly in, through, upon and along said Exterior street (or Gerard avenue) to its intersection with Gerard avenue; thence northerly in, through, upon and along said Gerard avenue to its intersection with East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to the easterly approach to the Lenox Avenue (or West One Hundred and Forty-fifth Street) Bridge over the Harlem river, and connecting the boroughs of The Bronx and Manhattan; thence westerly in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along the westerly approach to said bridge to the intersection of said approach with said East One Hundred and Forty-fifth street, in the Borough of Manhattan; thence westerly in, through, upon and along said West One Hundred and Forty-fifth street to the tracks of the Sixth Avenue Railroad Company at the intersection of said West One Hundred and Forty-fifth street with Lenox avenue, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street, Cheever place, East One Hundred and Forty-fourth street, East One Hundred and Forty-sixth street, River avenue and Exterior street (not at grade), all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(3) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Boscobel avenue, Lind avenue and Aqueduct avenue; running thence westerly in, through, upon and along the easterly approach to the Washington Bridge over the Harlem river and connecting the boroughs of The Bronx and Manhattan, and upon, over, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with West One Hundred and Eighty-first street, in the Borough of Manhattan; thence westerly in, through, upon and along said West One Hundred and Eighty-first street to the tracks of the Kingsbridge Railway Company, at the intersection of Broadway and said West One Hundred and Eighty-first street, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Aqueduct avenue, Lind avenue, Undercliff avenue (not at grade), Sedgwick avenue (not at grade), Commerce avenue (not at grade), the tracks of the New York and Putnam Railroad Company and of the Spuyten Duyvil and Port Morris Railroad Company, of the New York Central and Hudson River Railroad system (not at grade), the Harlem River speedway (not at grade), New avenue, Amsterdam avenue, Audubon avenue, Broadway (or Eleventh avenue) and Wadsworth avenue, all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(4) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Fordham avenue and the Harlem River terrace; running thence southerly in, through, upon and along the said Harlem River terrace to its intersection with East One Hundred and Eighty-fourth street; thence westerly in, through, upon and along said East One Hundred and Eighty-fourth street to its intersection with the easterly approach to the new or Fordham Heights Bridge (to be constructed) over the Harlem river and connecting the boroughs of The Bronx and Manhattan; thence westerly in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along the westerly approach to said bridge to West Two Hundred and Seventh street in the Borough of Manhattan; thence westerly in, through, upon and along said West Two Hundred and Seventh street to the intersection of said West Two Hundred and Seventh street with Amsterdam avenue (or Tenth avenue); thence southerly in, through, upon and along said Amsterdam avenue (or Tenth avenue) to its intersection with Emerson street; thence westerly in, through, upon and along said Emerson street to the tracks of the Kingsbridge Railway Company at the intersection of Broadway with said Emerson street; all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street (not at grade), the proposed continuation of the Harlem River Speedway (not at grade), Ninth avenue, Post avenue, Sherman avenue and Vermilye avenue; all in the boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(5) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and the Harlem River terrace; running thence southerly in, through, upon and along said Harlem River terrace to its intersection with Cedar avenue; thence southerly in, through, upon and along said Cedar avenue to and connecting with the tracks of the Union Railway Company of New York City, at the intersection of said Cedar avenue and East One Hundred and Seventy-ninth street; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Ninetieth street, Fordham road (or avenue), East One Hundred and Eighty-fourth street, Cedar avenue and East One Hundred and Eightieth street; all in the Borough of The Bronx, in the City, County and State of New York.

(6) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East Two Hundred and Thirtieth street and Bailey avenue; running thence northerly in, through, upon and along said Bailey avenue to its intersection with the Albany road; thence northerly or northeasterly in, through, upon and along said Albany road to its intersection with Van Cortlandt avenue; thence southeasterly in, through, upon and along said Van Cortlandt avenue (or Albany road) to its intersection with Sedgwick avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: The Albany road, East Two Hundred and Thirty-first street, Albany road, East Two Hundred and Thirty-third street, East Two Hundred and Thirty-fourth street, East Two Hundred and Thirty-sixth street, East Two Hundred and Thirty-eighth street, an unnamed street, East Two Hundred and Fortieth street (or Van Cortlandt Park, South) and Bailey avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(7) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Broadway with East Two Hundred and Thirty-eighth street; running thence easterly in, through, upon and along said East Two Hundred and Thirty-eighth street to its intersection with the westerly approach to the bridge over the tracks of the New York and Putnam Railroad Company; thence easterly in, through, upon and along the said westerly approach to said bridge, and upon, over, across and along said bridge and in, through, upon and along the easterly approach to said bridge to the intersection of said East Two Hundred and Thirty-eighth street and the Albany road, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Review avenue and Putnam avenue, all in the Borough of The Bronx, in the City, County and State of New York.

(8) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Webster avenue and East Two Hundred and Thirty-third street (or Nineteenth street); running thence easterly in, through, upon and along said East Two Hundred and Thirty-third street (or Nineteenth street) to its intersection with the westerly approach to the East Two Hundred and Thirty-third Street Bridge over the tracks of the New York and Harlem Railroad Company; thence easterly in, through, upon and along said approach, and upon, over, across and along said bridge, and in, through, upon and along the easterly approach to said bridge to its intersection with said East Two Hundred and Thirty-third street (or Nineteenth street); thence in, through, upon and along said East Two Hundred and Thirty-third street to its intersection with the westerly approach to the East Two Hundred and Thirty-third Street Bridge over the Bronx river, and in, through, upon and along said westerly approach to said bridge and upon, over, across and along said bridge, and in, through, upon and along the easterly approach to said bridge to its intersection with said East Two Hundred and Thirty-third street; thence in, through, upon and along said East Two Hundred and Thirty-third street to its intersection with Bronx terrace, all in the Borough of The Bronx, in the City, County and State of New York.

(9) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Third avenue and East One Hundred and Forty-eighth street; running thence westerly in, through, upon and along said East One Hundred and Forty-eighth street to its intersection with Park avenue (or Railroad avenue); thence northerly in, through, upon and along said Park avenue (or Railroad avenue) to its intersection with East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to its intersection with the easterly approach to the East One Hundred and Forty-ninth Street Bridge over the tracks of the New York Central and Hudson River Railroad Company and the New York and Harlem Railroad Company; thence in, through, upon and along said easterly approach and upon, over, across and along said bridge and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with said East One Hundred and Forty-ninth street; thence westerly in, through, upon and along said East One Hundred and Forty-ninth street to its intersection with Mott avenue; thence northerly in, through, upon and along said Mott avenue to its intersection with East One Hundred and Fiftieth street; thence westerly in, through, upon and along said East One Hundred and Fiftieth street to its intersection with Gerard avenue; thence southerly in, through, upon and along said Gerard avenue to its intersection with said East One Hundred and Forty-ninth street and connected with the tracks to be constructed under extension (2), as already described, and proceeding in, through, upon and along the route of said extension (2) westerly from the intersection of said East One Hundred and Forty-ninth street and said Gerard avenue, over, upon, across and along the said Lenox avenue (or East One Hundred and Forty-fifth Street) Bridge to the westerly terminus of said extension (2), as more particularly set forth in the description of said extension, all in the Boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Courtlandt avenue, College avenue, Morris avenue, Spencer place, Mott avenue, Walton avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(10) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of East One Hundred and Forty-ninth street, Third avenue, Melrose avenue and Willis avenue; running thence easterly in, through, upon and along said East One Hundred and Forty-ninth street and over, upon, across and along the East One Hundred and Forty-ninth Street Bridge over the tracks of the Port Morris Branch of the New York and Harlem Railroad Company, and in, through, upon and along said East One Hundred and Forty-ninth street to and connecting with the tracks of the Southern Boulevard Railroad Company, at the intersection of East One Hundred and Forty-ninth street, Prospect avenue and the Southern Boulevard; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Bergen avenue, Park street, Trinity avenue, Robbin avenue, Concord avenue, Wales avenue, Beach avenue, Union avenue and Prospect avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(11) Beginning at and connecting with the westerly end of the existing tracks of the Union Railway Company of New York City, on the West One Hundred and Fifty-fifth Street Viaduct crossing Eighth avenue (not at grade), in the Borough of Manhattan; running thence westerly in, through, upon and along said viaduct to its intersection with West One Hundred and Fifty-fifth street; thence westerly in, through, upon and along said West One Hundred and Fifty-fifth street to its intersection with Broadway; thence northerly in, through, upon and along said Broadway to the rapid transit station at the intersection of Broadway and West One Hundred and Fifty-seventh street; all in the Borough of Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Eighth avenue (not at grade), Bradhurst avenue (not at grade), the Harlem River Speedway, Edgecombe avenue, St. Nicholas place, Edgecombe road, St. Nicholas avenue, Amsterdam avenue and West One Hundred and Fifty-sixth street; all in the Borough of Manhattan, in the City, County and State of New York.

(12) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Jerome avenue

and Moshulu parkway, South (or North Sedgwick avenue); running thence northwesterly in, through, upon and along said Moshulu parkway, South (or North Sedgwick avenue), to its intersection with Sedgwick avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(13) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Jerome avenue and the Gun Hill road; running thence easterly in, through, upon and along said Gun Hill road to and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Webster avenue and the Gun Hill road, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: DeKalb avenue, Steuben avenue, Rochambeau avenue, Woodlawn road, Wayne avenue, Tryon avenue, Putnam avenue, Reservoir place, Perry avenue, Hull avenue and Norwood avenue, all in the Borough of The Bronx, in the City, County and State of New York.

(14) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Third avenue and Wendover avenue; running thence easterly in, through, upon and along said Wendover avenue to its intersection with Fulton avenue (or Crotona Park, West); thence southerly in, through, upon and along said Fulton avenue (or Crotona Park, West) to its intersection with Crotona Park, South; thence easterly in, through, upon and along said Crotona Park, South, to its intersection with Prospect avenue; thence southerly or southeasterly in, through, upon and along said Prospect avenue to its intersection with Jennings street; thence easterly or northeasterly in, through, upon and along said Jennings street to its intersection with Wilkins place; thence southerly or southeasterly in, through, upon and along said Wilkins place to and connecting with the tracks of the Southern Boulevard Railroad Company, at the intersection of said Wilkins place and the Southern Boulevard, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Seventy-first street, St. Paul's place, Franklin avenue, Clinton avenue, Crotona avenue, Crotona Park, East; Boston road, East One Hundred and Seventieth street, Chisholm street, Bristow street, Stebbins avenue, Intervale avenue and Freeman street, all in the Borough of The Bronx, in the City, County and State of New York.

(15) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Third avenue and Wendover avenue; running thence westerly in, through, upon and along said Wendover avenue to its intersection with Webster avenue and Clay avenue (or Claremont Park, East); thence southerly in, through, upon and along said Clay avenue (or Claremont Park, East) to its intersection with said Claremont Park, East; thence southerly in, through, upon and along said Claremont Park, East, to its intersection with East One Hundred and Seventieth street (or the transverse road); thence westerly in, through, upon and along said East One Hundred and Seventieth street (or the transverse road) to its intersection with East One Hundred and Seventieth street; thence westerly in, through, upon and along said East One Hundred and Seventieth street to and connecting with the tracks of the Union Railway Company, at the intersection of East One Hundred and Seventieth street and Boscobel avenue, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Bathgate avenue, Washington avenue, Park avenue (or Railroad avenue), Brook avenue, Webster avenue, Clay avenue, Teller avenue, Findlay avenue, College avenue, Morris avenue, Grant avenue, Sheridan avenue, Grand Concourse and Boulevard, Wythe avenue, Walton avenue, Townsend avenue, Jerome avenue, Inwood avenue, Cromwell avenue, all in the Borough of The Bronx, in the City, County and State of New York.

(16) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and Kingsbridge road; thence westerly in, through, upon and along said Kingsbridge road to the easterly approach to the proposed bridge over the tracks of the New York Central and Hudson River Railroad and the New York and Putnam Railroad Companies; thence westerly in, through, upon and along said easterly approach to said bridge, and in, through, upon and along the westerly approach to said bridge to the intersection of said westerly approach with the Kingsbridge road; thence westerly in, through, upon and along the said Kingsbridge road to its intersection with the easterly approach to the bridge over Spuyten Duyvil creek; thence westerly in, through, upon and along the said easterly approach to said bridge and over, upon, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to its intersection with Muscota street; thence westerly in, through, upon and along said Muscota street to the tracks of the Kingsbridge Railway Company, at the intersection of Broadway and the said Muscota street; all in the Boroughs of Manhattan and The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Exterior street; all in the Borough of The Bronx, in the City, County and State of New York.

(17) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Broadway and West Two Hundred and Forty-second street (or Spuyten Duyvil parkway); running thence westerly in, through, upon and along said West Two Hundred and Forty-second street (or Spuyten Duyvil parkway) to Fieldston avenue (or Spuyten Duyvil parkway); thence westerly in, through, upon and along said Spuyten Duyvil parkway to its intersection with Riverdale avenue (or Spuyten Duyvil parkway); thence southerly in, through, upon and along said Riverdale avenue (or Spuyten Duyvil parkway) to its intersection with said Spuyten Duyvil parkway; thence southerly in, through, upon and along said Spuyten Duyvil parkway to its intersection with Nederland avenue; thence northerly in, through, upon and along said Nederland avenue to West Two Hundred and Thirty-ninth street; thence westerly in, through, upon and along said West Two Hundred and Thirty-ninth street to its intersection with Independence avenue; thence northerly in, through, upon and along said Independence avenue to its intersection with West Two Hundred and Fortieth street; thence westerly in, through, upon and along said West Two Hundred and Fortieth street to its intersection with Seward place and Palisade avenue; thence northerly in, through, upon and along said Palisade avenue to its intersection with the Spuyten Duyvil road; thence southerly in, through, upon and along said Spuyten Duyvil road to West Two Hundred and Thirty-sixth street; thence westerly, southerly and westerly in, through, upon and along said West Two Hundred and Thirty-sixth street to the Hudson river;

all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Corlear avenue, Tibbett avenue, Waldo avenue, Greystone avenue, Fieldston avenue, Faraday avenue, Von Munhault avenue, Riverdale avenue, Johnson avenue, Nederland avenue, Arlington avenue, Blackstone avenue, Delafield avenue, Half Moon place, Seward place, Palisade avenue, West Two Hundred and Fortieth street; all in the Borough of The Bronx, in the City, County and State of New York.

(18) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of White Plains avenue and East Two Hundred and Thirty-sixth street; running thence easterly in, through, upon and along said East Two Hundred and Thirty-sixth street to its intersection with the northerly boundary line of The City of New York at its intersection with Sixth street in the City of Mount Vernon, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: The Old White Plains road, Concord street, Byron street, Olinville avenue, Bronxwood avenue (or Russell avenue), Hobart street (or Digney avenue), Coster street, Huntington street, Post street, Overing street, Bayard street, Randall street, Baker street, Baychester avenue, Livingston street, Palmer street, Cooper street, Hunter street, Edgar street, Van Cortlandt street and Mundy's lane, all in the Borough of The Bronx, in the City, County and State of New York.

(19) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Jerome avenue and East One Hundred and Sixty-ninth street and Gerard avenue; running thence southerly in, through, upon and along said Gerard avenue to its intersection with the northerly approach to the Gerard Avenue Bridge over the tracks of the Spuyten Duyvil and Port Morris Railroad Company of the New York Central and Hudson River Railroad system; thence southerly in, through, upon and along said northerly approach to said bridge, and upon, over and across and along said bridge and in, through, upon and along the southerly approach to said bridge to the intersection of said southerly approach with Gerard avenue; thence southerly in, through, upon and along said Gerard avenue to its intersection with East One Hundred and Forty-ninth street and connecting with the tracks to be constructed under extension (2), as already described, and proceeding in, through, upon and along the route of said extension (2) westerly from the intersection of said East One Hundred and Forty-ninth street and said Gerard avenue, over, upon, across and along the said Lenox Avenue (or East One Hundred and Forty-fifth Street) Bridge to the westerly terminus of said extension (2), as more particularly set forth in the description of said extension, all in the Boroughs of The Bronx and Manhattan, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Sixty-ninth street, East One Hundred and Sixty-eighth street, East One Hundred and Sixty-seventh street, McClellan street, East One Hundred and Sixty-fifth street, East One Hundred and Sixty-fourth street, East One Hundred and Sixty-third street, East One Hundred and Sixty-second street, East One Hundred and Sixty-first street, East One Hundred and Fifty-eighth street, East One Hundred and Fifty-seventh street, East One Hundred and Fifty-sixth street, East One Hundred and Fifty-fifth street, East One Hundred and Fifty-fourth street, East One Hundred and Fifty-third street, East One Hundred and Fifty-second street, East One Hundred and Fifty-first street, East One Hundred and Fiftieth street, all in the Borough of The Bronx, in the City, County and State of New York.

(20) Beginning at and connecting with the tracks of the Union Railway Company of New York City at the intersection of Third avenue and East One Hundred and Sixty-third street; running thence easterly in, through, upon and along said East One Hundred and Sixty-third street to its intersection with Stebbins avenue; thence southerly in, through, upon and along said Stebbins avenue to its intersection with Westchester avenue; thence easterly in, through, upon and along said Westchester avenue to its intersection with Dongan street; thence easterly in, through, upon and along said Dongan street to its intersection with Intervale avenue; thence southerly or southeasterly in, through, upon and along said Intervale avenue to and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of said Intervale avenue and the Southern Boulevard; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Eagle avenue, Cauldwell avenue, Trinity avenue, Jackson avenue, Forest avenue, Tinton avenue Union avenue, Prospect avenue, East One Hundred and Sixty-second street, Rogers place, Dawson street, Kelly street, Beck street and Fox street; all in the Borough of The Bronx, in the City, County and State of New York.

(21) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of White Plains avenue and the Boston road (or Boston turnpike); thence northeasterly in, through, upon and along said Boston road (or Boston turnpike) to the southerly approach to the Boston road (or Boston turnpike) Bridge over the Eastchester creek; thence northeasterly in, through, upon and along said southerly approach to said bridge, and upon, over, across and along said bridge, and in, through, upon and along the northerly approach to said bridge to the intersection of said approach with the said Boston road (or Boston turnpike); thence northeasterly in, through, upon and along said Boston road (or Boston turnpike) to the northerly line of New York City; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Williamsbridge road or Westchester turnpike, Briggs avenue, Arthur street, Eastchester road, Birch street, Cedar street, Oak street, Walnut street, Chestnut street, Schieffelin's lane, Schieffelin's lane, South Fifth avenue, Old Boston Post road, Town Dock road and Fisher's lane; all in the Borough of The Bronx, in the City, County and State of New York.

(22) Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Bailey avenue and West Two Hundred and Thirtieth street; running thence westerly in, through, upon and along said West Two Hundred and Thirtieth street to its intersection with Broadway; thence southerly in, through, upon and along said Broadway to its intersection with West Two Hundred and Thirtieth street; thence westerly in, through, upon and along said West Two Hundred and Thirtieth street to its intersection with Riverdale avenue (or the Spuyten Duyvil road); thence northerly in, through, upon and along said Riverdale avenue to the northerly boundary line of The City of New York; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Kingsbridge avenue, Corlear avenue, Tibbett avenue, West Two Hundred and Thirty-second street, West Two Hundred and Thirty-fourth street, Greystone avenue, West Two Hundred and Thirty-fifth street, West Two Hundred and Thirty-sixth street, Cambridge avenue, Oxford avenue, West Two Hundred and Thirty-eighth street, Spuyten Duyvil parkway, West Two Hundred and Forty-sixth street, West Two Hundred and Forty-seventh street, West Two Hundred and Forty-ninth street, West Two Hundred and Fiftieth street, West Two Hundred and Fifty-second street, Alamo avenue, West Two Hundred and Fifty-third street, West Two Hundred and Fifty-fourth street, West Two Hundred and Fifty-fifth street, West Two Hundred and Fifty-sixth street, unnamed street, West Two Hundred and Fifty-ninth street, West Two Hundred and Sixtieth street, West Two Hundred and Sixty-first street, West Two Hundred and Sixty-second street, all in the Borough of The Bronx, in the City, County and State of New York.

Provided, and it is hereby understood, that wherever, in the description of the routes of the aforesaid extensions and branches of the said Union Railway Company of New York City, the names of highways, avenues, streets and public places to be crossed by the said extensions and branches, are omitted because such highways, avenues, streets and public places are, at present, unnamed or unlocated or not established by The City of New York, the said highways, avenues, streets and public places shall, nevertheless, be deemed to have been properly described.

Third—Said corporation proposes to operate said extensions or branches by the overhead electric trolley system, substantially similar to that now in use on its other lines, or by power other than locomotive steam power, which may be approved by the State Board of Railroad Commissioners and consented to by the owners of property bounded upon the same, as provided by law.

Wherefore, your petitioner prays that public notice of the time and place when this application will be first considered be given, as required by the provisions of section 92 of the Railroad Law, and that your Honorable Body will set a date or dates for a public hearing thereon, as provided by section 74 of the Greater New York Charter, as amended by chapter 630 of the Laws of 1905, and as may be required or provided by all other laws applicable thereto, and that the desired consent or grant be embodied in the form of a contract with all the terms and conditions as to compensation and otherwise, in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, May 31, 1905.
[SEAL] UNION RAILWAY COMPANY
OF NEW YORK CITY.
By EDWARD A. MAHER, President.

Attest:
REUNE MARTIN, Secretary.

State of New York, County of New York, ss.:
Edward A. Maher, being duly sworn, deposes and says: That he is the President of the Union Railway Company of New York City, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge except as to the matters therein stated to be alleged upon information and belief, and that as to those matters he believes it to be true; that the reason why this verification is not made by the petitioner is that it is a corporation; that deponent is an officer of said corporation, to wit, its president, and that the grounds of his information in regard to the matters stated in the foregoing petition so far as the same are not within his personal knowledge, are statements and reports made by officers or employees of the corporation to him as president thereof.

[SEAL] EDWARD A. MAHER.
Sworn to before me this 31st day of May, 1905.

CHARLES WITZEL, Notary Public, No. 93, New York County.

State of New York, County of New York, ss.:
On this 31st day of May, in the year one thousand nine hundred and five, before me personally came Edward A. Maher, to me known, who, being by me duly sworn, did depose and say that he resided at No. 7 Mount Morris Park, West, in The City of New York; that he is the President of the Union Railway Company of New York City, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation, and that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

[SEAL] CHARLES WITZEL,
Notary Public, No. 93, New York County.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Union Railway Company of New York City, dated May 31, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the 2d day of June,

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at 10.30 o'clock in the forenoon, and Room 16, in the City Hall, in the 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.

JUNE 8, 1905.
J. W. STEVENSON,
Secretary.
j12,27

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

WILLIAM C. TRULL, ATTORNEY AND COUNSELOR AT LAW, No. 26 LIBERTY STREET, MUTUAL LIFE BUILDING, NEW YORK, June 2, 1905.

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

GENTLEMEN—On behalf of the New York and Port Chester Railroad Company, I herewith submit its petition for the assent of your Honorable Body to the construction and operation of its railroad across the streets intersected by its route within the limits of The City of New York.

Respectfully yours,
WILLIAM C. TRULL.

In the Matter
of
The petition of the New York
and Port Chester Railroad
Company.

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

The petition of the New York and Port Chester Railroad Company respectfully shows and avers upon information and belief:

First—It is a domestic corporation duly incorporated under the laws of the State of New York for the purpose of constructing and operating a railroad of the standard gauge, to be built upon and through a private right of way to be acquired by the company, crossing all streets, avenues, highways and railroads intersected by its route above or below the grade thereof as may be determined by the Board of Railroad Commissioners or other lawful authority.

Second—The said railroad is to be operated by electricity or other motive power authorized by law, except locomotive steam power.

Third—Such railroad is to be built, maintained and operated upon and along a main route commencing at or near the intersection of East One Hundred and Thirty-second street and Willis avenue in the Borough of The Bronx in The City of New York; running thence in an easterly and northeasterly direction through the said Borough of The Bronx, as hereinafter more specifically described, and the cities, towns and villages of Mount Vernon, Pelham, New Rochelle, Larchmont, Mamaroneck, Rye and Port Chester in the County of Westchester to the boundary line between the State of New York and the State of Connecticut; also upon and along a branch route commencing at a point in the aforementioned main route at or near the intersection of the Bronx river and Westchester avenue; running thence in a southeasterly direction to Clason's Point on the East river.

Fourth—The route of said railroad crosses and intersects the following streets and avenues in The City of New York, to wit:

Beginning at a point at or near the intersection of the easterly line of Willis avenue with the northerly line of East One Hundred and Thirty-second street, in the Borough of The Bronx; thence crossing the Southern Boulevard near its intersection with Willis avenue, and thence running parallel to the Southern Boulevard to Brown place; also running from said point of beginning to the Southern Boulevard at a point between Willis avenue and Brown place; thence crossing the Southern Boulevard to join the line above described, in order to form a loop; thence crossing Brown place and Brook avenue, between the Southern Boulevard and East One Hundred and Thirty-fourth street; thence crossing the Southern Boulevard between Brook avenue and St. Ann's avenue; thence crossing St. Ann's avenue, between the Southern Boulevard and East One Hundred and Thirty-second street; thence running approximately parallel with the Southern Boulevard to its junction with Whitlock avenue, at or near East One Hundred and Forty-second street, and crossing Cypress avenue, East One Hundred and Thirty-third street, East One Hundred and Thirty-fourth street, East One Hundred and Thirty-fifth street, East One Hundred and Thirty-sixth street, East One Hundred and Thirty-seventh street, Willow avenue, East One Hundred and Thirty-eighth street, East One Hundred and Thirty-ninth street, East One Hundred and Fortieth street, East One Hundred and Forty-first street, the Southern Boulevard, Whitlock avenue and East One Hundred and Forty-second street; running thence northerly approximately parallel with Whitlock avenue to its intersection with Westchester avenue, and running between Austin place and Whitlock avenue, and between the Southern Boulevard and Whitlock avenue, and between Longfellow street and Whitlock avenue, and crossing East One Hundred and Forty-third street, St. Joseph's street, East One Hundred and Forty-ninth street, Austin place, Impson place, Leggett avenue, East One Hundred and Fifty-sixth street, Longwood avenue, Lafayette avenue, Tiffany street, Barretto street, Hunt's Point road, Hoe street, Fails street, Bryant street, Longfellow street, Aldus street, Guttenberg street; thence crossing Westchester avenue, Home street, Freeman street, Boone street, West Farms road and Jennings avenue, between Boone street and West Farms road; thence running northerly approximately parallel with Boone street to its intersection with East One Hundred and Seventy-sixth street, between Boone street and West Farms road, crossing East One Hundred and Seventy-second street, East One Hundred and Seventy-third street, East One Hundred and Seventy-fourth street; thence crossing Boone street, West Farms road, East One Hundred and Seventy-sixth street and Rodman place; thence crossing West Farms road, near its intersection with the Boston Post road, and again crossing West Farms road, or Tremont avenue, near its intersection with the Bronx river; thence crossing East One Hundred and Seventy-ninth street, Lebanon street, East One Hundred and Eightieth street, Bronx Park avenue to the southeast corner of Bronx Park, and running thence approximately parallel with Morris Park avenue to its intersection with Bear Swamp road, and crossing East One Hundred and Eighty-first street, the northerly branch of West Farms road, Unionport road, Victor street, Washington street, Louise street, Lincoln street, Jefferson street, Madison street and Bear Swamp road or Bronxdale avenue; thence crossing Williamsbridge road approximately 2,400 feet southeast of Bronx and Pelham parkway; thence crossing Bronx and Pelham parkway approximately 2,100 feet east of its intersection with Williamsbridge road; running thence northerly between Williamsbridge road and Eastchester road, crossing Saw Mill lane, near its intersection with Eastchester road; thence crossing Eastchester road or Corsa lane, between Boston Post road and Saw Mill lane; thence crossing Boston Post road, near its easterly intersection with Schieffelin's lane, and across Schieffelin's lane, near its easterly intersection with Boston Post road; thence northerly to the city line.

Also a branch line beginning at a point on the main line above described at or near the southeastern corner of Bronx Park, crossing Bronx Park avenue, East One Hundred and Eightieth street, East One Hundred and Eighty-first street, Lebanon street, Morris Park avenue at or near its intersection with West Farms road, and crossing West Farms road at or near its intersection with Morris Park avenue, Southern turnpike or Westchester turnpike or avenue, at or near its intersection with Clason's Point road, and crossing Clason's Point road near its intersection with the Southern turnpike or Westchester turnpike or avenue; thence running approximately parallel with the Clason's Point road to the East river.

Fifth—The Board of Railroad Commissioners of the State of New York has duly granted your petitioner a certificate that public convenience and necessity require the construction of said railroad.

Sixth—The corporation of the City of Mount Vernon and the corporation of the City of New Rochelle have duly granted their assent to the construction of said railroad across the streets and avenues in said cities intersected by the proposed route.

Seventh—The Supreme Court of the Second District, at a Special Term thereof has duly made an order upon due notice, authorizing the construction of said railroad across the streets, avenues and highways intersected by its proposed route in the Village of Port Chester, Town of Rye, Village of Mamaroneck, Town of Mamaroneck, Village of Larchmont and Village of Pelham, in the County of Westchester.

Wherefore your petitioner prays that the assent of your Honorable Board of the Corporation of The City of New York be granted to it to con-

struct, maintain and operate its railroad across said streets, avenues and highways, either above or below the grade thereof in manner and form as may be determined by the Board of Railroad Commissioners of the State of New York, or other lawful authority, and that an ordinance or resolution to that effect be adopted.

NEW YORK AND PORT CHESTER
RAILROAD COMPANY,
By FRANCIS BLANCHARD,
Secretary.

City and County of New York, ss.:

Francis Blanchard, being duly sworn, says that he is the Secretary of the New York and Port Chester Railroad Company, the petitioner herein. The foregoing petition is true of his own knowledge, except as to the matters therein stated to be alleged upon information and belief, and as to those matters he believes it to be true.

That the reason why this verification is made by deponent, and not by the petitioner, is because the petitioner is a domestic corporation of the State of New York, and the deponent is Secretary of said corporation.

FRANCIS BLANCHARD.

Sworn to before me this 29th day of May, 1905.

A. L. BROUGHAM,
Notary Public, Kings County,
Certificate filed in New York County.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the New York and Port Chester Railroad Company, dated May 29, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the second day of June;

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at ten thirty o'clock in the forenoon, and Room 16 in the City Hall, in the 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.

J. W. STEVENSON,
Secretary.

JUNE 8, 1905.

j12,27

CITY OF NEW YORK—BOARD OF ESTIMATE AND APPOINTMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

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

The petition of the Southern Boulevard Railroad Company respectfully shows:

First—Your petitioner is a street surface railroad 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 the extensions or branches of its road herein proposed.

Second—Your petitioner desires to obtain from The City of New York, and hereby respectfully applies for its consent to, and a grant of the franchise or right to use certain streets, roads, avenues, highways, boulevards, driveways, parkways and public grounds within and belonging to The City of New York, for the construction and operation in, through, upon and along the surface thereof of double or single track street surface railways (including the necessary connections, switches, sidings, turnouts, turntables, crossovers and suitable stands and other structures necessary for the accommodation and operation of said railroad, by the overhead or other system of electricity or other motive power which may lawfully be employed upon the same) as extensions or branches of its existing road and for public use in the conveyance of persons and property for compensation, the following being a description of said certain streets, roads, avenues, highways, boulevards, driveways, parkways and public grounds within or belonging to said The City of New York, to wit:

(1) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company and the tracks of the Union Railway Company of New York City, at their intersection in the Boston road at the intersection of the Southern Boulevard and East One Hundred and Seventy-fourth street with said Boston road; running thence northerly in, through, upon and along the said Southern Boulevard to its intersection with East One Hundred and Eighty-second street; thence westerly and northwesterly in, through, upon and along said East One Hundred and Eighty-second street to its intersection with Crotona avenue; thence northeasterly and northerly in, through, upon and along said Crotona avenue to and connecting with the franchise route of the Union Railway Company of New York City, at the intersection of said Crotona avenue with Pelham avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Boston road, Crotona Park, East One Hundred and Seventy-fifth street, East One Hundred and Seventy-sixth street, Fairmount place, Elmsere place, East One Hundred and Seventy-seventh street (or Tremont avenue), East One Hundred and Seventy-eighth street, Morgan avenue, East One Hundred and Seventy-ninth street, Marmion avenue, East One Hundred and Seventy-ninth street, East One Hundred and Eightieth street, East One Hundred and Eighty-first street, Mapes avenue, Prospect avenue, Clinton avenue, Garden street, Grote street, East One Hundred and Eighty-third street, East One Hundred and Eighty-seventh street and East One Hundred and Eighty-ninth street; all in the Borough of The Bronx, in the City, County and State of New York.

(2) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boulevard, East One Hundred and Thirty-fourth street and Cypress avenue; running thence southerly in, through, upon and along said Cypress avenue to its intersection with East One Hundred and Thirty-second street; thence westerly in, through, upon and along said East One Hundred and Thirty-second street to its intersection with St. Ann's avenue; thence northerly in, through, upon and along said St. Ann's avenue to and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boulevard and St. Ann's avenue, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Thirty-third street, all in the Borough of The Bronx, in the City, County and State of New York.

(3) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boule-

vard and Leggett avenue; running thence easterly or southeasterly in, through, upon and along said Leggett avenue to its intersection with Garrison avenue, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Whitlock avenue (or street), all in the Borough of The Bronx, in the City, County and State of New York.

(4) Beginning at and connecting with the tracks of the Southern Boulevard Railroad Company at the intersection of the Southern Boulevard and the Hunt's Point road; running thence southerly or southeasterly in, through, upon and along the said Hunt's Point road to its intersection with the westerly approach to the Hunt's Point Road Bridge over the tracks of the Harlem River Division of the New York, New Haven and Hartford Railroad Company; thence easterly or southeasterly in, through, upon and along the said westerly approach to said bridge, and upon, over, across and along said bridge and in, through, upon and along the easterly approach to said bridge to the intersection of said bridge with the Hunt's Point road; thence easterly or southeasterly in, through, upon and along the said Hunt's Point road to its intersection with Garrison avenue, all in the Borough of The Bronx, in the City, County and State of New York.

The said extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Whitlock avenue (or street), all in the Borough of The Bronx, in the City, County and State of New York.

Provided, and it is hereby understood, that whenever in the description of the routes of the aforesaid extensions and branches of the said Southern Boulevard Railroad Company the names of highways, avenues, streets and public places to be crossed by said extensions and branches are omitted because such highways, avenues, streets and public places are at present unnamed or unlocated or not established by The City of New York, the said highways, avenues, streets and public places shall nevertheless be deemed to have been properly described.

Third—Said corporation proposes to operate said extensions or branches by the overhead electric trolley system, substantially similar to that now in use on its other lines, or by power, other than locomotive steam power, which may be approved by the State Board of Railroad Commissioners and consented to by the owners of property bounded on the same, as provided by law.

Wherefore, your petitioner prays that public notice of the time and place when this application will first be considered be given as required by the provisions of section 92 of the Railroad Law, and that your Honorable Board will set a date or dates for a public hearing thereon as provided by section 74 of the Greater New York Charter, as amended by chapter 630 of the Laws of 1905, and as may be required or provided by all other laws applicable thereto, and that the desired consent or grant be embodied in the form of a contract, with all of the terms and conditions as to compensation and otherwise, in accordance with the provisions of the Greater New York Charter.

Dated THE CITY OF NEW YORK, May 31, 1905.
[SEAL] SOUTHERN BOULEVARD RAILROAD COMPANY,
By EDWARD A. MAHER,
President.

Attest:
REUNE MARTIN,
Secretary.

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

Edward A. Maher, being duly sworn, deposes and says: That he is the president of the Southern Boulevard Railroad 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 to his own knowledge, except as to the matters therein stated to be alleged upon information and belief, and that as to those matters he believes it to be true. That the reason why this verification is not made by the petitioner is that it is a corporation; that deponent is an officer of said corporation, to wit, president, and that the grounds of his information in regard to the matters stated in the foregoing petition, so far as the same are not within his personal knowledge, are statements and reports made by officers or employees of the corporation to him as president thereof.

EDWARD A. MAHER.
Sworn to before me this 31st day of May, 1905.

CHARLES WITZEL,
Notary Public, No. 93, New York County.

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

On this 31st day of May, in the year one thousand nine hundred and five, before me personally came Edward A. Maher, to me known, who, being by me duly sworn, did depose and say that he resided at No. 7 Mount Morris Park, West, in The City of New York; that he is the President of the Southern Boulevard Railroad Company, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation and that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed his name thereto by like order.

[SEAL] CHARLES WITZEL,
Notary Public, No. 93, New York County.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Southern Boulevard Railroad Company, dated May 31, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the second day of June;

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at ten thirty o'clock in forenoon, and Room 16 in the City Hall, in the 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.

J. W. STEVENSON,
Secretary.
JUNE 8, 1905. j12,27

CITY OF NEW YORK—BOARD OF ESTIMATE AND APPOINTMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

The Nassau Electric Railroad Company, }
No. 168 Montague Street, Brooklyn, N. Y., }
May 29, 1905.

Board of Estimate and Apportionment, City of New York:

GENTLEMEN—The Nassau Railroad Company, a street surface railroad corporation, duly organized and existing under the Laws of the State of New York, owning and operating a double-track street

surface electric railroad through Boerum place and other streets in the Borough of Brooklyn, hereby makes application to your Honorable Board for the grant of a franchise to construct, maintain and operate a double-track street surface electric railroad, with the necessary poles, wires and equipment, upon the following route in the Borough of Brooklyn:

Commencing at the intersection of Livingston street and Court street; thence through and along Livingston street to Flatbush avenue; thence through and along Flatbush avenue to Lafayette avenue; thence through and along Lafayette avenue to Fulton street, together with the right to connect the aforesaid tracks with the existing tracks of the Brooklyn City Railroad Company upon Court street, Flatbush avenue and Fulton street; with the existing tracks of the Nassau Electric Railroad Company upon Boerum place, and with the existing tracks of the Brooklyn City and Newtown Railroad Company upon Smith street.

Respectfully yours,
THE NASSAU ELECTRIC RAILROAD COMPANY,
By E. W. WINTER, President.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Nassau Electric Railroad Company, dated May 31, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the 2d day of June;

Resolved, That in pursuance of law this Board sets Friday, the 30th day of June, 1905, at 10.30 o'clock in the forenoon, and Room No. 16 in the City Hall, in the 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.

J. W. STEVENSON,
Secretary.

JUNE 8, 1905.

j12,27

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment, held Friday, June 2, 1905, the following petition was received:

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

The Atlantic Telephone Company, a corporation duly organized and existing under and by virtue of the provisions of Article VIII. of the Transportation Corporations Law of the State of New York, entitled "Telegraph and Telephone Corporations," hereby makes application to your Honorable Board for the franchise or privilege set forth in the proposed ordinance, which is hereto annexed and made a part of this application, and respectfully request that the said proposed ordinance be granted to your petitioner.

Dated New York, May 31, 1905.

[SEAL] ATLANTIC TELEPHONE COMPANY,

By JOSHUA D. POWERS, President.

Attest:
ARTHUR B. LA FAR, Secretary.

State of Kentucky, County of Jefferson, ss.:

On the 31st day of May, 1905, before me personally came Joshua D. Powers, to me known, who, being duly sworn, did depose and say that he resides in the City of Louisville, Jefferson County, State of Kentucky; that he is the President of the Atlantic Telephone Company, the corporation described in and which executed the above instrument; that he knew the seal of said corporation; that the seal affixed to such instrument was such corporate seal; that it was so affixed by order of the Board of Directors of such corporation, and that he signed his name thereto by like order, and that it is the intention of the said corporation to carry on the business of conducting and distributing electricity for telephone and telegraph purposes (or say, "to carry on the business of constructing, maintaining and operating telephone, telegraph and teleautograph systems by electricity"), as set forth in said proposed ordinance in the territory therein described.

In witness whereof, I have hereto affixed my official signature as a notary public in and for the County of Jefferson and State of Kentucky, and my official seal is hereto attached.

[SEAL] E. H. MATTHEWS,
Notary Public, Jefferson County, Ky.

My commission expires March 10, 1908.

State of Kentucky, County of Jefferson, ss.:

I, W. J. Semonin, Clerk of the County Court of Jefferson County, in the State of Kentucky, the same being a court of record, do hereby certify that E. H. Matthews, by whom the foregoing affidavit was taken, and whose name is subscribed thereto, was, at the time of taking the same, a notary public residing in said County, duly commissioned and sworn, and authorized by the law of said State to take the proof or acknowledgment of deeds and other instruments in writing, and to administer oaths or affirmations in said County; and that I am well acquainted with his handwriting, and verily believe that the signature to the foregoing certificate is his genuine signature.

In witness whereof, I have hereunto set my hand and affixed my official seal, which is the seal of said County Court at Louisville, this 31st day of May, 1905.

[SEAL] W. J. SEMONIN,
Clerk, Jefferson County Court, Kentucky.

AN ORDINANCE granting to the Atlantic Telephone Company the right or franchise to lay, erect and construct in, upon and along the streets and highways and public places in The City of New York, wires or other conductors, etc., for the purpose of carrying on a general telephone, telegraph and teleautograph business.

Be it Ordained by the Board of Estimate and Apportionment of The City of New York as follows:

Section 1. The Board of Estimate and Apportionment of The City of New York hereby grants to the Atlantic Telephone Company, subject to the conditions and provisions hereinafter set forth, the franchise, right and privilege to lay, erect, construct and maintain suitable wires or other conductors with the necessary poles, pipes, conduits and appliances in or over, across and under the streets, avenues, highways, parks and public places within the territory comprised in the Borough of Manhattan, the Borough of The Bronx, the Borough of Brooklyn, the Borough of Queens and the Borough of Richmond, and each of them as now constituted (or within the limits of The City of New York), for the following objects or purposes, to wit, for conducting and distributing electricity in the operation of telephone, telegraph and teleautograph lines within the territory bounded as aforesaid.

Sec. 2. The grant of this franchise is subject to the following terms and conditions:

First—The right, privilege and franchise herein granted shall be held and enjoyed by said Atlantic Telephone Company, its lessees, successors or assigns, for a term of twenty-five years from the date when this ordinance is signed by the Mayor, with the privilege of renewal of said grant or franchise for a further period of twenty-five years upon a fair revaluation of said right, privilege and franchise. Such revaluation shall be made in the following manner:

One disinterested freeholder shall be chosen by the Board of Estimate and Apportionment, or its successors in authority; one disinterested freeholder shall be chosen by the Atlantic Telephone Company, its successors or assigns; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six months prior to the expiration of the grant, and their report shall be filed with the Comptroller or his successor in authority 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 investigation without the presence of either party. They shall have the right to examine the books of the Atlantic Telephone Company. The valuation so ascertained, fixed and determined shall be conclusive upon both parties.

Second—The Atlantic Telephone Company shall not make a charge for telephone service within the Borough of Manhattan, in The City of New York, in excess of the following rates, namely: (a) Five cents per call where there is no guarantee by a subscriber to pay a fixed sum per annum.

(b) Sixty-six dollars (\$66) per annum for unlimited service where the telephone instrument is located in a private residence.

(c) One hundred and eight dollars (\$108) per annum for unlimited service where the telephone instrument is located in a place of business.

Third—Payment for this franchise shall be made to The City of New York by the Atlantic Telephone Company, its successors or assigns, in the manner following: It shall pay to the said City of New York for the first two years a sum equal to one per centum; for the next three succeeding years a sum equal to two per centum, and for the remaining twenty years thereafter a sum equal to four per centum, upon the gross sum received by the said Atlantic Telephone Company during said years for telephone, telegraph or teleautograph service rendered to its commercial or domestic customers within the territory bounded as aforesaid, and the Atlantic Telephone Company shall furnish and install in the various municipal offices, for the use of City employees, free telephones to a number not to exceed five hundred telephones; that the telephone service of such telephones shall be free. The aforesaid sum shall be paid into the Treasury of The City of New York on November 1 in each year; provided, however, that the first payment shall only be made for that portion of the above sum as the time from the signing of this ordinance by the Mayor to September 30 next preceding shall bear to the whole of one year. The fiscal year shall end on September 30 next preceding said date of payment.

Fourth—The said Atlantic Telephone Company, its successors or assigns, shall maintain the business for which it was incorporated, and construct, maintain and operate its wires, conductors, poles, pipes, conduits and appliances in, on, over, across and under the streets, avenues, public parks and places within the territory above described, under the supervision and control of all of the authorities of The City of New York who have jurisdiction in such matters under the Charter of said City.

Fifth—In case of any violation or breach or failure to comply with any of the provisions herein contained, this grant may be forfeited and avoided by The City of New York by a suit brought by the Corporation Counsel of said City at the request of the Board of Estimate and Apportionment.

Sec. 3. This grant shall not become operative until said Atlantic Telephone Company shall duly execute, under its corporate seal, an instrument in writing wherein said company shall promise, covenant and agree on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this ordinance fixed and contained, and file the same in the office of the Comptroller of The City of New York within ten days after the adoption of this ordinance.

Sec. 4. This ordinance shall take effect immediately.

—and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Atlantic Telephone Company, dated May 31, 1905, was presented to the Board of Estimate and Apportionment at a meeting held the 2d day of June;

Resolved, That, in pursuance of law, this Board sets Friday, the 30th day of June, 1905, at 10.30 o'clock in the forenoon, and Room 16 in the City Hall, in the 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 at least twice 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.

J. W. STEVENSON,
Secretary.

JUNE 8, 1905.

j12,27

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen Riverside drive (formerly Boulevard Lafayette), from the northerly line of West One Hundred and Fifty-eighth street to the southerly line of West One Hundred and Sixty-fifth street, and extending West One Hundred and Sixtieth, West One Hundred and Sixty-first and West One Hundred and Sixty-second streets, from Broadway to Riverside drive, and West One Hundred and Sixty-third street, from Fort Washington avenue to Riverside drive, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening Riverside drive (formerly Boulevard Lafayette), from the northerly line of West One Hundred and Fifty-eighth street to the southerly line of West One Hundred and Sixty-third street, and extending West One Hundred and Sixty-first and West One Hundred and Sixty-second streets, from Broadway to Riverside drive, and West One Hundred and Sixty-third street, from Fort Washington avenue to Riverside drive, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening Riverside drive (formerly Boulevard Lafayette), from the northerly line of West One Hundred and Fifty-eighth street to the southerly line of West One Hun-

dred and Sixty-fifth street, and extending West One Hundred and Sixtieth, West One Hundred and Sixty-first and West One Hundred and Sixty-second streets, from Broadway to Riverside drive, and West One Hundred and Sixty-third street, from Fort Washington avenue to Riverside drive, in the Borough of Manhattan, City of New York, more particularly described as follows:

Riverside Drive, Easterly Side.
Beginning at a point in the northerly line of West One Hundred and Fifty-eighth street, distant 209.59 feet westerly from Broadway; thence northerly and deflecting to the right 48 degrees 27 minutes and 30 seconds, distance 99.20 feet; thence northerly and in a curved line to the left, radius 477.23 feet, distance 346.76 feet; thence in a reversed curve to the right, radius 450.09 feet, distance 370.50 feet; thence northerly and tangent, distance 56.68 feet to the southerly line of the new street to be called West One Hundred and Sixtieth street; thence northerly on the same tangent line, distance 125.52 feet; thence northerly and in a curved line to the right, radius 245.00 feet, distance 168.25 feet to the southerly line of the new street to be called West One Hundred and Sixty-first street; thence still northerly on the same curved line, distance 97.45 feet; thence northerly and tangent to the last curve, distance 110.00 feet; thence in a curved line to the left, radius 388.34 feet, distance 72.26 feet to the southerly line of the new street to be called West One Hundred and Sixty-second street; thence still northerly on the same curved line, distance 265.74 feet to the southerly line of a new street to be called West One Hundred and Sixty-third street; thence still northerly on the same curved line, distance 136.45 feet; thence in a reversed curve to the right, radius 211.74 feet, distance 194.56 feet; thence northerly and tangent to last curve, distance 380.09 feet to a point in the southerly line of West One Hundred and Sixty-fifth street, distant 435.97 feet westerly from Fort Washington avenue; thence westerly along said southerly line, distance 40.07 feet to the easterly line of Boulevard Lafayette, now called Riverside drive; thence southerly along the easterly line of said drive, distance 377.71 feet; thence southerly and in a curved line to the left, radius 251.74 feet, distance 231.31 feet; thence southerly and in a reversed curve to the right, radius 348.34 feet, distance 425.58 feet; thence southerly and tangent to the last curve, distance 110 feet; thence southerly and curving to the left, radius 285.00 feet, distance 309.08 feet; thence southerly and tangent to the last curve, distance 182.20 feet; thence southerly and curving to the left, radius 490.09 feet, distance 403.42 feet; thence in a reversed curve to the right, radius 437.23 feet, distance 317.70 feet; thence southerly and tangent to the last curve, distance 63.76 feet to the northerly line of West One Hundred and Fifty-eighth street; thence easterly along said line, distance 53.44 feet to the point or place of beginning.

Also laying out the addition to Boulevard Lafayette, on the westerly side, opposite West One Hundred and Sixty-second street to West One Hundred and Sixty-fourth street.
Beginning at a point in the westerly line of Boulevard Lafayette, distant 377.64 feet southerly from Little West One Hundred and Sixty-fifth street; thence southerly and curving to the left, radius 310 feet, distance 348.86 feet; thence southerly and tangent to the last curve, distance 0.22 feet; thence southerly and curving to the right, radius 147.93 feet, distance 211.27 feet; thence southerly and tangent to last curve, distance 98.08 feet; thence northerly and curving to the left, radius 248.34 feet, distance 303.41 feet; thence northerly and in a reversed curve line, radius 351.74 feet, distance 323.20 feet, to the point or place of beginning.

West One Hundred and Sixtieth Street.
Beginning at a point in the westerly line of Broadway distant 189.84 feet northerly from the northerly line of Fort Washington avenue; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 214.80 feet to the easterly line of Fort Washington avenue; thence northerly along the easterly line of said avenue, distance 61.38 feet; thence easterly and parallel to first course, distance 227.75 feet to the westerly line of Broadway; thence southerly along said line, distance 60 feet to the point or place of beginning.

Also beginning at a point in the westerly line of Fort Washington avenue distant 378.79 feet as measured along said line from Broadway; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 623.12 feet to the new easterly line of Riverside drive as widened; thence northerly along said line, distance 74.17 feet; thence easterly and parallel to first course, distance 653.78 feet to the westerly line of Fort Washington avenue; thence southerly along said line, distance 61.38 feet, to the point or place of beginning.

West One Hundred and Sixty-first Street.
Beginning at a point in the westerly line of Broadway distant 449.67 feet northerly from the northerly line of Fort Washington avenue; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 270.90 feet to the easterly line of Fort Washington avenue; thence northerly along the easterly line of said avenue, distance 61.38 feet; thence easterly and parallel to first course, distance 283.85 feet to the westerly line of Broadway; thence southerly along said line, distance 60 feet to the point or place of beginning.

Also beginning at a point in the westerly line of Fort Washington avenue distant 704.61 feet as measured along said line from Broadway; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 687.22 feet to the new easterly line of Riverside drive as widened; thence northerly along said line, distance 61.18 feet; thence easterly and parallel to the first course, distance 663.16 feet to the westerly line of Fort Washington avenue; thence southerly along said line, distance 61.38 feet to point or place of beginning.

West One Hundred and Sixty-second Street.
Beginning at a point in the westerly line of Broadway distant 709.50 feet northerly from the northerly line of Fort Washington avenue; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 327.00 feet to the easterly line of Fort Washington avenue; thence northerly along the easterly line of said avenue, distance 61.38 feet; thence easterly and parallel to first course, distance 339.95 feet to the westerly line of Broadway; thence southerly along said line, distance 60 feet to the point or place of beginning.

Also beginning at a point in the westerly line of Fort Washington avenue distant 970.43 feet as measured along said line from Broadway; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 532.45 feet to the new easterly line of Riverside drive as widened; thence northerly along said line, distance 61.17 feet; thence easterly and parallel to first course, distance 507.88 feet to the westerly line of Fort Washington avenue; thence southerly along said line, distance 61.38 feet to the point or place of beginning.

West One Hundred and Sixty-third Street.
Beginning at a point in the westerly line of Fort Washington avenue distant 1,236.33 feet as measured along said line from Broadway; thence westerly and parallel to One Hundred and Fifty-fifth street, distance 495.14 feet to the new easterly line of Riverside drive as

widened; thence northerly along said line, distance 68.56 feet; thence easterly and parallel to first course, distance 515.18 feet to the westerly line of Fort Washington avenue; thence southerly along said line, distance 61.38 feet to the point or place of beginning.

Said streets to be found in section 8, Blocks 2136 and 2137 of the Land Map of the Borough of Manhattan, City of New York.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

j10,21

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to close and discontinue West One Hundred and Fifty-first street, from the easterly side of Riverside Drive extension to the United States bulkhead line, Hudson river, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on June 9, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by closing and discontinuing West One Hundred and Fifty-first street, from the easterly side of Riverside Drive extension to the United States bulkhead line, Hudson river, in the Borough of Manhattan, City of New York, more particularly described as follows:

Beginning at a point in the northerly line of West One Hundred and Fifty-first street distant 470 feet westerly from Broadway; thence westerly along the northerly line of said street, distance 340.92 feet, to the easterly line of Twelfth avenue; thence southerly along said line, distance 63.01 feet, to the southerly line of said West One Hundred and Fifty-first street; thence easterly along said line, distance 338.55 feet, to a point distant 453.12 feet westerly from Broadway; thence northerly, distance 62.33 feet, to the point or place of beginning.

Also, beginning at a point in the northerly line of West One Hundred and Fifty-first street and the westerly line of Twelfth avenue, said point being the continuation of the northerly line of said West One Hundred and Fifty-first street; thence westerly and in continuation of said northerly line, distance 293.32 feet, to the United States bulkhead line, established by the Secretary of War October 18, 1890; thence southerly along said line, distance 60.02 feet, to the southerly line of said street; thence easterly along said line to the westerly line of Twelfth avenue, distance 310.14 feet; thence northerly along the westerly line of Twelfth avenue, distance 63.01 feet, to the point or place of beginning.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone, 3454 Franklin.

j10,21

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Onderdonk avenue, Woodward avenue, Elm street and DeKalb avenue, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on June 9, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Onderdonk avenue, between Suydam and Stockholm streets; Woodward avenue, between Suydam street and DeKalb avenue; Elm street, between Covert and Woodward avenues, and DeKalb avenue, between Covert and Woodward avenues, in the Borough of Queens, City of New York, more particularly described as follows:

Onderdonk Avenue.
Beginning at the intersection of Suydam street, the elevation to be 78 feet, the same as at present; thence easterly to the intersection of Elm street, the elevation to be 87 feet; thence easterly to the intersection of DeKalb avenue, the elevation to be 91 feet; thence easterly to the intersection of Stockholm street, the elevation to be 89 feet, the same as at present.

Woodward Avenue.
Beginning at the intersection of Suydam street, the elevation to be 78 feet, the same as at present; thence easterly to the intersection of Elm street, the elevation to be 87 feet; thence easterly to the intersection of DeKalb avenue, the elevation to be 95 feet, the same as at present.

Elm Street.
Beginning at the intersection of Elm street and Covert avenue, the elevation to be 75 feet, the same as at present; thence northerly to the intersection of Onderdonk avenue, the elevation to be 87 feet; thence northerly to the centre of the block between Onderdonk avenue and Woodward avenue, the elevation to be 88.5 feet; thence northerly to the intersection of Woodward avenue, the elevation to be 87 feet.

DeKalb Avenue.
Beginning at the intersection of Covert avenue and DeKalb avenue, the elevation to be 82 feet, the same as at present; thence northerly to the

intersection of Onderdonk avenue, the elevation to be 91 feet; thence northerly to the intersection of Woodward avenue, the elevation to be 95 feet, the same as at present.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to reduce the width of Van Alst avenue from 150 feet to 100 feet, between Hoyt avenue and Winthrop avenue, Borough of Queens; and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on June 9, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by reducing the width of Van Alst avenue from 150 feet to 100 feet, between Hoyt avenue and Winthrop avenue, in the Borough of Queens, City of New York, more particularly described as follows:

The width of Van Alst avenue between Hoyt avenue and Winthrop avenue to be reduced from 150 feet to 100 feet by taking 25 feet from its width on each side of the street as heretofore laid out.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone, 3454 Franklin.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen Canal street, West, from East One Hundred and Thirty-eighth street to a point 251.77 feet southerly, by adding thereto a narrow triangular strip on its easterly side, in the Borough of The Bronx; and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on June 9, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening Canal street, West, from East One Hundred and Thirty-eighth street to a point 251.77 feet southerly, by adding thereto a narrow triangular strip on its easterly side, in the Borough of The Bronx, City of New York, as shown on a map or plan submitted by the President of the Borough of The Bronx, dated April 18, 1905.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone, 3454 Franklin.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Edgcombe road, between West One Hundred and Fifty-fifth and West One Hundred and Fifty-ninth streets, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Edgcombe road, between West One Hundred and Fifty-fifth and West One Hundred and Fifty-ninth streets, in the Borough of Manhattan, City of New York, more particularly described as follows:

Beginning at a point in the northerly line of West One Hundred and Fifty-fifth street and the centre line of Edgcombe road, elevation 109.97 feet above City datum; thence northerly along centre line, distance 386.41 feet, elevation 127.00 feet; thence northerly along said line to the centre of West One Hundred and Fifty-ninth street, distance 675.85 feet, elevation 137.50 feet.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out an extension of Bronx Park, east of the Bronx river, lying southerly of the Bronx and Pelham parkway, and a modification of the street system adjoining said extension, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out an extension of Bronx Park, east of the Bronx river, lying southerly of the Bronx and Pelham parkway, and a modification of the street system adjoining said extension, in the Borough of The Bronx, City of New York, as shown on a map or plan submitted by the President of the Borough of The Bronx, dated May 13, 1905.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to widen Bronx Boulevard from 60 feet to 100 feet, from Nereid avenue to East Two Hundred and Forty-first street, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by widening Bronx Boulevard from 60 feet to 100 feet, from Nereid avenue to East Two Hundred and Forty-first street (Becker avenue), in the Borough of The Bronx, City of New York, more particularly shown on a map or plan submitted by the President of the Borough of The Bronx, dated April 18, 1905.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Parkside place, between East Two Hundred and Seventh and East Two Hundred and Tenth streets, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Parkside place, between East Two Hundred and Seventh and East Two Hundred and Tenth streets, in the Borough of The Bronx, City of New York, more particularly described as follows:

1. The grade at the intersection of Parkside place and East Two Hundred and Seventh street to be 133.0 feet above mean high-water datum, as heretofore;

2. The grade at a point 200 feet northerly from the intersection of the west line of Parkside place and the north line of East Two Hundred and Seventh street to be 129.0 feet above mean high-water datum;

3. The grade at the intersection of Parkside place with Webster avenue to be 88.0 feet above mean high-water datum, as heretofore.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Bay Ridge avenue, Seventieth street, Seventy-first street, Seventy-second street, Seventy-third street, Seventy-fourth street, Seventy-fifth street, Seventy-sixth street, Sixth avenue, Seventh avenue, Eighth avenue, Fort Hamilton avenue, Tenth avenue and Eleventh avenue, Borough of Brooklyn; and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grades of Bay Ridge avenue, between Fort Hamilton avenue and Twelfth avenue; Seventieth street, between Eighth and Twelfth avenues; Seventy-first street, between Eighth and Twelfth avenues; Seventy-second street, between Seventh and Twelfth avenues; Seventy-third street, between Sixth and Twelfth avenues; Seventy-fourth street, between Sixth and Twelfth avenues; Seventy-fifth street, between Sixth and Twelfth avenues; Seventy-sixth street, between Sixth and Twelfth avenues; from Seventy-second street to Seventy-sixth street; Eighth avenue, from Seventy-first street to Seventy-third street; Fort Hamilton avenue, from Bay Ridge avenue to Seventy-seventh street; Tenth avenue, from Sixty-eighth street to Seventy-sixth street; and Eleventh avenue, from Sixty-eighth street to Seventy-fifth street, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Bay Ridge Avenue.
Beginning at the intersection of Bay Ridge avenue and Fort Hamilton avenue, the elevation to be 79.00 feet as heretofore;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 65.00 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 71.70 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 64.00 feet as heretofore.

Seventieth Street.
Beginning at the intersection of Seventieth street and Eighth avenue, the elevation to be 79.47 feet as heretofore;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 81.00 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 66.60 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 74.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 67.00 feet as heretofore.

Seventy-first Street.
Beginning at the intersection of Seventy-first street and Eighth avenue, the elevation to be 76.50 feet as heretofore;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 83.00 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 71.80 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 78.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 70.00 feet as heretofore.

Seventy-second Street.
Beginning at the intersection of Seventy-second street and Seventh avenue, the elevation to be 72.32 feet as heretofore;
Thence southeasterly to the intersection of Eighth avenue, the elevation to be 73.33 feet;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 85.70 feet;
Thence southeasterly to a summit distant 477 feet northwesterly from the northwesterly building line of Tenth avenue, the elevation to be 88.00 feet;

Thence southeasterly to the intersection of Tenth avenue, the elevation to be 76.60 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 82.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 67.00 feet as heretofore.

Seventy-third Street.
Beginning at the intersection of Seventy-third street and Sixth avenue, the elevation to be 71.00 feet;
Thence southeasterly to a summit distant 290 feet from the intersection of the easterly building line of Sixth avenue with the northerly building line of Seventy-third street, the elevation to be 72.64 feet;

Thence southeasterly to the intersection of Seventh avenue, the elevation to be 71.50 feet;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 88.30 feet as heretofore;
Thence southeasterly to a summit distant 454 feet northwesterly from the northwesterly building line of Tenth avenue, the elevation to be 89.80 feet;
Thence southeasterly to the intersection of Tenth avenue, the elevation to be 80.30 feet;
Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 84.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 64.00 feet as heretofore.

Seventy-fourth Street, between Sixth and Seventh Avenues.

Beginning at the intersection of Seventy-fourth street and Sixth avenue, the elevation to be 69.50 feet as heretofore;
Thence southeasterly to the intersection of Seventh avenue, the elevation to be 76.40 feet.

Seventy-fourth Street, between Fort Hamilton Avenue and Twelfth Avenue.

Beginning at the intersection of Seventy-fourth street and Fort Hamilton avenue, the elevation to be 89.90 feet;
Thence southeasterly to a summit distant 396 feet northwesterly from the northwesterly building line of Tenth avenue, the elevation to be 92.20 feet;

Thence southeasterly to the intersection of Tenth avenue, the elevation to be 84.50 feet;

Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 81.00 feet;
Thence southeasterly to the intersection of Twelfth avenue, the elevation to be 65.91 feet as heretofore.

Seventy-fifth Street.
Beginning at the intersection of Seventy-fifth street and Sixth avenue, the elevation to be 67.00 feet as heretofore;

Thence southeasterly to the intersection of Seventh avenue, the elevation to be 82.50 feet;
Thence southeasterly to the intersection of Fort Hamilton avenue, the elevation to be 92.00 feet;

Thence southeasterly to a summit distant 568 feet northwesterly from the northwesterly building line of Tenth avenue, the elevation to be 95.00 feet;

Thence southeasterly to the intersection of Tenth avenue, the elevation to be 85.00 feet;

Thence southeasterly to a summit distant 350 feet from the southeasterly building line of Eleventh avenue, the elevation to be 86.50 feet;

Thence southeasterly to the intersection of Eleventh avenue, the elevation to be 85.00 feet as heretofore.

Seventy-sixth Street.
Beginning at the intersection of Seventy-sixth street and Fort Hamilton avenue, the elevation to be 90.90 feet;

Thence southeasterly to the intersection of Tenth avenue, the elevation to be 86.00 feet as heretofore.

Seventh Avenue.
Beginning at the intersection of Seventh avenue and Seventy-second street, the elevation to be 72.32 feet as heretofore;

Thence southerly to the intersection of Seventy-third street, the elevation to be 71.50 feet;

Thence southerly to the intersection of Seventy-fourth street, the elevation to be 76.40 feet;

Thence southerly to the intersection of Seventy-fifth street, the elevation to be 82.50 feet;

Thence southerly to the intersection of Seventy-sixth street, the elevation to be 88.00 feet as heretofore.

Fort Hamilton Avenue.

Beginning at the intersection of Fort Hamilton avenue and Bay Ridge avenue, the elevation to be 79.00 feet as heretofore;

Thence southwesterly to the intersection of Seventieth street, the elevation to be 81.00 feet;

Thence southwesterly to the intersection of Seventy-first street, the elevation to be 83.00 feet;

Thence southwesterly to the intersection of Seventy-second street, the elevation to be 85.70 feet;

Thence southwesterly to the intersection of Seventy-third street, the elevation to be 88.30 feet as heretofore;

Thence southwesterly to the intersection of Seventy-fourth street, the elevation to be 89.90 feet;

Thence southwesterly to the intersection of Seventy-fifth street, the elevation to be 92.00 feet;

Thence southwesterly to a summit distant 54 feet northwesterly from the northwesterly building line of Seventy-sixth street, the elevation to be 92.60 feet;

Thence southwesterly to the intersection of Seventy-sixth street, the elevation to be 90.90 feet;

Thence southwesterly to the intersection of Seventy-seventh street, the elevation to be 85.03 feet as heretofore.

Tenth Avenue.

Beginning at the intersection of Tenth avenue and Sixty-eighth street, the elevation to be 60.54 feet as heretofore;

Thence southwesterly to the intersection of Bay Ridge avenue, the elevation to be 65.00 feet;

Thence southwesterly to the intersection of Seventieth street, the elevation to be 66.60 feet;

Thence southwesterly to the intersection of Seventy-first street, the elevation to be 71.80 feet;

Thence southwesterly to the intersection of Seventy-second street, the elevation to be 76.60 feet;

Thence southwesterly to the intersection of Seventy-third street, the elevation to be 80.30 feet;

Thence southwesterly to the intersection of Seventy-fourth street, the elevation to be 84.50 feet;

Thence southwesterly to the intersection of Seventy-fifth street, the elevation to be 85.00 feet as heretofore.

Eleventh Avenue.

Beginning at the intersection of Eleventh avenue and Sixty-eighth street, the elevation to be 68.50 feet as heretofore;

Thence southwesterly to the intersection of Bay Ridge avenue, the elevation to be 71.70 feet;

Thence southwesterly to the intersection of Seventieth street, the elevation to be 74.00 feet;

Thence southwesterly to the intersection of Seventy-first street, the elevation to be 78.00 feet;

Thence southwesterly to the intersection of Seventy-second street, the elevation to be 82.00 feet;

Thence southwesterly to the intersection of Seventy-third street, the elevation to be 84.00 feet;

Thence southwesterly to the intersection of Seventy-fourth street, the elevation to be 81.00 feet;

Thence southwesterly to the intersection of Seventy-fifth street, the elevation to be 85.00 feet as heretofore.

Eighth Avenue.

Beginning at the intersection of Eighth avenue and Seventy-first street, the elevation to be 76.50 feet as heretofore;

Thence southwesterly to the intersection of Seventy-second street, the elevation to be 73.33 feet;

Thence southwesterly to the intersection of Seventy-third street, the elevation to be 71.50 feet;

Note—All elevations refer to mean high-water datum, as established by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone, 3454 Franklin.

99.20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out Newkirk avenue at a width of 60 feet, from Flatbush avenue to Ocean parkway, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out Newkirk avenue at a width of 60 feet, from Flatbush avenue to Ocean parkway, in the Borough of Brooklyn, City of New York, more particularly described as follows:

The centre line of Newkirk avenue to begin at a point in the western line of Flatbush avenue, about 446 feet northerly of the intersection of the western line of Flatbush avenue with the northern line of Foster avenue, as the same are laid down on the map of the City;

1. Thence to extend southwesterly in a straight line to a point in the eastern line of East Eleventh street, about 482 feet northerly of the intersection of the eastern line of East Eleventh street with the northern line of Foster avenue.

The centre line of Newkirk avenue to begin again at a point in the western line of Coney Island avenue distant about 506 feet northerly of the intersection of the western line of Coney Island avenue with a straight prolongation, easterly of the northern line of Foster avenue, as the same are laid down on the map of the City.

1. Thence to extend southwesterly in a straight line to a point in the eastern line of Ocean parkway distant about 521 feet northerly of the intersection of the eastern line of Ocean parkway with the northern line of Foster avenue.

The northern and southern lines of Newkirk avenue to be, respectively, 30 feet northerly and 30 feet southerly of the above-described centre line, making Newkirk avenue a street 60 feet in width.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Stewart street, between Bushwick avenue and Evergreen Cemetery, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Stewart street, between Bushwick avenue and Evergreen Cemetery, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Stewart street and Bushwick avenue, the elevation to be 107.17 feet, as heretofore;

Thence northeasterly on an ascending grade of 3.75 feet per hundred to a point 120 feet from the northeasterly curb line of Bushwick avenue, the elevation to be 111.67 feet;

Thence northeasterly on an ascending grade of 6.57 feet per hundred to the westerly boundary line of Evergreen Cemetery, the elevation at the intersection of the northwesterly curb line of Stewart street with the westerly line of Evergreen Cemetery to be 119.45 feet.

All elevations refer to mean high-water datum as established by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade at the intersection of Thirteenth avenue and Fifty-sixth street, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade at the intersection of Thirteenth avenue and Fifty-sixth street, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Thirteenth avenue and Fifty-sixth street, the elevation to be 51.00 feet, as heretofore;

Thence northeasterly to the intersection of Fifty-sixth street, the elevation to be 53.50 feet;

Thence northeasterly to the intersection of Fifty-seventh street, the elevation to be 51.00 feet, as heretofore.

Fifty-sixth Street.
Beginning at the intersection of Fifty-sixth street and Twelfth avenue, the elevation to be 51.00 feet, as heretofore;

Thence southeasterly to the intersection of Thirteenth avenue, the elevation to be 53.50 feet;

Thence southeasterly to the intersection of New Utrecht avenue, the elevation to be 49.20 feet, as heretofore.

Note—All elevations refer to mean high-water datum, as established by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Avenue P, from East Twenty-fourth street to East Twenty-first street; of East Twenty-second street, from Avenue O to Avenue Q, and of East Twenty-third street, from Avenue O to Avenue Q, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Avenue P, from East Twenty-fourth street to East Twenty-first street; of East Twenty-second street, from Avenue O to Avenue Q, and of East Twenty-third street, from Avenue O to Avenue Q, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Avenue P.
Beginning at the intersection of Avenue P and East Twenty-first street, the elevation to be 18.78 feet, as heretofore;

Thence easterly to a summit distant 142 feet from the easterly building line of East Twenty-first street, the elevation to be 19.18 feet;

Thence easterly to the intersection of East Twenty-second street, the elevation to be 19.00 feet;

Thence easterly to the intersection of East Twenty-third street, the elevation to be 18.00 feet;

Thence easterly to the intersection of East Twenty-fourth street, the elevation to be 16.44 feet, as heretofore.

East Twenty-second Street.
Beginning at the intersection of East Twenty-second street and Avenue O, the elevation to be 21.50 feet, as heretofore;

Thence southerly to the intersection of Avenue P, the elevation to be 19.00 feet;

Thence southerly to a summit distant 139 feet from the southerly building line of Avenue P, the elevation to be 19.41 feet;

Thence southerly to the intersection of Avenue Q, the elevation to be 17.95 feet, as heretofore.

East Twenty-third Street.
Beginning at the intersection of East Twenty-third street and Avenue O, the elevation to be 20.30 feet, as heretofore;

Thence southerly to the intersection of Avenue P, the elevation to be 18.00 feet;

Thence southerly to a summit distant 526 feet from the southerly building line of Avenue P, the elevation to be 19.38 feet;

Thence southerly to the intersection of Avenue Q, the elevation to be 18.90 feet, as heretofore.

Note—All elevations refer to mean high-water datum as established by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Seventy-sixth street, between Fifth avenue and Sixth avenue, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Seventy-sixth street, between Fifth avenue and Sixth avenue, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Fifth avenue and Seventy-sixth street, the elevation to be 64.62 feet, as heretofore;

Thence southeasterly to a summit distant 386 feet from the intersection of the easterly curb line of Fifth avenue with the centre line of Seventy-sixth street, the elevation to be 66.25 feet;

Thence southeasterly to the intersection of Sixth avenue, the elevation to be 64.50 feet, as heretofore.

Note—All elevations refer to mean high-water datum as established by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to reduce the width of Bradley avenue, between Greenpoint avenue and Howard street, from 100 feet to 60 feet, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on June 23, 1905, at 10.30 o'clock A. M., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on May 26, 1905, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by reducing the width of Bradley avenue, between Greenpoint avenue and Howard street, from 100 feet to 60 feet, in the Borough of Queens, City of New York, more particularly described as follows:

Beginning at a point formed by the intersection of the southerly line of Greenpoint avenue with the westerly line of Bradley avenue, as the same is laid down on the Commissioners' map of Long Island City, and filed with the City Clerk on April 25, 1873, and running thence easterly on the prolongation of the southerly line of Greenpoint avenue 40 feet; thence southerly and parallel with the westerly line of Bradley avenue 200.21 feet to the prolongation of the northerly line of Howard street; thence westerly along the prolongation of Howard street 40 feet to the westerly line of Bradley avenue; thence northerly along the westerly line of Bradley avenue 200.21 feet to the point of beginning; the intention being to reduce the width of Bradley avenue from 100 feet to 60 feet.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 23d day of June, 1905, at 10.30 o'clock A. M.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby, that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 23d day of June, 1905.

JOHN H. MOONEY,
Assistant Secretary,
No. 277 Broadway, Room 805.
Telephone 3454 Franklin. j9,20

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK, 1899.
OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of The City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THOMAS F. O'CONNOR,
Property Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE DEPUTY Property Clerk of the Police Department of The City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

JOSEPH J. CAREY,
Deputy Property Clerk.

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

MONDAY, JUNE 19, 1905.

FOR FURNISHING ALL THE LABOR AND MATERIALS FOR THE REPAIRING OF THE SEVERAL COUNTY BUILDINGS THROUGHOUT THE BOROUGH OF QUEENS. DESCRIPTION AND LOCATION AS FOLLOWS: TOWN HALL, NEWTOWN, SECOND WARD; TOWN HALL, FLUSHING, THIRD WARD; TOWN HALL, JAMAICA, FOURTH WARD; CLERK'S OFFICE AND SURROGATE'S COURT, JAMAICA, FOURTH WARD; TOWN HALL, FAR ROCKAWAY, FIFTH WARD; TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The time allowed for the full completion of the above work will be two (2) calendar months.

The amount of security required will be Three Thousand Dollars (\$3,000).

The bidder will state one price for the whole work as contained in the specifications, and the contract will be awarded at a lump or aggregate sum.

Blank forms may be obtained and the specifications may be seen at the office of the President of the Borough of Queens.

JOSEPH CASSIDY,
President of the Borough of Queens.
Dated at LONG ISLAND CITY, June 7, 1905.
j8,19

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

BOARD MEETINGS.

The Board of Estimate and Apportionment meet in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock A. M.
JAMES W. STEVENSON,
Deputy Comptroller, Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.
N. TAYLOR PHILLIPS,
Deputy Comptroller, Secretary.

The Board of City Record meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.
PATRICK J. TRACY,
Supervisor, Secretary.

BOROUGH OF BROOKLYN.

NOTICE IS HEREBY GIVEN THAT, IN accordance with section 432 of the Charter of The City of New York, the following petitions are on file and ready for inspection, and will be considered at a joint meeting of the Flatbush and Bushwick Districts, to be held in the office of the President of the Borough of Brooklyn, Room No. 11, Borough Hall, on Friday, June 23, 1905, at 2.30 P. M.:

No. 1. East Thirty-seventh, East Thirty-eighth, East Thirty-ninth and East Fortieth Streets—To rescind resolution of April 27, 1904, initiating proceedings for the construction of sewers in East Thirty-seventh street, East Thirty-eighth street, East Thirty-ninth street and East Fortieth street, between Avenue D and Avenue E (now Foster avenue); with outlet sewers in Foster avenue, from East Thirty-seventh street to Albany avenue; Albany avenue, from Foster avenue to Paerdegat avenue, north side; Paerdegat avenue, north side, from Albany avenue to Farragut road; Farragut road, from Paerdegat avenue, north side, to Ralph avenue; Ralph avenue, from Farragut road to Paerdegat avenue, north side; Paerdegat avenue, north side, from Ralph avenue to Flatlands avenue; Paerdegat avenue, north side, from Flatlands avenue to Ralph avenue; Ralph avenue, from Paerdegat avenue, north side, to Avenue D; force main; Ralph avenue, from Avenue D to Clarendon road; Clarendon road, from Ralph avenue to Avenue D; Avenue D, from Clarendon road to Powell street; Powell street, from Avenue D to Vienna avenue; Vienna avenue, from Powell street to Williams avenue; Williams avenue, from Vienna avenue to Fresh Creek basin; Vienna avenue, from Williams avenue to Malta street; Malta street, from Vienna avenue to Wortman avenue; Wortman avenue, from Malta street to New Jersey avenue.

No. 2. Dumont Avenue—To regulate, grade, set or reset curb on Dumont avenue, from a point 75 feet west of Bristol street to Howard avenue; and to lay cement sidewalks on Dumont avenue, from Rockaway avenue to Howard avenue.

MARTIN W. LITTLETON,
President, Borough of Brooklyn.
JOHN A. HEFFERNAN,
Secretary.

NOTICE IS HEREBY GIVEN THAT, IN accordance with section 432 of the Charter of The City of New York, the following petition is on file and ready for inspection, and will be considered at a joint meeting of the Local Boards of the Bay Ridge and Flatbush Districts, to be held in the office of the President of the Borough of Brooklyn, Room No. 11, Borough Hall, on Friday, June 23, 1905, at 2.30 P. M.:

No. 1. East Eighteenth Street—To amend pending proceedings for opening East Eighteenth street, from Foster avenue to Avenue M, by excluding from said proceeding that portion of East Eighteenth street lying between Foster avenue and the northerly side of the property of the New York and Manhattan Beach Railroad, and also excluding the property of the intersecting railroads between Avenues H and I.

MARTIN W. LITTLETON,
President, Borough of Brooklyn.
JOHN A. HEFFERNAN,
Secretary.

NOTICE IS HEREBY GIVEN THAT, IN accordance with section 432 of the Charter of The City of New York, the following petitions are on file and ready for inspection, and will be considered at a meeting of the Local Board of the Flatbush District, to be held in the office of the President of the Borough of Brooklyn, Room No. 11, Borough Hall, on Friday, June 23, 1905, at 2.30 P. M.:

No. 1. East Thirty-seventh, East Thirty-eighth, East Thirty-ninth, East Fortieth Streets—To construct sewers in East Thirty-seventh, East Thirty-eighth, East Thirty-ninth and East Fortieth streets, between Avenue D and Avenue E (now Foster avenue), with outlet sewers in Foster avenue, between East Thirty-seventh street and Albany avenue; Albany avenue, between Foster avenue and Paerdegat avenue, north side; Paerdegat avenue, north side, between Albany avenue and Farragut road; Farragut road, between Paerdegat avenue, north side, and Ralph avenue; Ralph avenue, between Farragut road and Paerdegat avenue, north side; Paerdegat avenue, north side, between Ralph avenue and Flatlands avenue; thence by force main across Paerdegat basin to Paerdegat avenue, south side, and Avenue H; in Avenue H, between Paerdegat avenue, south side, and Flatbush avenue; Flatbush avenue, between Avenue H and Foster avenue; also to build a silt and trap basin at Paerdegat avenue, north side, and Flatlands avenue; and a pumping station in the same vicinity.

No. 2. Paerdegat Avenue—To open Paerdegat avenue, from Albany avenue to Ralph avenue, excluding the property of the Manhattan Beach Railroad.

No. 3. Farragut Road—To open Farragut road, from Paerdegat avenue to East Fifty-third street, excluding the property of the Manhattan Beach Railroad.

No. 4. Avenue H—To open Avenue H, from Flatbush avenue to Paerdegat avenue, excluding the property occupied by the Manhattan Beach Railroad.

No. 5. Sherman Street—To alter the map or plan of The City of New York by laying out Sherman street, so as to afford direct connection with the lines of Sherman street north and south of the old City line.

No. 6. Sherman Street—To alter the map or plan of The City of New York by striking therefrom Sherman street, from Reeve place to Seeley street; or

No. 7. Sherman Street—To open Sherman street, from Reeve place to the old City line of Brooklyn.

No. 8. East One Hundredth Street—To open East One Hundredth street, from Flatlands avenue to Canoe creek.

No. 9. Sea View Avenue—To open Sea View avenue, from Remsen avenue to East One Hundredth street.

No. 10. East Thirty-fifth Street—To open East Thirty-fifth street, from Clarkson street to Foster avenue; and from the southern line of the Flatbush Water Works to Flatbush avenue, excluding the property occupied by the Long Island Railroad.

No. 11. East Twenty-second Street—To open East Twenty-second street, between Clarendon and Beverley roads.

No. 12. Lexington Avenue—To construct a sewer in Lexington avenue, south side, from Ralph avenue westerly to existing sewer.

No. 13. East Twenty-second Street—To construct a sewer in East Twenty-second street, from Avenue G north to end of existing sewer.

No. 14. Elmore Place—To regulate, grade, curb and lay cement sidewalks on Elmore place, between Farragut road and Glenwood road.

No. 15. Park Place—To regulate, grade, set or reset curb and lay cement sidewalks on Park place, between Buffalo and Ralph avenues.

No. 16. Sterling Place—To regulate, grade, set or reset curb and lay cement sidewalks on Sterling place, between Ralph and Buffalo avenues.

No. 17. Avenue C—To regulate, grade, set or reset curb and lay cement sidewalks on Avenue C, between Gravesend and Coney Island avenues.

No. 18. Avenue C—To open Avenue C, between Gravesend and Coney Island avenues.

No. 19. Utica Avenue—To regulate, grade, set or reset curb, lay brick gutter and cement sidewalks on Utica avenue, between East New York avenue and Church avenue.

No. 20. Kenilworth Place—To regulate, grade, set or reset curb and lay cement sidewalks on Kenilworth place, between Avenue G and Germania place.

No. 21. Kenilworth Place—To pave with asphalt on concrete foundation Kenilworth place, from Avenue G to Germania place.

No. 22. East Fifteenth Street—To construct sewer-basins at the northeast and northwest corners of East Fifteenth street and Dorchester road.

No. 23. East Fifteenth Street—To regulate, grade, set or reset curb and lay cement sidewalks on East Fifteenth street, between Cortelyou and Dorchester roads.

No. 24. East Fifteenth Street—To pave with asphalt on concrete East Fifteenth street, between Cortelyou and Dorchester roads.

No. 25. Prospect Place—To regulate, grade, set or reset curb and lay cement sidewalks on Prospect place, between Rochester and Buffalo avenues.

No. 26. Prospect Place—To pave with asphalt on concrete foundation Prospect place, between Rochester and Buffalo avenues.

No. 27. First Street—To reconstruct sewer in First street, between Lawrence and Washington avenues.

No. 28. Newkirk Avenue—To construct sewer in Newkirk avenue, from Coney Island avenue to First street.

No. 29. Lawrence Avenue—To regulate, grade, set or reset curb, lay brick gutter and cement sidewalks and pave with macadam Lawrence avenue, from Ocean parkway to First street.

No. 30. Dorchester Road—To lay cement sidewalks opposite lots lying on the north side of Dorchester road, between Marlborough road (formerly East Fifteenth street) and East Sixteenth street; west side of East Sixteenth street, between Cortelyou and Dorchester roads, known as Nos. 30, 31, 32 and 1, Block 258.

To lay cement sidewalks opposite the following described lots:

No. 31. Dorchester Road—On the north side of Dorchester road, between Rugby road (formerly East Fourteenth street) and Marlborough road (formerly East Fifteenth street); east side of Rugby road (formerly East Fourteenth street), between Cortelyou and Dorchester roads, known as Nos. 35, 36, 49 and 50, Block 257.

No. 32. Dorchester Road—On the north side of Dorchester road, between Stratford road (formerly East Eleventh street) and Westminster road (formerly East Twelfth street), known as Nos. 33 to 42, inclusive, Block 251.

No. 33. Dorchester Road—On the north side of Dorchester road, between Coney Island avenue and Stratford road (formerly East Eleventh street), known as No. 61, Block 250, Twenty-ninth Ward.

No. 34. East Nineteenth Street—On the west side of East Nineteenth street, between Cortelyou and Dorchester roads; on the north side of Dorchester road, between East Eighteenth street and East Nineteenth street, known as Nos. 82, 69, 35, 36, 37 and 38, Block 246.

No. 35. East Sixteenth Street—On the east side of East Sixteenth street, between Cortelyou and Dorchester roads; on the west side of East Seventeenth street, between Cortelyou and Dorchester roads, known as Nos. 74, 75, 76, 77, 54, 55, 78, 79, 61, 62 and 64, Block 259.

No. 36. Pacific Street—On the north side of Pacific street, between Ralph and Howard avenues, known as No. 1, Block 1431.

No. 37. Pacific Street—On the south side of Pacific street, between Howard and Saratoga avenues, known as No. 4, Block 1439.

No. 38. Clifton Place—On the north side of Clifton place, between Marcy and Nostrand avenues, known as Nos. 60, 61, 63 and part of 64, Block 1789.

No. 39. Chauncey Street—To inclose with a fence six feet high lot lying on the south side of Chauncey street, between Hopkinson and Rockaway avenues, known as No. 6, Block 1516.

MARTIN W. LITTLETON,
President, Borough of Brooklyn.

JOHN A. HEFFERNAN,
Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock A. M. on

WEDNESDAY, JUNE 14, 1905.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN EAST TWENTY-SECOND STREET, from Clarendon road to Canarsie lane.

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

55 linear feet 15-inch pipe sewer.

425 linear feet 12-inch pipe sewer.

5 manholes.

3,100 feet, B. M., foundation planking.

35 cubic yards concrete cradle.

The time allowed for the completion of the work and full performance of the contract is 30 working days.

The amount of security required is One Thousand Dollars.

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN CHURCH AVENUE, from East Eleventh street to East Fifteenth street, etc.

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

1,120 linear feet 12-inch pipe sewer.

12 manholes.

12 sewer-basins.

7,000 feet, B. M., foundation planking.

40,000 feet, B. M., sheeting and bracing.

79 cubic yards concrete cradle.

The time allowed for the completion of the work and full performance of the contract is 60 working days.

The amount of security required is Four Thousand Dollars.

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING SEWER IN ROGERS AVENUE, from Vernon avenue to Avenue C, etc.

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

784 linear feet 54-inch reinforced concrete sewer.

100 linear feet 15-inch pipe sewer.

1,250 linear feet 12-inch pipe sewer.

21 manholes.

6 sewer-basins.

12,600 feet, B. M., foundation planking.

75,000 feet, B. M., sheeting and bracing.

98 cubic yards concrete cradle.

The time allowed for the completion of the work and full performance of the contract is 75 working days.

The amount of security required is Five Thousand Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, foot B. M., cubic yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained at the office of the Assistant Commissioner of Public Works, Room 15, Municipal Building, Borough of Brooklyn.

MARTIN W. LITTLETON,
President.

Dated JUNE 1, 1905.

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 NO. 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock A. M. on

WEDNESDAY, JUNE 14, 1905.

No. 1. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON BLAKE AVENUE, from Hopkinson avenue to Howard avenue.

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

3,424 linear feet of new curbstone, to be set in concrete.

4,197 cubic yards of earth excavation.

17,684 cubic yards of earth filling, to be furnished.

170 cubic yards of concrete, not to be bid for.

15,260 square feet of cement sidewalks.

The time allowed for the completion of the work and the full performance of the contract is seventy (70) working days.

The amount of security required is Five Thousand Dollars.

No. 2. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF BOGART STREET, from Flushing avenue to Johnson avenue.

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

5,400 square yards of asphalt pavement.

60 square yards of adjacent pavement.

900 cubic yards of concrete.

2,450 linear feet of new curbstone.

400 linear feet of old curbstone, to be reset.

12 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and the full performance of the contract is forty (40) working days.

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

No. 3. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF CHAPEL STREET, from Jay street to Bridge street.

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

985 square yards of asphalt pavement.

10 square yards of adjacent pavement.

190 cubic yards of concrete.

830 linear feet of new curbstone.

200 linear feet of old curbstone, to be reset.

6 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Eight Hundred Dollars.

No. 4. FOR REGULATING, GRADING AND CURBING DUMONT AVENUE, from Rockaway avenue to Powell street.

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

2,810 linear feet of new curbstone, to be set in concrete.

8,912 cubic yards of earth excavation.

140 cubic yards of concrete, not to be bid for.

The time allowed for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is One Thousand Seven Hundred Dollars.

No. 5. FOR REGULATING, GRADING AND CURBING EIGHTY-FOURTH STREET, from First avenue to Third avenue.

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

2,904 linear feet of new curbstone, to be set in concrete.

13,277 cubic yards of earth excavation.

7,307 cubic yards of earth filling, not to be bid for.

143 cubic yards of concrete, not to be bid for.

The time allowed for the completion of the work and the full performance of the contract is fifty (50) working days.

The amount of security required is Two Thousand Dollars.

No. 6. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF JEFFERSON STREET, from Central avenue to Hamburg avenue.

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

2,090 square yards of asphalt pavement.

10 square yards of adjacent pavement.

350 cubic yards of concrete.

1,030 linear feet of new curbstone.

260 linear feet of old curbstone, to be reset.

5 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Five Hundred Dollars.

No. 7. FOR REGULATING AND REPAVING WITH GRANITE PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF KENT AVENUE, from Hewes street to Clymer street.

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

4,100 square yards of granite block pavement, with tar and gravel joints.

30 square yards of adjacent pavement.

850 cubic yards of concrete.

3,200 linear feet of new curbstone.

180 linear feet of old curbstone, to be reset.

760 square feet of new granite bridgestones.

270 square feet of old bridgestone, to be relaid.

The time allowed for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is Six Thousand Five Hundred Dollars.

No. 8. FOR REGULATING, GRADING, CURBING, GUTTERING AND LAYING SIDEWALKS ON SEVENTY-FOURTH STREET, from Second avenue to Seventh avenue.

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

1,690 square yards of brick gutters, on a concrete foundation.

7,610 linear feet of new curbstone, to be set in concrete.

9,240 cubic yards of earth excavation.

5,400 cubic yards of earth filling, not to be bid for.

564 cubic yards of concrete, not to be bid for.

37,700 square feet of cement sidewalks.

The time allowed for the completion of the work and the full performance of the contract is sixty (60) working days.

The amount of security required is Eight Thousand Dollars.

No. 9. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF SEVENTY-SEVENTH STREET, from Second avenue to Fourth avenue.

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

4,210 square yards of asphalt pavement.

590 cubic yards of concrete.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Three Thousand Dollars.

No. 10. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON SUTTER AVENUE, from Rockaway avenue to Saratoga avenue.

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

3,218 linear feet of new curbstone, to be set in concrete.

852 cubic yards of earth excavation.

20 cubic yards of earth filling, not to be bid for.

160 cubic yards of concrete, not to be bid for.

14,830 square feet of cement sidewalks.

The time allowed for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is Two Thousand Two Hundred Dollars.

No. 11. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF VIRGINIA PLACE, from Park place to Sterling place.

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

750 square yards of asphalt pavement.

130 cubic yards of concrete.

360 linear feet of new curbstone.

200 linear feet of old curbstone, to be reset.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Six Hundred Dollars.

No. 12. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON THE PRESENT PAVEMENT AS A FOUNDATION THE ROADWAY OF WASHINGTON AVENUE, from Greene avenue to Fulton street.

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

6,260 square yards of asphalt pavement.

6,260 square yards of old stone pavement, to be relaid.

1,180 linear feet of new curbstone.

1,380 linear feet of old curbstone, to be reset.

13 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is Three Thousand Dollars.

No. 13. FOR REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS ON WEST NINTH STREET, from Clinton street to Henry street.

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

1,000 linear feet of new curbstone, to be set in concrete.

370 cubic yards of earth excavation.

5,150 square feet of cement sidewalks.

50 cubic yards of concrete, not to be bid for.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Eight Hundred Dollars.

No. 14. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF BROADWAY, from Have-meyer street to Lafayette avenue.

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

34,410 square yards of asphalt block pavement.

300 square yards of adjacent pavement.

5,170 cubic yards of concrete.

13,660 linear feet of new curbstone.

3,720 linear feet of old curbstone, to be reset.

81 noiseless covers and heads, complete, for sewer manholes.

The time allowed for the completion of the work and the full performance of the contract is ninety (90) working days.

The amount of security is Forty Thousand Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, square foot, cubic yard, square yard or other unit of measure, by which the bids will be tested.

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

Blank forms and further information may be obtained at the office of the Assistant Commissioner of Public Works, the Borough of Brooklyn, Room No. 15, Municipal Building, Borough of Brooklyn.

MARTIN W. LITTLETON,
President.

Dated MAY 23, 1905.

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

DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1421, NOS. 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock M. on

FRIDAY, JUNE 23, 1905.

DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock A. M., on

THURSDAY, JUNE 15, 1905.

Borough of Manhattan.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR MAKING AND COMPLETING TWO HORIZONTAL TUBULAR BOILERS, ETC., FOR SECOND DISTRICT PRISON.

The time for the completion of the work and the full performance of the contract is by or before 60 consecutive working days.

The amount of security required is fifty per cent. of the amount of bid or estimate. Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

FRANCIS J. LANTRY,
Commissioner.

Dated MAY 31, 1905.

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

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commissioner, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock P. M., until further notice.

Dated NEW YORK CITY, March 26, 1904.

WILLIAM E. STILLINGS,
CHARLES A. JACKSON,
OSCAR S. BAILEY,
Commissioners.

LAMONT McLOWGLIN,
Clerk.

FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, Nos. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock A. M. on

THURSDAY, JUNE 22, 1905.

Boroughs of Manhattan and The Bronx.
No. 1. FOR FURNISHING AND DELIVERING TWENTY THOUSAND (20,000) FEET OF 2 1/2-INCH RUBBER FIRE HOSE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is one hundred and twenty (120) days.

The amount of security required is Ten Thousand Dollars (\$10,000).

No. 2. FOR FURNISHING AND DELIVERING TEN (10) FIRST SIZE HOSE WAGONS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is one hundred and thirty (130) days.

The amount of security required is Three Thousand Dollars (\$3,000).

Boroughs of Brooklyn and Queens.
No. 2. FOR FURNISHING AND DELIVERING FOUR COMBINATION HOOK AND LADDER TRUCKS AND CHEMICAL ENGINES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is one hundred and twenty (120) days.

The amount of security required is Four Thousand Dollars (\$4,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES,
Fire Commissioner.

Dated JUNE 9, 1905.

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

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, Nos. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock A. M., on

THURSDAY, JUNE 22, 1905.

Boroughs of Manhattan and The Bronx.
No. 1. FOR FURNISHING AND DELIVERING SPOKES AND FELLOES FOR USE AT THE REPAIR SHOPS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) days.

The amount of security required is Eighteen Hundred Dollars (\$1,800).

No. 2. FOR FURNISHING AND DELIVERING VALVES, STEAM COCKS, NOZZLES, ETC., FOR THE REPAIR SHOPS.

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

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

No. 3. FOR FURNISHING AND DELIVERING IRON AND STEEL FOR THE REPAIR SHOPS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) days.

The amount of security required is Twelve Hundred Dollars (\$1,200).

No. 4. FOR FURNISHING AND DELIVERING LUMBER FOR USE AT THE REPAIR SHOPS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) days.

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

No. 5. FOR FURNISHING AND DELIVERING MISCELLANEOUS SUPPLIES FOR THE REPAIR SHOPS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) days.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item and awards made to the lowest bidder on each item; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES,
Fire Commissioner.

Dated JUNE 9, 1905.

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

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, Nos. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock A. M., on

TUESDAY, JUNE 20, 1905.

Boroughs of Manhattan and The Bronx.
No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR ERECTING AND COMPLETING TWO ELECTRIC FREIGHT ELEVATORS IN THE NEW REPAIR SHOPS, FIFTY-SIXTH STREET AND TWELFTH AVENUE, MANHATTAN.

The time for the completion of the work and the full performance of the contract is sixty (60) days.

The amount of security required is Five Thousand Dollars.

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

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR ERECTING AND COMPLETING THE EQUIPMENT OF THE NEW REPAIR SHOPS, FIFTY-SIXTH STREET AND TWELFTH AVENUE, MANHATTAN.

The time for the completion of the work and the full performance of the contract is ninety (90) days.

The amount of security required is Thirteen Thousand Dollars.

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

Boroughs of Brooklyn and Queens.
No. 1. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS AND BRAN FOR VOLUNTEER COMPANIES, BOROUGH OF QUEENS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1906.

The amount of security required is Five Thousand Dollars (\$5,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item and awards made to the lowest bidder on each item; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES,
Fire Commissioner.

Dated JUNE 7, 1905.

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

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, Nos. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 A. M. on

TUESDAY, JUNE 20, 1905.

Boroughs of Manhattan and The Bronx.
No. 1. FOR FURNISHING AND DELIVERING SUPPLIES FOR FIRE-BOATS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

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

No. 2. FOR FURNISHING AND DELIVERING ONE FIFTY-FIVE (55) FEET AERIAL HOOK AND LADDER TRUCK.

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

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item and awards made to the lowest bidder on each item; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES,
Fire Commissioner.

Dated JUNE 7, 1905.

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

DEPARTMENT OF EDUCATION.

OFFICE OF THE DEPARTMENT OF EDUCATION, SOUTHWEST CORNER PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 12 o'clock noon on

THURSDAY, JUNE 22, 1905.

Borough of Brooklyn.

Item No. 1.
FOR FURNISHING ALL REQUIRED MATERIAL, REPAIRING, TRANSFERRING AND ERECTING GYMNASIUM APPARATUS, KINDERGARTEN TENTS, AWNINGS, FRAMES, AND ALL OTHER MATERIAL INCLUDED IN EQUIPMENT OF OPEN-AIR PLAY-GROUNDS; AND

FOR FURNISHING ALL REQUIRED MATERIAL, REPAIRING, TRANSFERRING AND ERECTING GYMNASIUM APPARATUS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF SCHOOL PLAYGROUNDS.

The time for furnishing and delivering the materials and the completion of the work, as provided in the contract, will be on or before July 8, 1905.

Item No. 2.
FOR TAKING DOWN, REMOVING, TRANSFERRING AND STORING ALL GYMNASIUM APPARATUS, KINDERGARTEN TENTS, AWNINGS AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF OPEN-AIR PLAYGROUNDS; AND

FOR TAKING DOWN, REMOVING, TRANSFERRING AND STORING ALL GYMNASIUM APPARATUS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF SCHOOL PLAYGROUNDS.

The time for the completion of the work and the full performance of the contract is by or before September 9, 1905.

Items Nos. 1 and 2 will be awarded to the lowest aggregate bidder. Bill for Item No. 1 will be approved for payment when all work included in Item No. 1 shall have been completed and accepted by the Superintendent of School Supplies.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, the Borough of Manhattan, southwest corner of Park avenue and Fifty-ninth street.

PATRICK JONES,
Superintendent of School Supplies.

Dated JUNE 12, 1905.

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

OFFICE OF THE DEPARTMENT OF EDUCATION, SOUTHWEST CORNER PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Supplies at the above office of the Department of Education until 12 o'clock noon on

TUESDAY, JUNE 20, 1905.

Borough of Manhattan.

Item No. 1.
FOR FURNISHING ALL REQUIRED MATERIAL, REPAIRING, TRANSFERRING AND ERECTING GYMNASIUM APPARATUS, KINDERGARTEN TENTS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN EQUIPMENT OF OPEN-AIR PLAY-GROUNDS; AND

FOR FURNISHING ALL REQUIRED MATERIAL, REPAIRING, TRANSFERRING AND ERECTING GYMNASIUM APPARATUS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF SCHOOL PLAYGROUNDS.

The time for furnishing and delivering the materials and the completion of the work, as provided in the contract, will be on or before July 5, 1905.

Item No. 2.
FOR TAKING DOWN, REMOVING, TRANSFERRING AND STORING ALL GYMNASIUM APPARATUS, KINDERGARTEN TENTS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF OPEN-AIR PLAY-GROUNDS; AND

FOR TAKING DOWN, REMOVING, TRANSFERRING AND STORING ALL GYMNASIUM APPARATUS, AWNINGS, FRAMES AND ALL OTHER MATERIAL INCLUDED IN THE EQUIPMENT OF SCHOOL PLAYGROUNDS.

The time for the completion of the work and the full performance of the contract is by or before September 9, 1905.

Items Nos. 1 and 2 will be awarded to the lowest aggregate bidder. Bill for Item No. 1 will be approved for payment when all work included in Item No. 1 shall have been completed and accepted by the Superintendent of School Supplies.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, the Borough of Manhattan, southwest corner of Park avenue and Fifty-ninth street.

PATRICK JONES,
Superintendent of School Supplies.

Dated JUNE 12, 1905.

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock A. M., on

MONDAY, JUNE 19, 1905.

Borough of The Bronx.

No. 5. FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 40, ON THE WEST SIDE OF PROSPECT AVENUE, EXTENDING FROM JENNINGS STREET TO RITTER PLACE, BOROUGH OF THE BRONX.

The time of completion is 60 working days.

The amount of security required is Five Thousand Dollars.

Borough of Manhattan.
No. 6. FOR FURNITURE FOR ADDITION TO PUBLIC SCHOOL 83, ON THE NORTH SIDE OF EAST ONE HUNDRED AND NINTH STREET, ABOUT 207 FEET EAST OF THIRD 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 as follows:

Item 1.....\$700 00
Item 2.....500 00
A separate proposal must be submitted for each item and award will be made thereon.

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

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, the Borough of Manhattan, southwest corner Park avenue and Fifty-ninth street.

PATRICK JONES,
Superintendent of School Supplies.

Dated JUNE 9, 1905.

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock A. M., on

MONDAY, JUNE 19, 1905.

Borough of Brooklyn.

No. 3. FOR INSTALLING ELECTRIC EQUIPMENT IN THE ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 103, ON THE SOUTH SIDE FOURTEENTH AVENUE, BETWEEN FIFTY-THIRD AND FIFTY-FOURTH STREETS, BOROUGH OF BROOKLYN.

The time of completion is 90 working days.

The amount of security required is Two Thousand Eight Hundred Dollars.

No. 4. FOR NEW FURNITURE, ETC., FOR OLD SCHOOL BUILDINGS IN THE BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is as follows:

Item 2.....\$400 00
Item 3.....1,400 00
A separate proposal must be submitted for each item and award will be made thereon.

On Contract No. 3 the bids will be compared and the contract awarded in a lump sum to the lowest bidder.

On Contract No. 4 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed by which the bids will be tested.

The extensions must be made and footed up as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms may be obtained and the plans and drawings may be seen at the office of the Superintendent at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at Branch Office, No. 131 Livingston street, Borough of Brooklyn.

C. B. J. SNYDER,
Superintendent of School Buildings.

Dated JUNE 7, 1905.

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock A. M. on

MONDAY, JUNE 19, 1905.

No. 12. FOR FURNISHING AND DELIVERING MATERIALS AND SUPPLIES TO THE HALL OF THE BOARD OF EDUCATION, PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 20 working days, except as hereinafter provided in the contract.

The amount of security required is 50 per cent. of the estimated cost of the supplies bid for by each bidder.

All supplies must conform to the descriptions and specifications.

On Contract No. 12 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

The extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms may be obtained at the office of the Superintendent, at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

C. B. J. SNYDER,
Superintendent of School Buildings.

Dated JUNE 8, 1905.

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock A. M., on

MONDAY, JUNE 19, 1905.

Borough of The Bronx.

No. 5. FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 40, ON THE WEST SIDE OF PROSPECT AVENUE, EXTENDING FROM JENNINGS STREET TO RITTER PLACE, BOROUGH OF THE BRONX.

The time of

Borough of Queens.

No. 7. FOR INSTALLING ELECTRIC EQUIPMENT IN ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 1, ON THE NORTHEAST CORNER OF VAN ALST AVENUE AND NINTH STREET, LONG ISLAND CITY, BOROUGH OF QUEENS.

The time of completion is 60 working days.

The amount of security required is Two Thousand Three Hundred Dollars.

No. 8. FOR THE SANITARY WORK AND GASFITTING OF NEW PUBLIC SCHOOL 82, ON THE WEST SIDE OF KAPLAN AVENUE, BETWEEN HORTON AND HAMMOND AVENUES, JAMAICA, BOROUGH OF QUEENS.

The time of completion is 75 working days.

The amount of security required is Three Thousand Dollars.

Borough of Richmond.

No. 9. FOR ERECTING FIRE-ESCAPES AND MAKING NECESSARY ALTERATIONS AT PUBLIC SCHOOLS 8, 9, 13, 19 AND 22, BOROUGH OF RICHMOND.

The time allowed to complete the whole work on each school will be 45 working days, as provided in the contract.

The amount of security required is as follows:

Public School 8.....	\$1,300 00
Public School 9.....	700 00
Public School 13.....	1,500 00
Public School 19.....	1,600 00
Public School 22.....	700 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 10. FOR ALTERATIONS, REPAIRS, ETC., TO PUBLIC SCHOOLS 11, 14, 15, 16, 17, 18, 19, 20, 22, 23, 25 AND 32, BOROUGH OF RICHMOND.

The time allowed to complete the whole work on each school will be 50 working days, as provided in the contract.

The amount of security required is as follows:

Public School 11.....	\$400 00
Public School 14.....	1,600 00
Public School 15.....	700 00
Public School 16.....	1,000 00
Public School 17.....	1,400 00
Public School 18.....	700 00
Public School 19.....	400 00
Public School 20.....	600 00
Public School 22.....	500 00
Public School 23.....	700 00
Public School 25.....	600 00
Public School 32.....	800 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 11. FOR ITEM 1, INSTALLING HEATING AND VENTILATING APPARATUS, AND ITEM 2, INSTALLING ELECTRIC EQUIPMENT FOR ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 18, ON BROADWAY, MARKET STREET AND WINGAR PLACE, WEST NEW BRIGHTON, BOROUGH OF RICHMOND.

The time of completion is 60 working days.

The amount of security required is as follows:

Item 1.....	\$6,000 00
Item 2.....	1,000 00

A separate proposal must be submitted for each item and award will be made thereon.

On contracts Nos. 5, 7 and 8 the bids will be compared and the contract awarded to the lowest bidder on each contract.

On contracts Nos. 6, 9, 10 and 11 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed by which the bids will be tested.

The extensions must be made and footed up as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms may be obtained and the plans and drawings may be seen at the office of the Superintendent at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan, also at branch offices, No. 69 Broadway, Flushing, Borough of Queens, and Savings Bank Building, Stapleton, Borough of Richmond, for work for their respective boroughs.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated JUNE 8, 1905.

j7,19

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock A. M. on

MONDAY, JUNE 26, 1905.

Borough of Queens.

No. 1. FOR ALTERATIONS, REPAIRS, ETC., TO PUBLIC SCHOOLS 1, 2, 5, 7, 9 AND 80, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be 50 working days, as provided in the contract.

The amount of security required is as follows:

Public School 1.....	\$1,500 00
Public School 2.....	1,000 00
Public School 5.....	700 00
Public School 7.....	3,500 00
Public School 9.....	900 00
Public School 80.....	600 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 2. FOR ALTERATIONS, REPAIRS, ETC., TO PUBLIC SCHOOLS 20, 21, 27, 31, 34, 39, 44, 47, 50, 52, 59, 60, 65 AND 79, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be 50 working days, as provided in the contract.

The amount of security required is as follows:

Public School 20.....	\$700 00
Public School 21.....	1,200 00
Public School 27.....	900 00
Public School 31.....	900 00
Public School 34.....	400 00
Public School 39.....	1,700 00
Public School 44.....	1,000 00
Public School 47.....	400 00
Public School 50.....	500 00
Public School 52.....	700 00
Public School 59.....	1,200 00
Public School 60.....	400 00
Public School 65.....	400 00
Public School 79.....	800 00

A separate proposal must be submitted for each school and award will be made thereon.

On Contracts Nos. 1 and 2 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

The extensions must be made and footed up, as the bids will be read from the total of each

item and award will be made to the lowest bidder on each item.

Blank forms may be obtained and the plans and drawings may be seen at the office of the Superintendent, at Estimating Room, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; also at Branch Office, No. 69 Broadway, Flushing, Borough of Queens.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated JUNE 8, 1905.

j7,26

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock P. M., on

WEDNESDAY, JUNE 21, 1905.

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING SEMI-BITUMINOUS AND ANTHRACITE COAL IN THE FOLLOWING AMOUNTS:

SECTION I.—22,100 GROSS TONS OF SEMI-BITUMINOUS COAL.

SECTION II.—54,200 GROSS TONS OF ANTHRACITE COAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is until May 1, 1906.

The amount of security will be, for Section I, Fifteen Thousand Dollars (\$15,000); for Section II, Fifty Thousand Dollars (\$50,000).

The bidder will state the price of each item or article called for in the bid or estimate, per ton, or other unit of measure, by which the bids will be tested.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Room 25, Municipal Building, Brooklyn.

JOHN T. OAKLEY,

Commissioner.

Dated JUNE 8, 1905.

j9,21

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, NEW YORK, JUNE 8, 1905.

ON TUESDAY, JUNE 20, 1905, AT 11 o'clock A. M., the Department of Water Supply, Gas and Electricity will sell at public auction to the highest bidder, by Joseph P. Day, auctioneer, at the Department Pipe Yard, foot of East Twenty-fourth street, Borough of Manhattan:

About 75 tons of scrap cast iron.

About 300 pounds of brass composition.

TERMS OF SALE.

The upset prices at which these materials will be sold are \$8 per ton of 2,000 pounds for the cast iron; 24 cents per pound for the brass composition. No bid below these prices will be considered or accepted.

Successful bidders must make cash payment in bankable funds at the time and place of sale.

Bids will be received for one or more of the separate descriptions of these materials, but no bid will be considered or accepted for less than the entire quantity in each case.

The purchaser or purchasers must remove all the materials from the Pipe Yard within thirty (30) days after the sale, otherwise he or they will forfeit the money paid at the time of sale and the ownership to the material, which will thereafter be resold for the benefit of the City. The purchaser must remove the material as directed by the officer of the Department in charge at the Pipe Yard, and will not be allowed to select material for removal at will.

JOHN T. OAKLEY,

Commissioner of Water Supply,

Gas and Electricity.

j9,20

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock P. M. on

WEDNESDAY, JUNE 14, 1905.

Boroughs of Manhattan and The Bronx.

FOR HAULING AND LAYING WATER-MAINS IN LAFAYETTE, WASHINGTON AND ST. LAWRENCE AVENUES; IN ADAMS, BEACON AND TWO HUNDRED AND THIRTY-THIRD STREETS; IN BUTLER AND LYVERE PLACES, AND IN CLASON'S POINT AND KINGSBRIDGE ROADS.

The time allowed to complete the whole work will be sixty days.

The amount of security will be Two Thousand Dollars.

FOR FURNISHING AND DELIVERING WHITE WOOD PLUGS, HYDRANT EYE, BRIDGE, CASING, TAP AND PACKING BOLTS, ROLLERS AND CATCHES, STRAPS AND FENDERS.

The time allowed for completing the delivery of the above supplies and the performance of the contract will be until December 31, 1905.

The amount of security required will be Five Hundred Dollars.

The bidder will state a price for each item of supplies called for in the bid or estimate, per pound, per linear foot, or other unit of measure, as the case may be, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for all the articles, materials or supplies specified and contained in the contract and specifications.

Bidders must be known to be well prepared and able to perform and complete the work in the manner and in the time required; and bidders will be required to furnish satisfactory proof to the Commissioner that they own or control a plant or shop which is sufficient to enable the bidder to perform and fulfill the contract and specifications, or that they are the regular authorized representatives of such plant or shop. Bids of brokers and general supply men will not be received unless they show that they have the articles, appliances and machinery or equipment in stock or present facilities for its manufacture.

Bidders will write out the total amount of their bids or estimates in addition to inserting the same in figures. All bids or estimates will be considered as informal which do not contain bids or estimates for all items for which bids or estimates are called.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13-21

Park row, Chief Engineer's office, where any additional information required will be given.

JOHN T. OAKLEY,

Commissioner.

Dated JUNE 1, 1905.

j2,14

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock P. M. on

WEDNESDAY, JUNE 14, 1905.

Boroughs of Manhattan and The Bronx.

FOR FURNISHING AND DELIVERING PIG LEAD.

The time allowed to complete the whole work will be sixty (60) calendar days.

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

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Delivery will be required to be made from time to time and in such quantities as may be directed by the Engineer.

The bidder will state the price of each item or article called for in the bid or estimate, per ton, or other unit of measure, by which the bids will be tested.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row.

JOHN T. OAKLEY,

Commissioner.

Dated JUNE 1, 1905.

j2,14

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

BOROUGH OF QUEENS.**NOTICE TO TAX-PAYERS.**

WATER RATES FOR 1905 AND 1906 will be due and payable May 1, 1905.

If not paid before August 1, 1905, a penalty of five per cent. is added, and if not paid before November 1, 1905, an additional penalty of ten per cent. (a total of fifteen per cent.) will be added.

Bills for water rates may be obtained on and after May 1 on personal application.

For the convenience of tax-payers and to facilitate the business of the Department, it is requested that application be made by mail for such bills, at once.

Address, George H. Creed, Deputy Commissioner, Room No. 1, Hackett Building, Long Island City.

Bills will be issued on ward, volume, block and lot numbers only. Bills will not be issued on street numbers.

Applications for bills, or payments by mail, should be accompanied by addressed, stamped envelope for return, to secure prompt attention.

JOHN T. OAKLEY,

Commissioner.

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OFFICIAL BOROUGH PAPERS.**BOROUGH OF THE BRONX.**

"North Side News," "Westchester Independent," "Bronx Sentinel," "Harlem Reporter and Bronx Chronicle," "Bronx Borough Record."

BOROUGH OF RICHMOND.

"Staten Islander," "Staten Island Star," "Richmond County Herald," "Richmond County Democrat," "Staten Island World."

BOROUGH OF QUEENS.

"Long Island Daily Star," "Flushing Daily Times," "Flushing Evening Journal," "Queens Borough Advertiser," "Jamaica Standard," "Rockaway News," "Long Island Farmer," "Long Island Democrat."

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard Union," "Brooklyn Free Press," "Brooklyn Weekly News," "Flatbush Weekly News."

BOROUGH OF MANHATTAN.

"Harlem Local Reporter" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designation by Board of City Record April 26, 1904. Amended July 22 and September 15, 1904, and February 7, 1905.

DEPARTMENT OF FINANCE.**CORPORATION SALE OF REAL ESTATE.**

BRYAN L. KENNELLY, AUCTIONEER.

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 on

FRIDAY, JUNE 30, 1905.

at 12 o'clock M., at the New York Real Estate Salesroom, Nos. 14 and 16 Vesey street, the following described real estate, belonging to the corporation of The City of New York, and located in the Borough of Manhattan, viz:

All those certain lots of land, with the improvements thereon erected, bounded and described as follows: Beginning at a point on the westerly side of Elm street distant 25 feet northerly from the northwesterly corner of Elm street and Leonard street; thence running thence westerly parallel with Leonard street 45 feet 9 inches; thence northerly 25 feet; thence again westerly 43 feet 6 inches; thence northerly 30 feet 9 inches; thence again westerly 5 feet; thence again northerly 19 feet 3 inches; thence easterly 5 feet; thence again northerly 25 feet; thence easterly 90 feet to the westerly side of Elm street; and thence southerly along the westerly side of Elm street 100 feet to the point or place of beginning, be the said several dimensions more or less. The minimum or upset price at which said property shall be sold is hereby fixed at seventy thousand dollars (\$70,000).

The sale of the said premises is made upon the following

TERMS AND CONDITIONS:

The highest bidder will be required to pay ten (10) per cent. of the purchase money and

the auctioneer's fee immediately after the sale; thirty (30) per cent. upon the delivery of the deed within thirty days from the date of sale; and the balance, sixty (60) per cent. of the purchase money, or any portion thereof, may remain at the option of the purchaser, on bond and mortgage for five years, with interest at the rate of six per centum per annum, payable semi-annually, the mortgages to contain the customary thirty days' interest and ninety days' tax and assessment and insurance clauses.

The bond and mortgage may be paid off at any time within the term thereof on giving thirty days' notice to the Comptroller, or it may be paid by installments of not less than five thousand dollars on any day when the interest is due, or on thirty days' notice. The bond and mortgage will be prepared by the Counsel to the Corporation, and the sum of twelve dollars and fifty cents will be charged for drawing, acknowledging and recording each separate mortgage. If more than one lot of land is included in any mortgage, the whole mortgage must be paid off before any release can be given by the corporation, as a release of any part of the premises included in a mortgage to the corporation is forbidden by law.

The Comptroller may, at his option, resell the property if the successful bidder shall fail to comply with the terms of the sale, and the party who may fail to comply therewith will be held liable for any deficiency that may result from any such resale.

The right is reserved to reject any and all bids. Maps of said real estate may be seen on application at the Comptroller's Office, Stewart Building, No. 280 Broadway, Borough of Manhattan.

By orders of the Commissioners of the Sinking Fund, under resolutions adopted at meetings of the Board held April 24, 1905, and June 7, 1905.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }
COMPTROLLER'S OFFICE, JUNE 12, 1905. }
EDWARD M. GROUT,
Comptroller.
j13,30

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

THE INTEREST DUE ON JULY 1, 1905, on the Registered Bonds and Stock of The City of New York will be paid on that day by the Comptroller, at his office, Room 37, Stewart Building, corner of Broadway and Chambers street.

The Transfer Books thereof will be closed from June 15, 1905, to July 1, 1905.

The interest due on July 1, 1905, on the Coupon Bonds of the late City of Brooklyn will be paid on that day by the Nassau National Bank of Brooklyn, No. 26 Court street.

The interest due July 1, 1905, on the Coupon Bonds of Corporations in Queens and Richmond Counties will be received on that day for payment by the Comptroller at his office, Room 37, Stewart Building, corner of Broadway and Chambers street.

EDWARD M. GROUT,

Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE, }
COMPTROLLER'S OFFICE, JUNE 12, 1905. }
j13,jui

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.

DENMAN PLACE (EAST ONE HUNDRED AND SIXTIETH STREET)—REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES, from Cauldwell place to Prospect avenue. Area of assessment: Both sides of Denman place, from Cauldwell avenue to Prospect avenue, and to the extent of half the block at the intersecting and terminating streets.

TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND SEVENTY-FOURTH STREET—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from Fulton avenue to Park avenue. Area of assessment: Both sides of East One Hundred and Seventy-fourth street, from Fulton avenue to Park avenue, and to the extent of half the block at the intersecting and terminating avenues.

EAST ONE HUNDRED AND SEVENTY-EIGHTH STREET—SEWER and appurtenances, between

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 August 7, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 8, 1905. }
j9,22

NOTICE TO PROPERTY-OWNERS.

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

TWENTY-THIRD WARD, SECTION 9.
EAST ONE HUNDRED AND SIXTY-FOURTH STREET—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSSWALKS AND PAVING, from Summit avenue to Anderson avenue. Area of assessment: Both sides of One Hundred and Sixty-fourth street, from Summit avenue to Anderson avenue and to the extent of half the block at the intersecting terminating streets.

TWENTY-FOURTH WARD, SECTION 11.
PARK AVENUE—SEWER and appurtenances, east side, between Third avenue and East One Hundred and Eighty-seventh street, with branch in EAST ONE HUNDRED AND EIGHTY-EIGHTH STREET, between Park avenue and Third avenue. Area of assessment: Both sides of Park avenue, from One Hundred and Eighty-seventh street to Third avenue; west side of Third avenue, from One Hundred and Eighty-seventh street to Park avenue; both sides of One Hundred and Eighty-eighth street and One Hundred and Eighty-ninth street, from Park avenue to Third avenue.

—that the same were confirmed by the Board of Assessors May 31, 1905, and entered on May 31, 1905, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before August 7, 1905, 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.

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 assessments became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 A. M. to 12 M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before July 31, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, May 31, 1905. }
j2,15

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 BROOKLYN:

EIGHTH AND THIRTIETH WARDS, SECTION 3.
FIFTIETH STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Sixth and Eighth avenues. Area of assessment: Both sides of Fiftieth street, from Sixth avenue to Eighth avenue, and to the extent of half the block at the intersecting and terminating avenues.

TWENTY-SIXTH WARD.
FOUNTAIN AVENUE—REGULATING, GRADING AND CURBING, between Belmont avenue and Atlantic avenue. Area of assessment: Both sides of Fountain avenue, from Belmont avenue to Atlantic avenue, and to the extent of half the block at the intersecting and terminating avenues.

OSBORN STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Sutter and Blake avenues. Area of assessment: Both sides of Osborn street, from Sutter avenue to a point 250 feet south of Blake avenue, and to the extent of half the block at the intersecting and terminating streets.

TWENTY-SIXTH WARD, SECTION 12.
PITKIN AVENUE—REGULATING, GRADING, CURBING AND PAVING, between Stone avenue and Powell street. Area of assessment: Both sides of Pitkin avenue, from Stone avenue to Powell street, and to the extent of half the block at the intersecting and terminating streets.

CROOKE AVENUE—REGULATING AND PAVING, SETTING OR RESETTING CURB, FLAGGING OR REFLAGGING AND LAYING CEMENT SIDEWALKS, from Brighton Beach Railroad tracks to Parade place. Area of assessment: Both sides of Crooke avenue, from Brighton Beach Railroad tracks to Parade place, and to the extent of half the block at the intersecting and terminating streets.

CATON AVENUE—GRADING AND PAVING, SETTING AND RESETTING CURB AND LAYING CEMENT SIDEWALKS, where not already done, from the right of way of the Brighton Beach Railroad to St. Paul's place. Area of assessment: Both sides of Caton avenue, from the right of way of the Brighton Beach Railroad to St. Paul's place, and to the extent of half the block at the intersection of St. Paul's place.

ST. PAUL'S PLACE—REGULATING, GRADING AND PAVING, SETTING AND RESETTING CURB, LAYING CEMENT SIDEWALKS, where not already done, and RELAY-

ING FLAGGING, where necessary, between Fort Hamilton avenue and Church avenue. Area of assessment: Both sides of St. Paul's place, from Fort Hamilton avenue to Church avenue, and to the extent of half the block at the intersecting and terminating streets.

—that the same were confirmed by the Board of Revision of Assessments June 8, 1905, and entered June 8, 1905, 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 assessments to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessments became liens, as provided by section 159 of this act."

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, 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 August 7, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 8, 1905. }
j9,22

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE TO the following-named avenue in the BOROUGH OF THE BRONX:

TWENTY-THIRD AND TWENTY-FOURTH WARDS, SECTIONS 9 AND 11.

FINDLAY AVENUE—OPENING, from East One Hundred and Sixty-fourth street to East One Hundred and Seventieth street. Confirmed April 21, 1905; entered June 7, 1905. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line drawn parallel to and distant 100 feet southwestwardly from the southwesterly line of East One Hundred and Sixty-third street with the southwesterly prolongation of a line drawn parallel to and distant 100 feet northwesterly from the northwesterly line of College avenue; running thence northwesterly along said prolongation and parallel line to its intersection with a line drawn parallel to and distant 100 feet southwestwardly from the southwesterly line of East One Hundred and Sixty-fourth street; thence northwesterly along said parallel line to its intersection with the middle line of the blocks between Grant avenue and Morris avenue; thence northwesterly along said middle line of the blocks to the easterly line of Teller avenue; thence easterly on a line drawn at right angles to said easterly line of Teller avenue to its intersection with a line drawn parallel to and distant 200 feet easterly from the easterly line of Teller avenue; thence southerly along said parallel line to its intersection with the southeasterly prolongation of the southwesterly line of East One Hundred and Seventy-first street; thence southeasterly along said prolongation to its intersection with the middle line of the blocks between Clay avenue and Webster avenue; thence southwesterly along said middle line of the blocks and its southwesterly prolongation to its intersection with the southwesterly line of East One Hundred and Sixty-fourth street; thence northwesterly along said prolongation and parallel line to its intersection with a line drawn parallel to and distant 100 feet southeasterly from the southeasterly line of College avenue; thence southwesterly along said parallel line and its southwesterly prolongation to its intersection with a line drawn parallel to and distant 100 feet southwestwardly from the southwesterly line of East One Hundred and Sixty-fourth street; thence northwesterly along said prolongation and parallel line to its intersection with a line drawn parallel to and distant 100 feet southeasterly from the southeasterly line of College avenue; thence southwesterly along said parallel line and its southwesterly prolongation to its intersection with a line drawn parallel to and distant 100 feet southwestwardly from the southwesterly line of East One Hundred and Sixty-fourth street; thence northwesterly along said parallel line to the point or place of beginning.

The above-entitled assessment was entered on the date hereinafore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, 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 1006 of the Greater New York Charter.

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

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

The above assessment is payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 A. M. to 12 M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before August 7, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 7, 1905. }
j8,21

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

NINETEENTH WARD, SECTION 5.

RECEIVING-BASINS at the northwest corner of SEVENTY-THIRD STREET AND FIRST AVENUE and at the northwest corner of EIGHTIETH STREET AND EAST END AVENUE. Area of assessment: North side of East Seventy-third street, from First avenue to Second avenue; block bounded by Eightieth street, Eighty-first street, Avenue A and Avenue B; —that the same were confirmed by the Board of Assessors on June 6, 1905, and entered on June 6, 1905, 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 on the said Record of Title of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

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

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room No. 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before August 5, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 6, 1905. }
j7,28

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWENTY-SECOND WARD, SECTION 4.
FIFTY-SIXTH STREET—REGULATING AND PAVING, from Eleventh avenue to Twelfth avenue. Area of assessment: Both sides of Fifty-sixth street, from Eleventh avenue to Twelfth avenue, and to the extent of half the block at the intersecting and terminating avenues.

TWELFTH WARD, SECTION 6.
SECOND AVENUE—SEWERS, east and west sides, between One Hundred and Ninth and One Hundred and Tenth streets, with alteration and improvement to curves at the southeast and southwest corners of One Hundred and Tenth street and Second avenue. Area of assessment: Both sides of Second avenue, extending about 180 feet south of East One Hundred and Tenth street.

PLEASANT AVENUE, on the easterly side—REGULATING, GRADING THE SIDEWALKS AND CONSTRUCTING RETAINING-WALL, beginning 35 feet north of the northerly line of One Hundred and Twenty-third street and running 226.83 feet northerly therefrom. Area of assessment: East side of Pleasant avenue, from One Hundred and Twenty-third street to One Hundred and Twenty-fourth street, on Lots Nos. 17, 19, 22 and 23 1/2 of Block 1819, and the north side of One Hundred and Twenty-fourth street, on Lot No. 22 1/2 of Block 1812.

TWELFTH WARD, SECTION 7.

ONE HUNDRED AND TWENTIETH STREET—ALTERATION AND IMPROVEMENT TO SEWER, between Amsterdam avenue and Morningside avenue, West. Area of assessment: Both sides of West One Hundred and Twentieth street, from Amsterdam avenue to Morningside avenue, West; east side of Amsterdam avenue, between West One Hundred and Nineteenth street and West One Hundred and Twentieth street, and the north side of West One Hundred and Nineteenth street, between Amsterdam avenue and Morningside avenue, West.

—that the same were confirmed by the Board of Assessors on May 31, 1905, and entered on May 31, 1905, 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 on the said Record of Title of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

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

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room No. 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before July 31, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, May 31, 1905. }
j2,15

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 BROOKLYN:

NINTH WARD, SECTION 4.
DOUGLASS STREET—REGULATING, GRADING AND CURBING, between Underhill avenue and Washington avenue. Area of assessment: Both sides of Douglass street, from Underhill avenue to Washington avenue, and to the extent of half the block at the intersecting and terminating avenues.

TWENTY-FIFTH WARD, SECTION 6.
SHERLOCK PLACE—REGULATING, GRADING AND CURBING, between Herkimer street and Atlantic avenue. Area of assessment: Both sides of Sherlock place, from Herkimer street to Atlantic avenue, and to the extent of half the block at the intersecting and terminating streets.

TWENTY-SIXTH WARD, SECTION 12.
CHRISTOPHER STREET—REGULATING, GRADING, CURBING, LAYING CEMENT SIDEWALKS AND PAVING, between East New York avenue and Livonia avenue. Area of assessment: Both sides of Christopher street, from East New York avenue to Livonia avenue, and to the extent of half the block at the intersecting and terminating avenues.

—that the same were confirmed by the Board of Assessors May 31, 1905, and entered May 31, 1905, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

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

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, 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 July 31, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, May 31, 1905. }
j2,15

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 assessment for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 6.
ONE HUNDRED AND EIGHTH STREET—REGULATING, GRADING, CURBING, FLAGGING AND PAVING, from First avenue to East river. Area of assessment: Both sides of One Hundred and Eighth street, from First avenue to East river, and to the extent of half the block at the intersecting and terminating streets.

—that the same were confirmed by the Board of Revision of Assessments on June 8, 1905, and entered on June 8, 1905, 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 on the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon, at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room No. 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before August 7, 1905, 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.

EDWARD M. GROUT,
Comptroller.
CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, June 8, 1905. }
j9,22

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE TO the following-named street and avenue in the BOROUGH OF BROOKLYN:

TWENTY-NINTH WARD, SECTIONS 5 AND 15.

NEW YORK AVENUE—OPENING, from Malbone street to Church avenue. Confirmed March 31, 1905; entered May 29, 1905. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City

of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the southerly side of Malbone street and distant 275 feet, more or less, easterly of the easterly side of New York avenue; running thence southerly and parallel with New York avenue to the northerly side of Church avenue; running thence westerly along the northerly side of Church avenue to a point distant 275 feet, more or less, westerly from the westerly side of New York avenue; running thence northerly and parallel with New York avenue to the southerly side of Malbone street; running thence easterly along the southerly side of Malbone street to the point or place of beginning.

THIRTY-FIRST WARD, SECTIONS 20 AND 22.

EAST FOURTEENTH STREET—OPENING, from Kings highway to the land of the Water Works. Confirmed April 27, 1905; entered May 29, 1905. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the southerly side of Kings highway where the same is intersected by the line of the block between East Fourteenth street and East Fifteenth street; running thence southerly and along the centre line of the blocks between East Fourteenth street and East Fifteenth street to the northerly line of the land of the Kings County Water Works; running thence southwesterly and along the northerly line of the land of the Kings County Water Works to the centre line of the block between East Thirteenth street and East Fourteenth street; running thence northerly and along the centre line of the blocks between East Thirteenth street and East Fourteenth street to the southerly side of Kings highway; and running thence northeasterly along the southerly line of Kings highway to the point or place of beginning.

The above-entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon as provided in section 106 of the Greater New York Charter.

Such section provides: "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 assessments became liens, as provided by section 159 of this act."

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

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments, and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 A. M. and 2 P. M., and on Saturdays from 9 A. M. until 12 M., and all payments made thereon on or before July 28, 1905, 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.

EDWARD M. GROUT,
Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, May 29, 1905.
m31,j13

DEPARTMENT OF FINANCE, CITY OF NEW YORK,
March 26, 1903.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case, one surety company will be accepted as sufficient upon all contracts for supplies for furniture, and for gas and electric lighting to any amount, and upon the following contracts to the amounts named:

For supplies and furniture, with patented articles.....	\$5,000
Regulating, grading, paving (other than asphalt).....	
Not over 2 years.....	15,000
Over 2 years.....	5,000
School building repairs.....	10,000
Heating and lighting apparatus....	5,000
New buildings—New docks.....	25,000
Sewers—Dredging and water-mains—	
Not over 2 years.....	10,000
Over 2 years.....	5,000

EDWARD M. GROUT,
Comptroller.

DEPARTMENT OF BRIDGES.

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

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

THURSDAY, JUNE 22, 1905.

FOR THE CONSTRUCTION OF TWO OPERATORS' HOUSES ON THE HAMILTON AVENUE BRIDGE, BOROUGH OF BROOKLYN.

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

The work must be completed by September 1, 1905.

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

Dated JUNE 6, 1905. GEO. E. BEST,
Commissioner of Bridges.

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

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

THURSDAY, JUNE 15, 1905

FOR FURNISHING AND DELIVERING LUMBER AT HARWAY AVENUE BRIDGE, OVER CONEY ISLAND CREEK, IN THE BOROUGH OF BROOKLYN.

The amount of security to guarantee the faithful performance of the work will be Five Hundred Dollars (\$500).

The work must be completed within sixty (60) calendar days.

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

Dated JUNE 1, 1905. GEO. E. BEST,
Commissioner of Bridges.

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

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

THURSDAY, JUNE 15, 1905.

FOR FURNISHING AND DELIVERING YELLOW PINE LUMBER AT FRESH KILLS BRIDGE, BOROUGH OF RICHMOND.

The amount of security to guarantee the faithful performance of the work will be Five Hundred Dollars (\$500).

The work must be completed within sixty (60) calendar days.

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

Dated JUNE 1, 1905. GEO. E. BEST,
Commissioner of Bridges.

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, THE 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, JUNE 15, 1905.

Williamsburg Bridge.

FOR FURNISHING AND DELIVERING LUMBER.

The time for the delivery of the lumber is as ordered during the year 1905.

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

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

Dated MAY 25, 1905. GEO. E. BEST,
Commissioner of Bridges.

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, THE 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, JUNE 15, 1905.

Williamsburg Bridge.

FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES.

The time for the delivery of the painters' materials and supplies is as ordered during the year 1905.

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

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

Dated MAY 25, 1905. GEO. E. BEST,
Commissioner of Bridges.

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

DEPARTMENT OF DOCKS AND FERRIES.

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 2 o'clock P. M. on

MONDAY, JUNE 19, 1905.

Borough of Manhattan.

CONTRACT NO. 923.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PREPARING FOR AND BUILDING A NEW PIER NEAR THE FOOT OF CUYLER'S ALLEY, EAST RIVER, TO BE KNOWN AS PIER NO. 8, EAST RIVER.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 75 calendar days.

The amount of security required is Seventeen Thousand Dollars.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PREPARING FOR AND BUILDING A NEW PIER NEAR THE FOOT OF OLD SLIP, EAST RIVER, TO BE KNOWN AS PIER NO. 10, EAST RIVER.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 75 calendar days.

The amount of security required is Seventeen Thousand Dollars.

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

Work will be required to be done at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the said Department.

Dated JUNE 7, 1905. MAURICE FEATHERSON,
Commissioner of Docks.

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

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 2 o'clock P. M., on

FRIDAY, JUNE 16, 1905.

Borough of Manhattan.

CONTRACT NO. 928.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 10,000 BARRELS OF PORTLAND CEMENT.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 210 calendar days.

The amount of security required is Six Thousand Dollars.

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

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

MAURICE FEATHERSON,
Commissioner of Docks.

Dated JUNE 3, 1905. j6,16

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

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 2 o'clock P. M. on

FRIDAY, JUNE 16, 1905.

Borough of Manhattan.

CONTRACT NO. 925.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 300 WHITE OAK PILES.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 40 calendar days.

The amount of security required is One Thousand Five Hundred Dollars.

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

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

Dated MAY 31, 1905. MAURICE FEATHERSON,
Commissioner of Docks.

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

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

THE COMMISSIONER HAS FIXED THE amounts of bonds required on contracts awarded by this Department, as follows:

On all contracts for supplies, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

CHARLES J. COLLINS,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, NEW YORK, June 8, 1905.

PUBLIC NOTICE IS HEREBY GIVEN that an open competitive examination will be held for the following position:

STATISTICIAN, THURSDAY, JULY 6, 1905, AT 10 A. M.

The receipt of applications will close on Thursday, June 29, at 4 P. M.

The subjects and weights of the examination are as follows:

Special	5
Mathematics	2
Experience	3

70 is the required percentage.

Candidates should know how to tabulate figures in official reports and be familiar with the most approved methods of tabulating and presenting statistics.

A knowledge of higher mathematics is not necessary, but ability to handle masses of figures is essential.

There is one vacancy in the Bureau of Buildings, Manhattan. Compensation, \$1,200 per annum.

The minimum age is 21.

WILLIAM F. BAKER,
President;
R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

Henry Berlinger,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, NEW YORK, June 9, 1905.

PUBLIC NOTICE IS HEREBY GIVEN that an open competitive examination will be held for the following position:

GENERAL MEDICAL SUPERINTENDENT, FRIDAY, JUNE 30, 1905, AT 10 A. M.

The receipt of applications will close on Friday, June 23, at 4 P. M.

The subjects and weights of the examination are as follows:

Technical	60
Experience	40

The percentage required is 75 on the technical paper, and 70 on all.

Candidates, who must be licensed to practice medicine, should have a practical knowledge of the management of hospitals. This knowledge must include acquaintance with the requirements of hospital construction, ventilation, heating and similar matters. Candidates must also have had experience in the most approved method of modern medical administration of large institutions.

There is one vacancy in Bellevue and Allied Hospitals. Salary, \$6,000.

The minimum age is 21.

WILLIAM F. BAKER,
President;
R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

Henry Berlinger,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION OF THE CITY OF NEW YORK, No. 61 ELM STREET, CORNER OF LEONARD STREET, NEW YORK, March 23, 1905.

APPLICATIONS WILL BE RECEIVED FOR the following positions on and after April 3, 1905:

Foreman of Park Laborers, Department of Parks.

Foreman of Dock Laborers, Department of Docks and Ferries.

Henry Berlinger,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, NEW YORK, May 22, 1905.

PUBLIC NOTICE IS HEREBY GIVEN that an open competitive examination will be held for the following position:

INSPECTOR OF LIGHT AND VENTILATION, TUESDAY, JUNE 13, 1905, AT 10 A. M.

The receipt of applications will close on Tuesday, June 6, at 4 P. M.

The subjects and weights of the examination are as follows:

Technical	5
Mathematics	1
Report	1
Experience	2

The percentage required is 75 on the technical paper, and 70 on all.

Candidates must be familiar with plans and methods of heating, installment of heating plants, etc., as well as with methods of lighting and ventilation.

The salary attached to this position is \$27 per week.

The minimum age is 21.

WILLIAM F. BAKER,
President;
R. ROSS APPLETON,
ALFRED J. TALLEY,
Civil Service Commissioners.

Henry Berlinger,
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 61 ELM STREET, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled.

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

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

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

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

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

Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

WILLIAM F. BAKER,
President;
R. ROSS APPLETON,
ALFRED J. TALLEY,
Commissioners.

Henry Berlinger,
Secretary.

BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, FIRST NATIONAL BANK BUILDING, ST. GEORGE, NEW BRITAIN, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond at the above office until 12 o'clock M., on

TUESDAY, JUNE 13, 1905.

Borough of Richmond.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REPAVING WITH GRANITE BLOCK PAVEMENT ON A SAND FOUNDATION THE GUTTERS AND ROADWAYS IN ROADS NORTH OF RICHMOND TURNPIKE, ETC.

The Superintendent's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows:

600 square yards old granite block, with sand joints.

600 square yards old granite block, with paving cement joints.

100 linear feet old curbstones, rejointed and reset.

The time for the completion of the work and the full performance of the contract is until September 30, 1905.

The amount of security required is Four Hundred Dollars (\$400).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING A TEMPORARY STORM WATER SEWER IN RICHMOND TERRACE, from Columbia street to Bodine's creek.

The Engineer's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required, is as follows:

250 linear feet reinforced concrete, per section of work "A."

65 linear feet reinforced concrete, per section of work "B."

20 linear feet vitrified pipe, 15-inch.

6 linear feet vitrified pipe, 12-inch.

1 reinforced concrete receiving basin, as per plan.

1,500 B. M. feet foundation timber.

1 cubic yard brickwork.

2 cubic yards concrete.

2 sidewalk vault covers.

The time for the completion of the work and the full performance of the contract is 25 days.

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

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR SHOEING THE HORSES FROM STABLE "A," BUREAU OF STREET CLEANING.

The Superintendent's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required, is as follows:

Draught horses, 30.

Driving horses, 7.

The time for the completion of the work and the full performance of the contract is to December 3

extent, as near as possible, of the work required, is as follows:

The time for the completion of the work and the full performance of the contract is 20 days. The amount of security required is Twelve Hundred Dollars (\$1,200).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank forms prepared by the President, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works, of the Borough of Richmond, Richmond Building, New Brighton, Borough of Richmond.

GEORGE CROMWELL,
President.

THE CITY OF NEW YORK, May 25, 1905.

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, JUNE 15, 1905.

Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING HUDSON RIVER ROAD GRAVEL ON PARKS AND PARKWAYS.

The time for the delivery will be as required during the year 1905.

The amount of security required is Eight Thousand Dollars.

Borough of Brooklyn.

No. 2. FOR THE ERECTION OF A SHELTER IN FORT GREENE PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within 100 consecutive working days. The amount of security required is Ten Thousand Dollars.

No. 3. FOR THE ERECTION OF A SHELTER IN CARROLL PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within 60 consecutive working days. The amount of security required is Five Thousand Dollars.

No. 4. FOR THE ERECTION OF A SHELTER IN IRVING SQUARE, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within 90 consecutive working days. The amount of security required is Five Thousand Dollars.

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract. Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

JOHN J. PALLAS,

President;
HENRY C. SCHRADER,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated MAY 29, 1905.

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, JUNE 15, 1905.

Borough of Brooklyn.

No. 1. FOR THE ERECTION OF A SHELTER IN BEDFORD PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within ninety consecutive working days. The amount of security required is Six Thousand Dollars.

No. 2. FOR THE ERECTION OF A SHELTER IN BUSHWICK PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is ninety consecutive working days. The amount of security required is Seven Thousand Dollars.

No. 3. FOR THE ERECTION AND COMPLETION OF THE STEPS AND APPROACH TO THE EASTERN PARKWAY FRONT OF THE BROOKLYN INSTITUTE OF ARTS AND SCIENCES, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is within two hundred consecutive working days. The amount of security required is Forty Thousand Dollars.

No. 4. FOR BUILDING ROADWAY AND WALKS IN REAR OF INSTITUTE OF ARTS AND SCIENCES, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract is sixty consecutive working days. The amount of security required is Five Thousand Dollars.

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract. Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

JOHN J. PALLAS,

President;
HENRY C. SCHRADER,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated MAY 31, 1905.

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, JUNE 15, 1905.

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING THREE BUGGIES TO THE DEPARTMENT OF PARKS.

The time allowed for the completion of this contract is within 20 consecutive working days. The amount of security required is Five Hundred Dollars.

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, Litchfield Mansion, Prospect Park, Brooklyn.

JOHN J. PALLAS,

President;
HENRY C. SCHRADER,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated MAY 29, 1905.

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. 16 until 3 o'clock P. M., on

THURSDAY, JUNE 22, 1905.

FOR ALTERATIONS IN ROOMS ON BASEMENT, FIRST, SECOND, THIRD, FOURTH, FIFTH, FIFTH MEZZANINE, SIXTH, SEVENTH, EIGHTH AND ATTIC FLOORS; ALSO FOR EXTENSION TO THE ELECTRIC LIGHTING EQUIPMENT, PLUMBING AND HEATING, CARPENTER AND CABINET WORK, HARDWARE, METALLIC AND OTHER FURNITURE, PAINTING, ELECTRIC LIGHTING FIXTURES, MARBLE AND BRONZE WORK, PLASTERING, FIRE PROOFING, AND OTHER WORK, FOR THE COMPLETION OF THE HALL OF RECORDS BUILDING, CHAMBERS, CENTRE, READE AND A NEW STREET, IN THE CITY OF NEW YORK, BOROUGH OF MANHATTAN.

The time allowed for doing and completing the work will be two hundred (200) days. The security required will be Two Hundred and Fifty Thousand (\$250,000) Dollars.

Bidders must state a lump sum for the above contract, as the contract is entire and for a complete job.

Plans and drawings may be seen and blank forms of the contract and specifications may be obtained at the office of the architects, Messrs. Horgan & Slatery, No. 1 Madison Avenue, Borough of Manhattan.

JOHN F. AHEARN,

Borough President.

THE CITY OF NEW YORK, May 29, 1905.

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

SUPREME COURT.

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SEVENTY-THIRD STREET (although not yet named by proper authority), from Broadway to Fort Washington Avenue, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court-house, in the Borough of Manhattan, in the City of New York, on the 27th day of June, 1905, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated BOROUGH OF MANHATTAN, NEW YORK, June 13, 1905.

THOMAS P. WICKES,
CHARLES E. BENSEL, JR.,
LEWIS M. ISAACS,
Commissioners.

JOHN P. DUNN,
Clerk.

j13.23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to FREEMAN AVENUE (although not yet named by proper authority), from Jackson Avenue to Vernon Avenue, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Freeman Avenue, from Jackson Avenue to Vernon Avenue, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz:

Parcel "A."

Beginning at a point formed by the intersection of the easterly line of Vernon Avenue with the southerly line of Freeman Avenue, as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765 of the Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence northerly for seventy-six and twenty-seven hundredths (76.27) feet along the easterly line of Freeman Avenue; thence easterly deflecting to the right seventy-nine degrees thirty-two minutes and thirty seconds (79° 32' 30") for two hundred and twenty-one hundredths (200.21) feet along the northerly line of Freeman Avenue to the westerly line of Hamilton Street; thence southerly deflecting to the right ninety-five degrees forty minutes and five seconds (95° 40' 5") for seventy-five and thirty-seven hundredths (75.37) feet along the westerly line of Hamilton Street to the south-

erly line of Freeman Avenue; thence westerly for two hundred six and sixty-one hundredths (206.61) feet along the southerly line of Freeman Avenue to the easterly line of Vernon Avenue, the point of beginning.

Parcel "B."

Beginning at a point formed by the intersection of the easterly line of Hamilton Street with the southerly line of Freeman Avenue; running thence northerly for seventy-five and fourteen hundredths (75.14) feet along the easterly line of Hamilton Street to the northerly line of Freeman Avenue; thence easterly deflecting to the right ninety-three degrees twenty-seven minutes and forty-five seconds (93° 27' 45") for one thousand two hundred one and five hundredths (1,201.05) feet along the northerly line of Freeman Avenue to the westerly line of Hopkins Avenue; thence easterly deflecting to the left six degrees eleven minutes (6° 11') for one hundred twenty-one and fifty-seven hundredths (121.57) feet along the northerly line of Freeman Avenue to the easterly line of Van Alst Avenue; thence easterly deflecting to the right fifteen degrees fifty-three minutes and ten seconds (15° 53' 10") for one thousand thirteen and sixty-eight hundredths (1,013.68) feet along the northerly line of Freeman Avenue to the westerly line of Crescent; thence southerly deflecting to the right ninety degrees ten minutes and five seconds (90° 10' 5") for seventy-five (75) feet along the westerly line of Crescent to the southerly line of Freeman Avenue; thence westerly deflecting to the right eighty-nine degrees forty-nine minutes and fifty-five seconds (89° 49' 55") for one thousand fourteen and ninety-one hundredths (1,014.91) feet along the southerly line of Freeman Avenue to the easterly line of Van Alst Avenue; thence westerly deflecting to the left seven degrees thirty-three minutes and one second (7° 33' 1") for one hundred five and fifty-four hundredths (105.54) feet along the southerly line of Freeman Avenue to the westerly line of Van Alst Avenue; thence westerly for one thousand one hundred ninety-eight and seventy-five hundredths (1,198.75) feet along the southerly line of Freeman Avenue to the easterly line of Hamilton Street, the point of beginning.

Parcel "C."

Beginning at a point formed by the intersection of the easterly line of Crescent with the southerly line of Freeman Avenue; running thence northerly for seventy-six and fifty-six hundredths (76.56) feet along the easterly line of Crescent to the northerly line of Freeman Avenue; thence easterly deflecting to the right seventy-eight degrees twenty-five minutes and thirty-three seconds (78° 25' 33") for six hundred eighty-two and one hundredth (682.01) feet along the northerly line of Freeman Avenue to the westerly line of Academy Street; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and forty seconds (86° 38' 40") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Freeman Avenue; thence westerly for seven hundred one and seventy-six hundredths (701.76) feet along the southerly line of Freeman Avenue to the easterly line of Crescent, the point of beginning.

Parcel "D."

Beginning at a point formed by the intersection of the easterly line of Academy Street with the southerly line of Freeman Avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Academy Street to the northerly line of Freeman Avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and twenty seconds (93° 21' 20") for two hundred and fifty-five hundredths (200.55) feet along the northerly line of Freeman Avenue to the westerly line of First Avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of First Avenue to the southerly line of Freeman Avenue; thence westerly for two hundred and fifty-five hundredths (200.55) feet along the southerly line of Freeman Avenue to the easterly line of Academy Street, the point of beginning.

Parcel "E."

Beginning at a point formed by the intersection of the easterly line of First Avenue with the southerly line of Freeman Avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of First Avenue to the northerly line of Freeman Avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and twenty seconds (93° 21' 20") for two hundred and fifty-five hundredths (200.55) feet along the northerly line of Freeman Avenue to the westerly line of Second Avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Second Avenue to the southerly line of Freeman Avenue; thence westerly for one hundred eighty and fifty-two hundredths (180.52) feet along the southerly line of Freeman Avenue to the easterly line of First Avenue, the point of beginning.

Parcel "F."

Beginning at a point formed by the intersection of the easterly line of Second Avenue with the southerly line of Freeman Avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Second Avenue to the northerly line of Freeman Avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for one hundred eighty and fifty-three hundredths (180.53) feet along the northerly line of Freeman Avenue to the westerly line of Third Avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Third Avenue to the southerly line of Freeman Avenue; thence westerly for one hundred eighty and fifty-three hundredths (180.53) feet along the southerly line of Freeman Avenue to the easterly line of Second Avenue, the point of beginning.

Parcel "G."

Beginning at a point formed by the intersection of the easterly line of Third Avenue with the southerly line of Freeman Avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Third Avenue to the northerly line of Freeman Avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for four hundred sixty-one and twenty-three hundredths (461.23) feet along the northerly line of Freeman Avenue to the westerly line of Fifth Avenue; thence southerly deflecting to the right eighty-six degrees thirty-eight minutes and thirty seconds (86° 38' 30") for seventy-five and thirteen hundredths (75.13) feet along the westerly line of Fifth Avenue to the southerly line of Freeman Avenue; thence westerly for four hundred sixty-one and twenty-three hundredths (461.23) feet along the southerly line of Freeman Avenue to the easterly line of Third Avenue, the point of beginning.

Parcel "H."

Beginning at a point formed by the intersection of the easterly line of Fifth Avenue with the southerly line of Freeman Avenue; running thence northerly for seventy-five and thirteen hundredths (75.13) feet along the easterly line of Fifth Avenue to the northerly line of Freeman Avenue; thence easterly deflecting to the right ninety-three degrees twenty-one minutes and thirty seconds (93° 21' 30") for two hundred thirty-eight

and four-tenths (268.4) feet along the northerly line of Freeman Avenue to the northerly line of Jackson Avenue; thence westerly deflecting to the right one hundred forty-three degrees forty-six minutes and sixteen seconds (143° 46' 16") for one hundred twenty-six and nine-tenths (126.9) feet along the northerly line of Jackson Avenue to the southerly line of Freeman Avenue; thence westerly for one hundred sixty-one and sixty-three hundredths (161.63) feet along the southerly line of Freeman Avenue to the easterly line of Fifth Avenue, the point of beginning.

Freeman Avenue is shown on the Commissioners' Map of Long Island City, filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873.

Dated NEW YORK, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12.23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of GRAHAM AVENUE (although not yet named by proper authority), from Jackson Avenue to Vernon Avenue, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Graham Avenue, from Jackson Avenue to Vernon Avenue, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz:

Parcel "A."

Beginning at a point formed by the intersection of the easterly line of Vernon Avenue with the southerly line of Graham Avenue, as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765, Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence northerly for eighty (80) feet along the easterly line of Vernon Avenue to the northerly line of Graham Avenue; thence easterly deflecting to the right ninety degrees two minutes and seven seconds (90° 2' 7") for two hundred and twenty-four hundredths (200.24) feet along the northerly line of Graham Avenue to the westerly line of Hamilton Street; thence southerly deflecting to the right eighty-nine degrees fifty-seven minutes and fifty-three seconds (89° 57' 53") for eighty (80) feet along the westerly line of Hamilton Street to the southerly line of Graham Avenue; thence westerly for two hundred and twenty-four hundredths (200.24) feet along the southerly line of Graham Avenue to the easterly line of Vernon Avenue, the point of beginning.

Parcel "B."

Beginning at a point formed by the intersection of the easterly line of Hamilton Street with the southerly line of Graham Avenue; running thence northerly for eighty (80) feet along the easterly line of Hamilton Street to the northerly line of Graham Avenue; thence easterly deflecting to the right ninety degrees two minutes and seven seconds (90° 2' 7") for four hundred thirty-five and four-tenths (435.4) feet along the northerly line of Graham Avenue to the westerly line of the Boulevard; thence easterly deflecting to the right seven degrees twelve minutes and twenty-two seconds (7° 12' 22") for eighty and sixty-four hundredths (80.64) feet along the northerly line of Graham Avenue to the easterly line of the Boulevard; thence easterly deflecting to the left fifty-three minutes and nine seconds (53° 9") for two thousand two hundred eighty-eight and forty-seven hundredths (2,288.47) feet along the northerly line of Graham Avenue to the westerly line of Crescent; thence southerly deflecting to the right ninety-one degrees forty-six minutes and thirty seconds (91° 46' 30") for eighty and four hundredths (80.04) feet along the westerly line of Crescent to the southerly line of Graham Avenue; thence westerly deflecting to the right eighty-eight degrees thirteen minutes and thirty seconds (88° 13' 30") for two thousand two hundred seventy-seven and eight hundredths (2,277.08) feet along the southerly line of Graham Avenue to the easterly line of the Boulevard; thence westerly deflecting to the right one degree nine minutes and fifty seconds (1° 9' 50") for eighty and sixty-nine hundredths (80.69) feet along the southerly line of Graham Avenue to the westerly line of the Boulevard; thence westerly for four hundred thirty-five and four-tenths (435.4) feet along the southerly line of Graham Avenue to the easterly line of Hamilton Street, the point of beginning.

Parcel "C."

Beginning at a point formed by the intersection of the easterly line of Crescent with the southerly line of Graham Avenue; running thence northerly for eighty (80) feet along the easterly line of Crescent to the northerly line of Graham Avenue; thence easterly deflecting to the right eighty-eight degrees nine minutes and thirty-six seconds (88° 9' 36") for four hundred eighty and seventy-seven hundredths (480.77) feet along the northerly line of Graham Avenue to the westerly line of Academy Street; thence southerly deflecting to the right ninety degrees (90°) for eighty (80) feet along the westerly line of Academy Street to the southerly line of Graham Avenue; thence westerly for four hundred eighty-three and thirty-four hundredths (483.34) feet along the southerly line of Graham Avenue to the easterly line of Crescent, the point of beginning.

Parcel "D."

Beginning at a point formed by the intersection of the easterly line of Academy Street with the southerly line of Graham Avenue; running thence northerly for eighty (80) feet along the easterly line of Academy Street to the northerly line of Graham Avenue; thence easterly deflecting to the right ninety degrees (90°) for two hundred and twenty-one hundredths (200.21) feet along the northerly line of Graham Avenue to the westerly line of First Avenue; thence southerly deflecting to the right ninety degrees (90°) for eighty (80) feet along the westerly line of First Avenue to the southerly line of Graham Avenue; thence westerly for two hundred and twenty-one hundredths (200.21) feet along the southerly line of Graham Avenue to the easterly line of Academy Street, the point of beginning.

Parcel "E."

Beginning at a point formed by the intersection of the easterly line of First Avenue with the

southerly line of Graham avenue; running thence northerly for eighty (80) feet along the easterly line of First avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety degrees (90°) for one hundred eighty and twenty-one hundredths (180.21) feet along the northerly line of Graham avenue to the westerly line of Second avenue; thence southerly deflecting to the right ninety degrees (90°) for eighty (80) feet along the westerly line of Second avenue to the southerly line of Graham avenue; thence westerly for one hundred eighty and twenty-one hundredths (180.21) feet along the southerly line of Graham avenue to the easterly line of First avenue, the point of beginning.

Parcel "F."

Beginning at a point formed by the intersection of the easterly line of Second avenue with the southerly line of Graham avenue; running thence northerly for eighty (80) feet along the easterly line of Second avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety degrees (90°) for one hundred seventy-eight and fourteen hundredths (178.14) feet along the northerly line of Graham avenue to the westerly line of Third avenue; thence southerly deflecting to the right eighty-eight degrees thirty-one minutes and four seconds (88° 31' 4") for eighty and three hundredths (80.03) feet along the westerly line of Third avenue to the southerly line of Graham avenue; thence westerly for one hundred eighty and twenty-one hundredths (180.21) feet along the southerly line of Graham avenue to the easterly line of Second avenue, the point of beginning.

Parcel "G."

Beginning at a point formed by the intersection of the easterly line of Third avenue with the southerly line of Graham avenue; running thence northerly for eighty and three hundredths (80.03) feet along the easterly line of Third avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-one degrees twenty-eight minutes and fifty-six seconds (91° 28' 56") for four hundred sixty and eighteen hundredths (460.18) feet along the northerly line of Graham avenue to the westerly line of Fifth avenue; thence southerly deflecting to the right eighty-eight degrees twenty minutes and forty-six seconds (88° 20' 46") for eighty and three hundredths (80.03) feet along the westerly line of Fifth avenue to the southerly line of Graham avenue; thence westerly for four hundred sixty and eighteen hundredths (460.18) feet along the southerly line of Graham avenue to the easterly line of Third avenue, the point of beginning.

Parcel "H."

Beginning at a point formed by the intersection of the easterly line of Fifth avenue with the southerly line of Graham avenue; running thence northerly for eighty and three hundredths (80.03) feet along the easterly line of Fifth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-one degrees thirty-nine minutes and fourteen seconds (91° 39' 14") for two hundred (200) feet along the northerly line of Graham avenue to the westerly line of Sixth avenue; thence southerly deflecting to the right eighty-eight degrees eleven minutes and forty-five seconds (88° 11' 45") for eighty and four hundredths (80.04) feet along the westerly line of Sixth avenue to the southerly line of Graham avenue; thence westerly for two hundred and twenty-one hundredths (200.21) feet along the southerly line of Graham avenue to the easterly line of Fifth avenue, the point of beginning.

Parcel "I."

Beginning at a point formed by the intersection of the easterly line of Sixth avenue with the southerly line of Graham avenue; running thence northerly for eighty and four hundredths (80.04) feet along the easterly line of Sixth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-one degrees forty-eight minutes and fifteen seconds (91° 48' 15") for two hundred (200) feet along the northerly line of Graham avenue to the westerly line of Seventh avenue; thence southerly deflecting to the right eighty-eight degrees two minutes and forty-four seconds (88° 2' 44") for eighty and five hundredths (80.05) feet along the westerly line of Seventh avenue to the southerly line of Graham avenue; thence westerly for two hundred and twenty-one hundredths (200.21) feet along the southerly line of Graham avenue to the easterly line of Sixth avenue, the point of beginning.

Parcel "J."

Beginning at a point formed by the intersection of the easterly line of Seventh avenue with the southerly line of Graham avenue; running thence northerly for eighty and five hundredths (80.05) feet along the easterly line of Seventh avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-one degrees fifty-seven minutes and sixteen seconds (91° 57' 16") for two hundred (200) feet along the northerly line of Graham avenue to the westerly line of Eighth avenue; thence southerly deflecting to the right eighty-seven degrees fifty-three minutes and forty-three seconds (87° 53' 43") for eighty and five hundredths (80.05) feet along the westerly line of Eighth avenue to the southerly line of Graham avenue; thence westerly for two hundred and twenty-one hundredths (200.21) feet along the southerly line of Graham avenue to the easterly line of Seventh avenue, the point of beginning.

Parcel "K."

Beginning at a point formed by the intersection of the easterly line of Eighth avenue with the southerly line of Graham avenue; running thence northerly for eighty and five hundredths (80.05) feet along the easterly line of Eighth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-two degrees six minutes and seventeen seconds (92° 6' 17") for two hundred (200) feet along the northerly line of Graham avenue to the westerly line of Ninth avenue; thence southerly deflecting to the right eighty-seven degrees forty-four minutes and forty-three seconds (87° 44' 43") for eighty and six hundredths (80.06) feet along the westerly line of Ninth avenue to the southerly line of Graham avenue; thence westerly for two hundred and twenty-one hundredths (200.21) feet along the southerly line of Graham avenue to the easterly line of Eighth avenue, the point of beginning.

Parcel "L."

Beginning at a point formed by the intersection of the easterly line of Ninth avenue with the southerly line of Graham avenue; running thence northerly for eighty and six hundredths (80.06) feet along the easterly line of Ninth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right ninety-two degrees fifteen minutes and seventeen seconds (92° 15' 17") for one hundred ninety (190) feet along the northerly line of Graham avenue to the westerly line of Tenth avenue; thence southerly deflecting to the right ninety degrees and four minutes (90° 4') for eighty (80) feet along the westerly line of Tenth avenue to the southerly line of Graham avenue; thence westerly for one hundred eighty-six and seven-tenths (186.7) feet along the southerly line of Graham avenue to the easterly line of Ninth avenue, the point of beginning.

Parcel "M."

Beginning at a point formed by the intersection of the easterly line of Tenth avenue with the southerly line of Graham avenue; running thence northerly for eighty (80) feet along the easterly line of Tenth avenue to the northerly line of Graham avenue; thence easterly deflecting

to the right eighty-nine degrees and fifty-six minutes (89° 56') for one thousand two hundred thirty (1,230) feet along the northerly line of Graham avenue to the westerly line of Fifteenth avenue; thence southerly deflecting to the right ninety degrees and four minutes (90° 4') for eighty (80) feet along the westerly line of Fifteenth avenue to the southerly line of Graham avenue; thence westerly for one thousand two hundred thirty (1,230) feet along the southerly line of Graham avenue to the easterly line of Tenth avenue, the point of beginning.

Parcel "N."

Beginning at a point formed by the intersection of the easterly line of Fifteenth avenue with the southerly line of Graham avenue; thence northerly for eighty (80) feet along the easterly line of Fifteenth avenue to the northerly line of Graham avenue; thence easterly deflecting to the right eighty-nine degrees fifty-six minutes and ten seconds (89° 56' 10") for seven hundred seventy-five and eighty-nine hundredths (775.89) feet along the northerly line of Graham avenue to the northerly line of Jackson avenue; thence westerly deflecting to the right one hundred sixty degrees fifty minutes and forty-five seconds (160° 50' 45") for two hundred forty-three and eighty-two hundredths (243.82) feet along the northerly line of Jackson avenue to the southerly line of Graham avenue; thence westerly for five hundred forty-five and sixty-six hundredths (545.66) feet along the southerly line of Graham avenue to the easterly line of Fifteenth avenue, the point of beginning.

Graham avenue is shown on the Commissioner's Map of Long Island City, filed in the office of the County Clerk of Queens County, Jamaica, April 25, 1873.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to FRESH POND ROAD (although not yet named by proper authority), from Flushing avenue to Myrtle avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Fresh Pond road, from Flushing avenue to Myrtle avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the northerly line of Myrtle avenue with the easterly line of Fresh Pond road, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903:

1st. Running thence westerly for eighty and ninety-nine hundredths (80.99) feet along the northerly line of Myrtle avenue to the westerly line of Fresh Pond road;

2d. Thence northerly deflecting to the right eighty-one degrees three minutes and nine seconds (81° 3' 9") for one thousand one hundred and seventy-three and forty-three hundredths (1,173.43) feet along the westerly line of Fresh Pond road;

3d. Thence northerly deflecting to the left five degrees twenty-six minutes and thirty seconds (5° 26' 30") for one thousand four hundred and seventy-four and eighteen hundredths (1,474.18) feet along the westerly line of Fresh Pond road;

4th. Thence northerly deflecting to the left seven degrees forty minutes and twenty-four seconds (7° 40' 24") for one thousand and sixty and nine hundredths (1,060.09) feet along the westerly line of Fresh Pond road;

5th. Thence northerly deflecting to the right six degrees fifty-two minutes and fifteen seconds (6° 52' 15") for nine hundred and fifty-one and eighty-seven hundredths (951.87) feet along the westerly line of Fresh Pond road;

6th. Thence northerly deflecting to the right nine degrees twenty-three minutes and twenty seconds (9° 23' 20") for three thousand two hundred and thirty and sixty-one hundredths (3,230.61) feet along the westerly line of Fresh Pond road to the southerly line of Flushing avenue;

7th. Thence easterly deflecting to the right sixty-two degrees fifty-three minutes and forty-nine seconds (62° 53' 49") for eighty-nine and eighty-seven hundredths (89.87) feet along the southerly line of Flushing avenue to the easterly line of Fresh Pond road;

8th. Thence southerly deflecting to the right one hundred and seventeen degrees six minutes and eleven seconds (117° 6' 11") for three thousand two hundred and sixty-four and ninety-eight hundredths (3,264.98) feet along the easterly line of Fresh Pond road;

9th. Thence southerly deflecting to the left nine degrees twenty-three minutes and twenty seconds (9° 23' 20") for nine hundred and forty-five and five-tenths (945.5) feet along the easterly line of Fresh Pond road;

10th. Thence southerly deflecting to the left six degrees fifty-two minutes and fifteen seconds (6° 52' 15") for one thousand and sixty and six-tenths (1,060.6) feet along the easterly line of Fresh Pond road;

11th. Thence southerly deflecting to the right seven degrees forty minutes and twenty-four seconds (7° 40' 24") for one thousand four hundred and eighty-three and thirty-five hundredths (1,483.35) feet along the easterly line of Fresh Pond road;

12th. Thence southerly for one thousand one hundred and eighty-nine and eighty-three hundredths (1,189.83) feet along the easterly line of Fresh Pond road to the northerly line of Myrtle avenue, the point of beginning.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to LINDEN STREET (although not yet named

by proper authority), from Brooklyn Borough Line to Fresh Pond road, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Linden street, from Brooklyn Borough Line to Fresh Pond road, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the easterly line of Fresh Pond road with the southerly line of Linden street, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903:

1st. Running thence northerly for sixty-one and sixteen hundredths (61.16) feet along the easterly line of Fresh Pond road to the northerly line of Linden street;

2d. Thence westerly deflecting to the left seventy-nine degrees four minutes and twenty-one seconds (79° 4' 21") for one thousand four hundred ninety-two and eighty-eight hundredths (1,492.88) feet to the easterly line of Forest avenue;

3d. Thence northwesterly deflecting to the right thirty-four degrees forty-one minutes and forty-eight seconds (34° 41' 48") for eighty-eight and forty-seven hundredths (88.47) feet to the westerly line of Forest avenue;

4th. Thence southwesterly deflecting to the left sixty-nine degrees twenty-eight minutes and fifty-nine seconds (69° 28' 59") for seven hundred ninety-three and eight hundredths (793.08) feet to the northerly line of Fairview avenue;

5th. Thence southwesterly deflecting to the right one degree six minutes and forty-five seconds (1° 6' 45") for sixty and six hundredths (60.06) feet to the southerly line of Fairview avenue;

6th. Thence southwesterly deflecting to the left one degree fourteen minutes and fifty-seven seconds (1° 14' 57") for four hundred thirty-six and ninety-five hundredths (436.95) feet to the northerly line of Woodward avenue;

7th. Thence southwesterly deflecting to the right one minute and six seconds (1' 6") for sixty and five hundredths (60.05) feet to the southerly line of Woodward avenue;

8th. Thence southwesterly deflecting to the left nine minutes and eighteen seconds (9' 18") for two thousand forty and fifty-nine hundredths (2,040.59) feet to the line between the boroughs of Brooklyn and Queens;

9th. Thence southerly deflecting to the left sixty-nine degrees forty minutes and forty-five seconds (69° 40' 45") for sixty-three and four hundredths (63.04) feet along the line of the boroughs of Brooklyn and Queens to the easterly line of Linden street;

10th. Thence northeasterly deflecting to the left one hundred and ten degrees nineteen minutes and fifteen seconds (110° 19' 15") for two thousand sixty-two and ninety-seven hundredths (2,062.97) feet to the southerly line of Woodward avenue;

11th. Thence northeasterly deflecting to the right nine minutes and eighteen seconds (9' 18") for sixty and five hundredths (60.05) feet to the northerly line of Woodward avenue;

12th. Thence northeasterly deflecting to the left one minute and six seconds (1' 6") for four hundred thirty-six and eighty-one hundredths (436.81) feet to the southerly line of Fairview avenue;

13th. Thence northeasterly deflecting to the right one degree fourteen minutes and fifty-seven seconds (1° 14' 57") for sixty and six hundredths (60.06) feet to the northerly line of Fairview avenue;

14th. Thence northeasterly deflecting to the left one degree six minutes and forty-five seconds (1° 6' 45") for seven hundred sixty-one and forty-five hundredths (761.45) feet to the westerly line of Forest avenue;

15th. Thence southeasterly deflecting to the right sixty-five degrees forty-two minutes and fifty-six seconds (65° 42' 56") for eighty-three and seventy-one hundredths (83.71) feet to the easterly line of Forest avenue;

16th. Thence easterly for one thousand four hundred ninety-seven and nine hundredths (1,497.09) feet along the southerly line of Linden street to the easterly line of Fresh Pond road, the point of beginning.

Linden street, from Brooklyn Borough Line to Fresh Pond road, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to WYCKOFF AVENUE (although not yet named by proper authority), from Brooklyn Borough Line to Moffat street, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the

buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Wyckoff avenue, from Brooklyn Borough Line to Moffat street, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the westerly line of Moffat street with the northerly line of Wyckoff avenue, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903:

1st. Running thence southerly for sixty and thirteen hundredths (60.13) feet along the westerly line of Moffat street to the southerly line of Wyckoff avenue;

2d. Thence westerly deflecting to the right ninety-two degrees fifty-nine minutes and twenty-two seconds (92° 59' 22") for seven hundred and seventy-four and four hundredths (774.04) feet;

3d. Thence westerly deflecting to the left three degrees thirteen minutes and twenty-six seconds (3° 13' 26") for one thousand nine hundred and twenty-seven and nine-tenths (1,927.9) feet;

4th. Thence westerly deflecting to the left thirty-five minutes and twenty-five seconds (35' 25") for four hundred and twenty-one and fourteen hundredths (421.14) feet to the line between the Boroughs of Brooklyn and Queens;

5th. Thence northerly deflecting to the right twenty-two degrees ten minutes and fifty-seven seconds (22° 10' 57") for one hundred and fifty-nine and five hundredths (159.05) feet along the line between the Boroughs of Brooklyn and Queens to the northerly line of Wyckoff avenue;

6th. Thence easterly deflecting to the right one hundred and fifty-seven degrees forty-nine minutes and three seconds (157° 49' 3") for five hundred and sixty-eight and seventy-three hundredths (568.73) feet;

7th. Thence easterly deflecting to the right thirty-five minutes and twenty-five seconds (35' 25") for one thousand nine hundred and twenty-nine and eighty-nine hundredths (1,929.89) feet;

8th. Thence easterly for seven hundred and seventy-two and six-tenths (772.6) feet to the westerly line of Moffat street, the point of beginning.

Wyckoff avenue, from Brooklyn Borough Line to Moffat street, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to PEARSALL STREET (although not yet named by proper authority), from the Long Island Railroad to Hunter's Point avenue, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Pearsall street, from the Long Island Railroad to Hunter's Point avenue, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the southeasterly line of Pearsall street with the northerly line of Hunter's Point avenue, as the same is laid down on the Commissioner's Map of Long Island City, pursuant to chapter 765, Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence westerly for seventy-one and thirty-seven hundredths (71.37) feet along the northerly line of Hunter's Point avenue to the northerly line of Pearsall street; thence southwestwesterly deflecting to the left fifty-seven degrees twelve minutes and forty seconds (57° 12' 40") for two thousand six hundred seventy-one and forty-four (2,671.44) feet along the northwesterly line of Pearsall street to the northeasterly line of the Long Island Railroad; thence southeasterly deflecting to the left ninety degrees (90°) for sixty (60) feet along the northeasterly line of the Long Island Railroad to the southeasterly line of Pearsall street; thence northeasterly for two thousand seven hundred ten and nine hundredths (2,710.09) feet along the southeasterly line of Pearsall street to the northerly line of Hunter's Point avenue, the point of beginning.

Pearsall street is shown on the Commissioner's Map of Long Island City, filed in the office of the Clerk of the County of Queens, at Jamaica, on April 25, 1873.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to OAK AVENUE (although not yet named by proper authority), from Seventeenth street to West street, in the Third Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, at the

opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Oak avenue, from Seventeenth street to West street, in the Third Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the southerly line of West avenue with the easterly line of Oak avenue, as the same is laid down on the map or plan of Ingleside and vicinity, Third Ward, Borough of Queens, pursuant to Chapter 466, Laws of 1901, approved by the Board of Estimate and Apportionment May 1, 1903; running thence westerly for sixty (60) feet along the southerly line of West avenue to the westerly line of Oak avenue; thence northerly deflecting to the right ninety (90) degrees for three hundred eighteen and seventy-two hundredths (318.72) feet along the westerly line of Oak avenue to the southerly line of Colden avenue; thence northerly deflecting to the right thirteen degrees thirty-one minutes and fourteen seconds (13° 31' 14") for sixty-one and seventy-one hundredths (61.71) feet along the westerly line of Oak avenue to the northerly line of Colden avenue; thence northerly deflecting to the right twenty-one degrees thirty-six minutes and six seconds (21° 36' 6") for two hundred seventy-seven and twenty-eight hundredths (277.28) feet along the westerly line of Oak avenue to the southerly line of Jamaica avenue; thence northerly deflecting to the right twenty-one minutes and forty-six seconds (21' 46") for eighty and nine hundredths (80.09) feet along the westerly line of Oak avenue to the northerly line of Jamaica avenue; thence northerly deflecting to the left twenty minutes and thirty-two seconds (20' 32") for one thousand five hundred sixteen and seven-tenths (1,516.7) feet along the westerly line of Oak avenue to the westerly line of Parsons avenue; thence easterly deflecting to the right nineteen degrees forty-nine minutes and fifty-seven seconds (19° 49' 57") for sixty and three hundredths (60.03) feet along the northerly line of Oak avenue to the easterly line of Parsons avenue; thence easterly deflecting to the right twenty-four degrees twenty-one minutes and twenty-nine seconds (24° 21' 29") for one hundred seventeen and thirty-nine hundredths (177.39) feet along the northerly line of Oak avenue to the easterly line of Seventeenth street; thence southerly deflecting to the right ninety (90) degrees for sixty (60) feet along the easterly line of Seventeenth street to the southerly line of Oak avenue; thence westerly deflecting to the right ninety (90) degrees for three hundred fifty-nine and twenty-two hundredths (359.22) feet along the southerly line of Oak avenue to the easterly line of Parsons avenue; thence westerly deflecting to the left seven degrees fifty-eight minutes and thirty-four seconds (7° 58' 34") for seventy-four and thirty-seven hundredths (74.37) feet along the southerly line of Oak avenue to the westerly line of Parsons avenue; thence southerly deflecting to the left thirty-three degrees twelve minutes and fifty-two seconds (33° 12' 52") for one thousand five hundred ten and eighty-six hundredths (1,510.86) feet along the easterly line of Oak avenue to the northerly line of Jamaica avenue; thence southerly deflecting to the right twenty minutes and thirty-two seconds (20' 32") for eighty and nine hundredths (80.09) feet along the easterly line of Oak avenue to the southerly line of Colden avenue; thence southerly for three hundred eighteen and seventy-two hundredths (318.72) feet along the easterly line of Oak avenue to the southerly line of West avenue, the point of beginning.

Oak avenue, from Seventeenth street to West street, is shown on a map entitled "Map or Plan of Ingleside and vicinity, Third Ward (formerly Town of Flushing), Borough of Queens, City of New York," showing the street system and grades prepared by the President of the Borough of Queens under authority of chapter 466 of the Laws of 1901, and filed in the offices of the President of the Borough of Queens, the Corporation Counsel and the Clerk of the County of Queens, on or about the 9th day of October, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to DE KALB AVENUE (although not yet named by proper authority), from Brooklyn Borough Line to Woodward avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as DeKalb avenue, from Brooklyn Borough Line to Woodward avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the westerly line of Woodward avenue with the southerly line of DeKalb avenue, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903.

1st. Running thence northerly for sixty and five-hundredths (60.05) feet along the westerly line of Woodward avenue to the northerly line of DeKalb avenue.

2d. Thence westerly deflecting to the left eighty-nine degrees fifty minutes and thirty-seven seconds (89° 50' 37") for one thousand one hundred and eighty-seven and fifty-two hundredths (1,187.52) feet along the northerly line of

DeKalb avenue to the line between the Boroughs of Brooklyn and Queens.

3d. Thence southerly deflecting to the left sixty-nine degrees forty-one minutes and four seconds (69° 41' 4") for sixty-four and three hundredths (64.03) feet along the line between the Boroughs of Brooklyn and Queens to the southerly line of DeKalb avenue.

4th. Thence easterly for one thousand two hundred and nine and ninety-one hundredths (1,209.91) feet along the southerly line of DeKalb avenue to the westerly line of Woodward avenue, the point of beginning.

DeKalb avenue, from Brooklyn Borough Line to Woodward avenue, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to JUNIPER AVENUE (although not yet named by proper authority), from the west side of Grand street to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Juniper avenue, from the west side of Grand street to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the northerly line of Metropolitan avenue with the easterly line of Juniper avenue, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903:

1st. Running thence westerly for eighty-three and sixty-six hundredths (83.66) feet along the northerly line of Metropolitan avenue to the westerly line of Juniper avenue.

2d. Thence northerly deflecting to the right seventy-two degrees fifty-nine minutes and three seconds (72° 59' 3") for one thousand one hundred three and thirteen hundredths (1,103.13) feet along the westerly line of Juniper avenue.

3d. Thence northerly deflecting to the left ninety degrees thirty-five minutes and fifty-one seconds (90° 35' 51") for one thousand four hundred ninety and ninety-nine hundredths (1,490.99) feet along the westerly line of Juniper avenue.

4th. Thence northerly deflecting to the right three degrees twenty-seven minutes and thirty-five seconds (3° 27' 35") for two thousand eight hundred eighty-six and sixty-nine hundredths (2,886.69) feet along the westerly line of Juniper avenue to the southerly line of Grand street.

5th. Thence easterly deflecting to the right eighty-seven degrees nineteen minutes and fifty-six seconds (87° 19' 56") for ninety-two and one-tenth (92.1) feet along the southerly line of Grand street.

6th. Thence easterly deflecting to the left four degrees forty-nine minutes and fifty-six seconds (4° 49' 56") for one hundred and ninety-six and forty-five hundredths (196.45) feet along the southerly line of Grand street to the easterly line of Fisk avenue.

7th. Thence southerly deflecting to the right one hundred twenty-five degrees ten minutes and forty-eight seconds (125° 10' 48") for four hundred forty-five and eleven hundredths (445.11) feet along the easterly line of Fisk avenue to the easterly line of Juniper avenue.

8th. Thence southerly deflecting to the left twenty-seven degrees forty minutes and forty-eight seconds (27° 40' 48") for two thousand five hundred twenty and three hundredths (2,520.03) feet along the easterly line of Juniper avenue.

9th. Thence southerly deflecting to the left three degrees twenty-seven minutes and thirty-five seconds (3° 27' 35") for one thousand five hundred two and thirty-nine hundredths (1,502.39) feet along the easterly line of Juniper avenue.

10th. Thence southerly for one thousand one hundred forty-one and forty-three hundredths (1,141.43) feet along the easterly line of Juniper avenue to the northerly line of Metropolitan avenue, the point of beginning.

Juniper avenue, from the west side of Grand street to Metropolitan avenue, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to TRAUTMAN STREET (although not yet named by proper authority), from Brooklyn Borough Line to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Troutman street, from Brooklyn Borough Line to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the southerly line of Metropolitan avenue with the easterly line of Troutman street, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903.

1st. Running thence westerly for seventy-one and fifty-nine hundredths (71.59) feet along the southerly line of Metropolitan avenue to the westerly line of Troutman street.

2d. Thence southerly deflecting to the left fifty-seven degrees and fifty-five seconds (57° 55") for one thousand four hundred and forty-four and sixty-three hundredths (1,444.63) feet along the westerly line of Troutman street to the line between the Boroughs of Brooklyn and Queens.

3d. Thence southerly deflecting to the left sixty-nine degrees thirty-nine minutes and forty-five seconds (69° 39' 45") for sixty-four and four hundredths (64.04) feet along the line between the Boroughs of Brooklyn and Queens to the easterly line of Troutman street.

4th. Thence northerly for one thousand five hundred and fifteen and eighty-seven hundredths (1,515.87) feet along the easterly line of Troutman street to the southerly line of Metropolitan avenue, the point of beginning.

Trautman street, from Brooklyn Borough Line to Metropolitan avenue, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to PUTNAM AVENUE (although not yet named by proper authority), from Brooklyn Borough Line to Fresh Pond road, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Putnam avenue, from Brooklyn Borough Line to Fresh Pond road, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the westerly line of Fresh Pond road with the northerly line of Putnam avenue, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903.

1st. Running thence southerly for sixty and fifteen hundredths (60.15) feet along the westerly line of Fresh Pond road to the southerly line of Putnam avenue.

2d. Thence westerly deflecting to the right ninety-three degrees fifteen minutes and seven seconds (93° 15' 7") for eight hundred ten and thirty-eight hundredths (810.38) feet.

3d. Thence westerly deflecting to the left three degrees twenty-seven minutes and four seconds (3° 27' 4") for six hundred thirty-three and thirty-four hundredths (633.34) feet to the easterly line of Forest avenue.

4th. Thence southerly deflecting to the left eighty-six degrees forty-four minutes and fourteen seconds (86° 44' 14") for eighty-two and thirty-two hundredths (82.32) feet along the easterly line of Forest avenue to the easterly line of Putnam avenue.

5th. Thence southerly deflecting to the right fifty-five degrees sixteen minutes and three seconds (55° 16' 3") for six hundred sixty-eight and forty-three hundredths (668.43) feet.

6th. Thence southerly deflecting to the right eight minutes and fourteen seconds (8' 14") for two thousand three hundred eighty-seven and forty-two hundredths (2,387.42) feet to the northerly line of Wyckoff avenue.

7th. Thence southerly deflecting to the left thirty-one minutes and thirty-four seconds (31' 34") for sixty and seven hundredths (60.07) feet to the southerly line of Wyckoff avenue.

8th. Thence southerly deflecting to the left thirty-two minutes and thirteen seconds (32' 13") for one hundred twenty-nine and fifty-four hundredths (129.54) feet to the line between the Boroughs of Brooklyn and Queens.

9th. Thence northerly deflecting to the right one hundred eleven degrees twenty-one minutes and forty-seven seconds (111° 21' 47") for sixty-four and forty-eight hundredths (64.48) feet along the line between the Boroughs of Brooklyn and Queens to the westerly line of Putnam avenue.

10th. Thence northerly deflecting to the right sixty-eight degrees thirty-eight minutes and thirteen seconds (68° 38' 13") for one hundred

five and nineteen hundredths (105.19) feet to the southerly line of Wyckoff avenue.

11th. Thence northerly deflecting to the right thirty minutes and forty-four seconds (30' 44") for sixty and seven hundredths (60.07) feet to the northerly line of Wyckoff avenue.

12th. Thence northerly deflecting to the right thirty-three minutes and three seconds (33' 3") for two thousand three hundred eighty-nine and thirty-two hundredths (2,389.32) feet.

13th. Thence northerly deflecting to the left eight minutes and fourteen seconds (8' 14") for six hundred twenty-nine and fifty-nine hundredths (629.59) feet to the westerly line of Forest avenue.

14th. Thence northerly deflecting to the left fifty-five degrees sixteen minutes and three seconds (55° 16' 3") for one hundred eleven and four-tenths (111.4) feet along the westerly line of Forest avenue to the northerly line of Putnam avenue.

15th. Thence easterly deflecting to the right eighty-six degrees forty-four minutes and fourteen seconds (86° 44' 14") for six hundred ninety-seven and eighty-nine hundredths (697.89) feet.

16th. Thence easterly for eight hundred eight and seventy-eight hundredths (808.78) feet along the northerly line of Putnam avenue to the westerly line of Fresh Pond road, the point of beginning.

Putnam avenue, from Brooklyn Borough Line to Fresh Pond road, is shown on a certain map entitled "Topographical Map showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to SEVENTEENTH AVENUE (although not yet named by proper authority), from Wilson avenue to Jackson avenue, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Seventeenth avenue, from Wilson avenue to Jackson avenue, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the northerly line of Jackson avenue with the southerly line of Graham avenue, as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765, Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence westerly for fifty-three and seventy-two hundredths (53.72) feet along the westerly line of Jackson avenue; thence westerly on the arc of a circle whose radius is eighteen hundred forty-three and ten hundredths (1,843.10) feet for thirty-seven and thirteen hundredths (37.13) feet along the northerly line of Jackson avenue to the westerly line of Seventeenth avenue; thence northerly deflecting to the right twenty degrees twenty-two minutes and thirty seconds (20° 22' 30") from the prolongation of the radius of the previous curve for two thousand seventeen and four-tenths (2,017.4) feet along the westerly line of Seventeenth avenue to the southerly line of Jamaica avenue; thence easterly deflecting to the right eighty-nine degrees forty-three minutes and twenty-three seconds (89° 43' 23") for sixty (60) feet along the southerly line of Jamaica avenue to the easterly line of Seventeenth avenue; thence southerly deflecting to the right ninety degrees sixteen minutes and thirty-seven seconds (90° 16' 37") for one thousand nine hundred and eighty-seven and forty-six hundredths (1,987.46) feet along the easterly line of Seventeenth avenue to the southerly line of Graham avenue; thence easterly for twenty-five and sixty-six hundredths (25.66) feet along the southerly line of Graham avenue to the northerly line of Jackson avenue to the point of beginning.

Parcel "B." Beginning at a point formed by the intersection of the northerly line of Jamaica avenue with the easterly line of Seventeenth avenue; running thence westerly for sixty (60) feet along the northerly line of Jamaica avenue to the westerly line of Seventeenth avenue; thence northerly deflecting to the right ninety degrees (90°) for two thousand eight hundred and forty-two and two-tenths (2,842.2) feet along the westerly line of Seventeenth avenue to the northern line of Wilson avenue; thence easterly deflecting to the right ninety degrees (90°) for sixty (60) feet along the northern line of Wilson avenue to the easterly line of Seventeenth avenue; thence southerly for two thousand eight hundred and forty-two and two-tenths (2,842.2) feet along the easterly line of Seventeenth avenue to the northerly line of Jamaica avenue to the point of beginning.

Seventeenth avenue is shown on the Commissioners' Map of Long Island City, filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873.

Dated New York, June 12, 1905.
JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EIGHTEENTH AVENUE (although not yet named by proper authority), from Jackson avenue to the East river, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Eighteenth avenue, from Jackson avenue to the East river, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Parcel "A."

Beginning at a point formed by the intersection of the northerly line of Jackson avenue with the easterly line of Eighteenth avenue, as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765, Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence westerly for sixty-three and fifty-four hundredths (63.54) feet along the northerly line of Jackson avenue to the westerly line of Eighteenth avenue; thence northerly deflecting to the right one hundred and nine degrees thirteen minutes and fifteen seconds (109° 13' 15") for one thousand nine hundred and twenty-seven and four-tenths (1,927.4) feet along the westerly line of Eighteenth avenue to the southerly line of Jamaica avenue; thence easterly deflecting to the right eighty-nine degrees forty-six minutes and forty seconds (89° 46' 40") for sixty (60) feet along the southerly line of Jamaica avenue to the easterly line of Eighteenth avenue; thence southerly for one thousand nine hundred and six and seventy-two hundredths (1,906.72) feet along the easterly line of Eighteenth avenue to the northerly line of Jackson avenue, the point of beginning.

Parcel "B."

Beginning at a point formed by the intersection of the northerly line of Jamaica avenue with the easterly line of Eighteenth avenue; running thence westerly for sixty (60) feet along the northerly line of Jamaica avenue to the westerly line of Eighteenth avenue; thence northerly deflecting to the right ninety degrees (90°) for three thousand eight hundred and eighty-five and sixty-six hundredths (3,885.66) feet along the westerly line of Eighteenth avenue to the southerly line of Flushing avenue; thence northerly deflecting to the right eight degrees forty-one minutes and twenty-nine seconds (8° 41' 29") for ninety and nine-tenths (90.9) feet along the westerly line of Eighteenth avenue to the northerly line of Flushing avenue; thence northerly deflecting to the right two degrees forty-one minutes and thirty-one seconds (2° 41' 31") for four thousand six hundred and thirty-two and fifty-three hundredths (4,632.53) feet along the westerly line of Eighteenth avenue to the northerly line of Berrian avenue; thence easterly deflecting to the right ninety degrees (90°) for seventy (70) feet along the northerly line of Berrian avenue to the easterly line of Eighteenth avenue; thence southerly deflecting to the right ninety degrees (90°) for four thousand five hundred and ninety and forty-three hundredths (4,590.43) feet along the easterly line of Eighteenth avenue to the northerly line of Flushing avenue; thence southerly deflecting to the right six degrees twenty-one minutes and ten seconds (6° 21' 10") for one hundred and sixty-eight hundredths (100.68) feet along the easterly line of Eighteenth avenue to the southerly line of Flushing avenue; thence southerly for three thousand nine hundred and seven and seven hundredths (3,907.07) feet along the easterly line of Eighteenth avenue to the northerly line of Jamaica avenue, the point of beginning.

Eighteenth avenue is shown on the Commissioners' Map of Long Island City, filed in the office of the Clerk of the County of Queens, at Jamaica, on April 25, 1873.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j12,23

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to lands required for the opening and extending of BOULEVARD (although not yet named by proper authority), from Vernon avenue and Broadway to Nott avenue, in the First Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in the City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Boulevard, from Vernon avenue and Broadway to Nott avenue, in the First Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point formed by the intersection of the northerly line of Nott avenue with the easterly line of Boulevard as the same is laid down on the Commissioners' Map of Long Island City, pursuant to chapter 765, Laws of 1871, and filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873; running thence westerly for eighty (80) feet along the northerly line of Nott avenue to the westerly line of Boulevard; thence northerly deflecting to the right ninety degrees (90°) for eight hundred sixty and eighteen hundredths (860.18) feet along the westerly line of Boulevard to the southerly line of Bodine street; thence northerly deflecting to the right twenty-eight degrees twenty-nine minutes and four seconds (28° 29' 4") for sixty (60) feet along the westerly line of Boulevard to the northerly line of Bodine street; thence northerly deflecting to the left nine degrees thirty minutes and fourteen seconds (9° 30' 14") for two hundred ninety-nine and seventy-nine hundredths (299.79) feet along the westerly line of Boulevard to the southerly line of Harris avenue; thence northerly deflecting to the right fourteen minutes and thirty-seven seconds (14' 37") for eighty (80) feet along the westerly line of Boulevard to the

northerly line of Harris avenue; thence northerly deflecting to the right three degrees thirteen minutes and thirty-four seconds (3° 13' 34") for two thousand eight hundred ninety and eight hundredths (2,890.08) feet along the westerly line of Boulevard to the southerly line of Freeman avenue; thence northerly deflecting to the left ten degrees forty-one minutes sixteen seconds (10° 41' 16") for seventy-five and one hundredth (75.01) feet along the westerly line of Boulevard to the northerly line of Freeman avenue; thence northerly deflecting to the left forty-five minutes and fifty seconds (45' 50") for two thousand four hundred thirty-three and thirty-six hundredths (2,433.36) feet along the westerly line of Boulevard to the southerly line of Graham avenue; thence northerly deflecting to the right thirty seconds (30") for eighty (80) feet along the westerly line of Boulevard to the northerly line of Graham avenue; thence northerly deflecting to the right three minutes and thirty seconds (3' 30") for one thousand one hundred sixteen and thirty-four hundredths (1,116.34) feet along the westerly line of Boulevard to the southerly line of Broadway; thence easterly deflecting to the right one hundred degrees thirty-six minutes and fifty-five seconds (100° 36' 55") for eighty-one and thirty-nine hundredths (81.39) feet along the southerly line of Broadway to the easterly line of Boulevard; thence southerly deflecting to the right twenty-nine degrees twenty-three minutes and five seconds (29° 23' 5") for one thousand one hundred eleven and thirty-six hundredths (1,111.36) feet along the easterly line of Boulevard to the northerly line of Graham avenue; thence southerly deflecting to the left four minutes (4') for two thousand five hundred three and three-tenths (2,503.3) feet along the easterly line of Boulevard to the northerly line of Freeman avenue; thence southerly deflecting to the left twenty-eight minutes and thirty-nine seconds (28' 39") for seventy-five (75) feet along the easterly line of Boulevard to the southerly line of Freeman avenue; thence southerly deflecting to the right eleven degrees fifty-five minutes and forty-five seconds (11° 55' 45") for two thousand nine hundred one and forty-four hundredths (2,901.44) feet along the easterly line of Boulevard to the northerly line of Harris avenue; thence southerly deflecting to the left three degrees seven minutes and fifteen seconds (3° 7' 15") for eighty (80) feet along the easterly line of Boulevard to the southerly line of Harris avenue; thence southerly deflecting to the left twenty minutes and fifty-six seconds (20' 56") for three hundred twelve and thirty-four hundredths (312.34) feet along the easterly line of Boulevard to the northerly line of Bodine street; thence southerly deflecting to the right twenty-seven minutes and twenty-five seconds (27' 25") for sixty and sixty-six hundredths (60.66) feet along the easterly line of Boulevard to the southerly line of Bodine street; thence southerly for eight hundred seventeen and eighty-three hundredths (817.83) feet along the easterly line of Boulevard to the northerly line of Nott avenue, the point of beginning.

Boulevard, from Vernon avenue and Broadway to Nott avenue, is shown on the Commissioners' Map of Long Island City, filed in the office of the Clerk of the County of Queens, at Jamaica, April 25, 1873.

Dated New York, June 12, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
City of New York.
j12,23

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BATHGATE AVENUE (although not yet named by proper authority), from East One Hundred and Eighty-eighth street to Pelham avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 13th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, James H. Goggin, Wallace S. Fraser and Patrick Gordon were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said James H. Goggin, Wallace S. Fraser and Patrick Gordon will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST TWO HUNDRED AND THIRTEENTH STREET (although not yet named by proper authority), from Jerome avenue to Woodlawn road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 13th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, Henry W. Illwitzer, Max Bendit and George Burchill were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said Henry W. Illwitzer, Max Bendit and George Burchill will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of FOX STREET (although not yet named by proper authority), from Prospect avenue to Leggett avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, John J. O'Brien, Henry W. Illwitzer and Pierre G. Carroll were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said John J. O'Brien, Henry W. Illwitzer and Pierre G. Carroll will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of EAST ONE HUNDRED AND FIFTIETH STREET (although not yet named by proper authority), from Brook avenue to St. Ann's avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, John Rooney, Peter J. Everett and Albert Elterick were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said John Rooney, Peter J. Everett and Albert Elterick will attend at a Special Term of said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-THIRD STREET (although not yet named by proper authority), from Broadway to Fort Washington avenue, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 9th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, John C. Coleman, John J. Mackin and Edward D. Farrell were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said John C. Coleman, John J. Mackin and Edward D. Farrell will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND EIGHTY-SEVENTH STREET (although not yet named by proper authority), from Amsterdam avenue to new avenue bounding Highbridge Park, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 9th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, William H. Gentzlinger, Edward W. Murphy and Ferdinand Leby were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said William H. Gentzlinger, Edward W. Murphy and Ferdinand Leby will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person

having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-FOURTH STREET (although not yet named by proper authority), from Broadway to Fort Washington avenue, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 9th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, John J. Mackin, Joseph P. Casey and Moses Barnett were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said John J. Mackin, Joseph P. Casey and Moses Barnett will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of FORD STREET (although not yet named by proper authority), from Tiebout avenue to Webster avenue, as laid out on section 14 of the Final Maps of the Twenty-third and Twenty-fourth Wards, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 13th day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, Stanislaus J. Vanecek, Gerald J. Barry and Francis W. Pollock were appointed Commissioners of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said Stanislaus J. Vanecek, Gerald J. Barry and Francis W. Pollock will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
No. 2 Tryon Row,
Borough of Manhattan,
New York City.
j10,21

SECOND JUDICIAL DISTRICT.**NOTICE.**

In the matter of acquiring title by The City of New York to certain lands and premises situated on the southeasterly side of NOLL STREET, distant two hundred feet west of Central avenue, in the Twenty-seventh Ward of the Borough of Brooklyn, in the City of New York, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT AN application will be made to the Supreme Court of the State of New York, at a Special Term thereof for the hearing of motions, to be held at the County Court-house, in the Borough of Brooklyn, in the City of New York, on the 22d day of June, 1905, at the opening of Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of a Commissioner of Estimate in the above-entitled matter to fill the vacancy caused by the resignation of James F. Quigley, Esquire, heretofore appointed a Commissioner.

Dated Borough of Brooklyn, New York City, June 10, 1905.

JOHN J. DELANY,
Corporation Counsel,
Borough Hall,
Borough of Brooklyn,
New York City.
j10,21

FIRST JUDICIAL DISTRICT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of certain lands, lands filled in, wharf property, terms, easements, emoluments and privileges necessary to be taken for the improvement of the waterfront of The City of New York on the NORTH RIVER, between West Twenty-second and West Twenty-third streets, Eleventh and Thirteenth avenues, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, by virtue of a certain order of the Supreme Court bearing date the 24th day of February, 1905, and filed and entered in the office of the Clerk of the County of New York on the 11th day of March, 1905, were appointed Commissioners of Estimate and Assessment in the above entitled proceeding, for the purpose of making a just and equitable estimate of the loss and damage to the respective

owners, lessees, parties and persons entitled to or interested in the property hereinafter described and not now owned by The City of New York, and situated in the Borough of Manhattan, in The City of New York, to be taken herein for the improvement of the water-front on the North river, in the Borough of Manhattan, and which said property so to be taken is bounded and described as follows:

All the lands, lands filled in, terms, easements, emoluments and privileges of and to said lands and lands filled in, with the buildings and structures thereon, in the block bounded by the northerly side of West Twenty-second street, the southerly side of West Twenty-third street, the westerly side of Eleventh avenue, and the easterly side of Thirteenth avenue.

All parties and persons interested in the said property taken or to be taken for the said improvement of the water-front of The City of New York on the North river, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Room No. 401, on the fourth floor of the building No. 258 Broadway, in The City of New York, Borough of Manhattan, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice, and we, the said Commissioners, will be in attendance at our office above specified on the 30th day of June, 1905, at 10.30 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto, and at such time and place, or at such other or further times and places as we may appoint, we shall hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs or allegations as may be then offered by such owners or on behalf of The City of New York.

Dated New York, June 9, 1905.
EMANUEL BLUMENSTIEL,
MICHAEL J. MURRAY,
EDWARD DUFFY,
 Commissioners.
JOSEPH M. SCHENCK,
 Clerk.

j9,29

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CAMERON PLACE (although not yet named by proper authority), from Jerome avenue to Morris avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of May, 1905, and filed and entered in the office of the Clerk of the County of New York on the 25th day of May, 1905, J. C. Julius Langbein, George J. Clarke and George Burchill were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said J. C. Julius Langbein, George J. Clarke and George Burchill will attend at a Special Term of the said Court, to be held at Part II. thereof, in the County Court-house, in the Borough of Manhattan, City of New York, on the 21st day of June, 1905, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as Commissioners of Estimate and Assessment in this proceeding.

Dated June 10, 1905.
JOHN J. DELANY,
 Corporation Counsel,
 No. 2 Tryon Row,
 Borough of Manhattan,
 New York City.

j10,21

SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated at the southwest corner of CANAL AND BROOK STREETS, in the Borough of Richmond, in The City of New York, duly selected as a site for a public library, according to law.

NOTICE IS HEREBY GIVEN THAT THE report of William A. Shortt, William J. Steele and Albert E. Hadlock, Commissioners of Estimate and Appraisal, duly appointed in the above-entitled proceeding, which report bears date the 8th day of May, 1905, was filed in the office of the Board of Estimate and Apportionment of The City of New York on the 1st day of June, 1905, and a duplicate of said report was filed in the office of the Clerk of the County of Richmond on the same day.

Notice is further given that the said report will be presented for confirmation to the Supreme Court of the State of New York, in the Second Judicial District, at a Special Term for the hearing of motions, to be held at the County Court-house, in the Borough of Brooklyn, on the 15th day of June, 1905, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, June 1, 1905.
JOHN J. DELANY,
 Corporation Counsel,
 No. 2 Tryon Row,
 Borough of Manhattan,
 City of New York.

j2,13

SECOND DEPARTMENT.

In matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BROOK AVENUE (although not yet named by proper authority), from Hatfield place to Charles avenue, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 29th day of March, 1905, and duly entered in the office of the Clerk of the County of Richmond, in The City of New York, on the 10th day of April, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the

application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond on the 10th day of April, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4 of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 20th day of June, 1905, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated BOROUGH OF MANHATTAN, NEW YORK CITY, May 24, 1905.

DAVID B. VAN NAME,
WM. A. WELSH,
WM. J. GALLOWAY,
 Commissioners.

m24,j16

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to STARR STREET (although not yet named by proper authority), from Brooklyn Borough Line to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court-house, in the County of Kings, in the Borough of Brooklyn, in The City of New York, on Friday, the 23d day of June, 1905, at the opening of the Court on that day, or as soon thereafter as Counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as Starr street, from Brooklyn Borough Line to Metropolitan avenue, in the Second Ward, Borough of Queens, City of New York, being the following-described lots, pieces or parcels of land, viz:

Beginning at a point formed by the intersection of the southerly line of Metropolitan avenue with the easterly line of Starr street, as the same is laid down on the map of that portion of the Second Ward, Borough of Queens, City of New York, as adopted by the Board of Estimate and Apportionment November 13, 1903.

1st. Running thence westerly for seventy-one and fifty-nine hundredths (71.59) feet along the southerly line of Metropolitan avenue to the westerly line of Starr street.

2d. Thence southerly deflecting to the left fifty-seven degrees fifty-five seconds (57° 55") for one thousand seven hundred and nine and ninety-four hundredths (1,709.94) feet along the westerly line of Starr street to the line between the Boroughs of Brooklyn and Queens.

3d. Thence southerly deflecting to the left sixty-nine degrees thirty-nine minutes and forty-five seconds (69° 39' 45") for sixty-four and four hundredths (64.04) feet along the line between the Boroughs of Brooklyn and Queens to the easterly line of Starr street.

4th. Thence northerly for one thousand seven hundred and seventy-one and seventeen hundredths (1,771.17) feet along the easterly line of Starr street to the southerly line of Metropolitan avenue, the point of beginning.

Starr street, from Brooklyn Borough Line to Metropolitan avenue, is shown on a certain map entitled "Topographical Map, showing a street system and grades of that portion of the Second Ward (Town of Newtown), Borough of Queens, bounded by Jackson avenue, Fisk avenue, Grand street, Long Island Railroad, Dry Harbor road, Cooper avenue, Myrtle avenue, Manhattan Beach Railroad, Brooklyn Borough Line and First Ward boundary line," prepared under authority of section 439 of the Greater New York Charter, and filed in the offices of the President of the Borough of Queens, the Clerk of the County of Queens and the Corporation Counsel of The City of New York, on or about the 10th day of December, 1903.

Dated New York, June 12, 1905.

JOHN J. DELANY,
 Corporation Counsel,
 No. 2 Tryon Row,
 Borough of Manhattan,
 New York City.

j12,23

SECOND DEPARTMENT.

In matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of an unnamed street, between William and Beach streets, extending from St. Paul's avenue to Jackson avenue, in the Second Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 29th day of March, 1905, and duly entered in the office of the Clerk of the County of Richmond, in The City of New York, on the 10th day of April, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees,

parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond on the 10th day of April, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4 of the Greater New York Charter as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 26th day of June, 1905, at 4 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated BOROUGH OF MANHATTAN, NEW YORK CITY, June 2, 1905.

HERMAN S. BUTLER,
J. J. WORRELL,
JAMES BURKE, Jr.,
 Commissioners.

j2,24

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of BLACKFORD AVENUE (although not yet named by proper authority), from Grant street and Nicholas avenue to a point about 170 feet east of Grant street, in the Third Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 29th day of March, 1905, and duly entered in the office of the Clerk of the County of Richmond at his office in the Borough of Richmond, in The City of New York, on the 10th day of April, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond on the 10th day of April, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4 of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 20th day of June, 1905, at 12.30 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated BOROUGH OF MANHATTAN, NEW YORK CITY, May 26, 1905.

THOMAS GARRETT, JR.,
AUGUSTUS ACKER,
JOHN DUNN,
 Commissioners.

JOHN P. DUNN,
 Clerk.

m26,j19

SECOND DEPARTMENT.

In matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of INDIANA AVENUE (although not yet named by proper authority), between Jewett avenue and a point 198.08 feet westerly from Wooley avenue, in the First Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, the undersigned, were appointed by an order of the Supreme Court, bearing date the 29th day of March, 1905, and duly entered in the office of the Clerk of the County of Rich-

mond at his office in the Borough of Richmond, in The City of New York, on the 10th day of April, 1905, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of Richmond on the 10th day of April, 1905; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4 of the Greater New York Charter, as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, fourteenth floor, Nos. 90 and 92 West Broadway, Borough of Manhattan, in The City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 20th day of June, 1905, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated BOROUGH OF MANHATTAN, NEW YORK CITY, May 25, 1905.

GEO. S. SCOFIELD,
J. F. SMITH,
J. H. MALOY,
 Commissioners.

m25,j17

PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

NOTICE TO CONTRACTORS.

GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless, as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

The certified check or money should not be inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

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

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department for which the work is to be done. Plans and drawings of construction work may also be seen there.