THE CITY RECORD.

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THE CITY RECORD.

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THE BOARD OF ALDERMEN OF THE CITY OF NEW YORK.

HEARING ON THE RESOLUTION TO REGULATE HEIGHT, ETC., OF BUILDINGS.

The Committee on Rules of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, City Hall, Manhattan, on Thursday, June 6, 1912, at 2 o'clock p. m., on a resolution requesting the appointment of a special committee to examine and investigate the subject of the regulation of the height, size and arrangements of buildings in The City of New York, said special committee to be composed in part of members of the Board of Aldermen and in part of citizens possessing special knowledge on this subject.

All persons interested are respectfully invited to attend.

PUBLIC COMMITTEE HEARING ON THE PROPOSED BUILDING CODE.

The Committee on Buildings of the Board of Aldermen will hold a continued public hearing on the proposed revision of the Building Code in the Aldermanic Chamber, City Hall, Borough of Manhattan, Wednesday, May 29, 1912, at 1 p. m., for the purpose of hearing all persons interested.

P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

BOARD OF ESTIMATE AND APPORTIONMENT.

NOTICE OF CONSIDERATION BY THE BOARD OF RAPID TRANSIT ROUTES.

Public Notice is hereby given that at the meeting of the Board of Estimate and Apportionment held this day a communication dated May 20, 1912, was received from the Public Service Commission for the First District transmitting resolutions adopted by said Commission as to routes and general plans of construction for proposed rapid transit railroads in the Boroughs of Manhattan, Brooklyn, The Bronx and Queens, and the following resolutions were thereupon adopted:

Resolved, That the communication be received and in pursuance of law, this Board fixes Friday, the 31st day of May, 1912, at 10.30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, as the time and place when and where such plans and conclusions will be considered; and be it further

Resolved, That the Secretary of this Board be and he is hereby directed to publish notice of such consideration in the CITY RECORD.

JOSEPH HAAG, Secretary.

Dated New York, May 22, 1912.

PUBLIC SERVICE COMMISSION—FIRST DISTRICT.

No. 154 NASSAU STREET, NEW YORK CITY.
Calendar for Week Commencing May 27, 1912.

Wednesday, May 29, 1912—10.30 a. m.—Room 310—Case No. 1369—Street Railroad Corporations—"Rehearing as to brakes on surface cars operated in The City of New York."—Commissioner Eustis. 10.30 a. m.—Room 305—Case No. 1448—Brooklyn and North River Railroad Company—"Application for certificate of public convenience and necessity for street railroad across Manhattan Bridge and on certain streets in Manhattan and Brooklyn."—Commissioners Eustis, Cram and Williams. 2.30 p. m.—Room 310—Case No. 1503—Third Avenue Railway Company—"Application for permission to acquire certain stock and to issue bonds."—Chairman Willcox and Commissioner Maltbie. 2.30 p. m.—Room 305—Case No. 1501—Long Island Railroad Company—"Application for consent to discontinue and relocate station at Ramblersville."—Commissioner Williams. 3.30 p. m.—Room 305—Case No. 1505—Brooklyn Union Elevated Railroad—"Destination signs in cars in service on elevated lines."—Commissioner Williams.

Friday, May 31, 1912—11 a. m.—Room 1810—Degnon Contracting Company—"Arbitration, City's Appeal."—H. H. Whitman, of Counsel. 11 a. m.—Room 1810—Degnon Contracting Company—"Arbitration No. 2, Contractor's Appeal."—H. H. Whitman, of Counsel. 12 m.—Room 305—Van Riper Bros. et al.—"Hearing as to construction of 'L' on Ely Avenue, Long Island City."—Whole Commission. 4 p. m.—Mr. Strauss' office—City of New York and Cranford Company—"Arbitration of Determination of Chief Engineer."—H. H. Whitman, of Counsel.

Meetings of Committee of the Whole held on Tuesday, Wednesday, Thursday and Friday, 10.30 a. m., in the Committee Room.

Regular meetings of the Commission held on Tuesday and Friday at 12 noon—Room 310.

Fire Department.

Abstract of Transactions from May 6 to May 11, 1912.

May 6.

Opening of proposals for furnishing all the labor and materials required for fitting steel doors at quarters of H. and L. Cos. 24 and 16, and Eng. Cos. 2 and 39, Manhattan:

Neptune B. Smyth (Inc.), 1123 Broadway, Manhattan, $2,782; M. D. Lundin, 402 Columbus ave., Manhattan, $2,248; Wm. Horne Co., 71 W. 132d st., Manhattan, $2,440; J. M. Knopp, 544 W. 43d st., Manhattan, $1,991; Sternberg Iron Works, 132 Nassau st., Manhattan, $2,857.

Contract was awarded to J. M. Knopp, $1,991. Security deposits forwarded to Comptroller.

Appointed.

To take effect 9 a. m., May 2, 1912—The following-named, provisionally, as Inspectors in the Bureau of Fire Prevention at the per annum rate of compensation specified: James J. Byrne and Edward F. Croker, Jr., $1,500 each; Daniel C. Finn and Thomas F. O'Keefe, $1,200 each.

To take effect 9 a. m., May 6, 1912—Henry C. Furphy as Architectural Draftsman, Fire Alarm Telegraph Bureau, Manhattan, for a probationary period of three months, at rate of $1,050 per annum.

To take effect 8 a. m., May 7, 1912—William J. McBride as Horseshoer, Division of Horses, Bureau of Repairs and Supplies, Brooklyn and Queens, $1,400 per annum.

Reinstated, to take effect 8 a. m., May 7, 1912—Modest Berardini, as fourth grade Fireman, $1,000 per annum, with assignment to H. and L. Co. 15.

Fires Reported (week ending May 4, 1912)—Manhattan, The Bronx and Richmond, 202; Brooklyn and Queens, 97.

Contracts Executed.

For repairs to quarters of Eng. Cos. 45 and 50, $2,890; A. W. King, 251 E. 66th st., Manhattan, principal; United States Fidelity and Guaranty Co., 66 Liberty st., Manhattan, surety.

For furnishing all the labor and materials required for installing gasoline storage systems in four Department buildings, Brooklyn, $1,050; Garage Equipment Co., 410 W. 125th st., Manhattan, principal; Fidelity and Casualty Co., 92 Liberty st., Manhattan, surety.

May 7.

Appointed.

To take effect 8 a. m., May 8, 1912: John G. Stover, as Automobile Engineman, Fire Alarm Telegraph Bureau, Manhattan, for a probationary period of three months, at rate of $1,200 per annum.

To take effect 9 a. m., May 13, 1912: Michael I. Trousdell, as Stenographer and Typewriter, Bureau of Fire Prevention, for a probationary period of three months, at rate of $900 per annum.

To take effect 9 a. m., May 20, 1912—Christopher Peterson, as Electrical Inspector, Bureau of Fire Prevention, for a probationary period of three months, at rate of $1,800 per annum.

Transferred.

To take effect 9 a. m., May 7, 1912: Laborers Bartholomew Sheehan and John P. Ford, Bureau of Sewers and Bureau of Highways, respectively, to this Department, Bureau of Fire Prevention, each $3 per day.

To take effect 8 a. m., May 8, 1912: Laborer Thomas F. Meaney, Department of Health, to this Department, Division of Apparatus, Brooklyn and Queens, $3 per day.

Bills Audited.

Boroughs of Manhattan, The Bronx and Richmond: Schedule 31 of 1912, contracts, $23,654.11.

Boroughs of Brooklyn and Queens: Schedule 25 of 1912, contracts, $4,904.28.

May 8.

Appointed.

To take effect 8 a. m., May 8, 1912—Charles Vanderburgh, as Watchman, Bureau of Fire Prevention, for a probationary period of three months, at rate of $912.50 per annum.

To take effect 12 m., May 8, 1912—Leonard Day, as Electrical Engineer, Fire Alarm Telegraph Bureau, all Boroughs, $5,000 per annum.

Retired, to take effect 8 a. m., May 9, 1912—Assistant Foreman Thomas Moore, Eng. Co. 140, on pension of $1,050 per annum; Fireman, 1st grade, Edmond Huott, Eng. Co. 143; Joel Halstead, Eng. Co. 146, and William Condon, Eng. Co. 149, each on pension of $700 per annum.

Removed, to take effect 12 m., May 8, 1912—Electrical Engineer John C. Rennard, in charge of Fire Alarm Telegraph Bureau, all Boroughs, for failure to properly expedite contract work for which corporate stock appropriations have been made since his incumbency.

May 9.

Trial—The following penalty was imposed as the result of trial held May 9, 1912—Fireman William T. Roach, Eng. Co. 9, for disobedience of orders and absence without leave (2 charges). Dismissed from the service, from 8 a. m., May 10, 1912.

Appointed, to take effect 9 a. m., May 15, 1912—Peter J. Clark, as Architectural Draftsman, Fire Alarm Telegraph Bureau, Manhattan, for a probationary period of three months, at rate of $1.200 per annum.

Dropped from the rolls, to take effect 5 p. m., May 6, 1912—Provisional Inspector Frank J. Ryan, Bureau of Fire Prevention, for absence without leave.

Suspended from pay and duty, to take effect 5 p. m., May 6, 1912—Inspector of Blasting, John Tobin, Bureau of Fire Prevention (Division of Combustibles, Manhattan, The Bronx and Richmond), pending a hearing on charges to be preferred against him.

Proposals Rejected (public letting, April 23, 1912)—Proposal of Brooklyn Lumber Co., Hamilton ave. and 15th st., Brooklyn, for furnishing supplies for Repair Shops (Class DD), was this day rejected for non-conformity with the requirements of the specifications, as were also estimates for furnishing miscellaneous supplies, items 1452 to 1460, both inclusive, the same not being required at the present time.

Bills Audited, Boroughs of Manhattan, The Bronx and Richmond: Schedule 37 of 1912, open market orders, $3,113.17; Schedule 38 of 1912, open market orders, $6.558.11.

May 10.

Trials—The following fines were imposed as the result of trials held on dates specified:

May 8, 1912—Fireman Frederick Reeber, Eng. Co. 151, for violation section 206, Rules and Regulations, 1905; three days' pay.

May 9, 1912—Fireman Louis J. Kilimet, Eng. Co. 13, for being under the influence of liquor, drug or compound; five days' pay. Fireman John J. Leonard, Eng. Co. 16, for conduct prejudicial to good order and discipline; two days' pay. Engineer of steamer, Charles P. Cavanagh, Eng. Co. 16, for conduct prejudicial to good order and discipline, being under the influence of liquor, drug or compound, and disobedience of orders; nine days' pay. Fireman William J. Luse, Eng. Co. 19, for absence without leave; one days' pay. Fireman John J. Ryan, H. and L. Co. 7, for neglect of duty; one days' pay.

Complaints Dismissed.

Tried May 8, 1912—Engineer of steamer, John J. Bermingham, Eng. Co. 50, for being under the influence of liquor, drug or compound.

Tried May 9, 1912—Fireman John A. Birmingham, H. and L. Co. 7, for neglect of duty (loss of coat badge).

Appointed, to take effect 8 a. m., May 12, 1912—Abraham F. Hazen, as Watchman, Bureau of Fire Prevention, for a probationary period of three months, at rate of $912.50 per annum.

Transferred, to take effect 9 a. m., May 8, 1912—Stenographer and Typewriter Hannah K. Fagan, Department of Health, to this Department, Bureau of Fire Prevention (Division of Combustibles), Boroughs of Brooklyn and Queens, $900 per annum.

Bills Audited, Boroughs of Manhattan, The Bronx and Richmond—Schedule 39 of 1912, open market orders, $2,149.87.

May 11.

Bills Audited.

Boroughs of Manhattan, The Bronx and Richmond—Schedule 32 of 1912, contracts, $36,000.

Boroughs of Brooklyn and Queens—Schedule 9 of 1912, miscellaneous, $3,000; Schedule 26 of 1912, contracts, $5,200.

JOS. JOHNSON, Fire Commissioner.

BOARD OF ESTIMATE AND APPORTIONMENT.

Minutes of Meeting of Board of Estimate and Apportionment, Held in Room 16, City Hall, Thursday, May 16, 1912.

PUBLIC IMPROVEMENT MATTERS.

The Board met in pursuance of an adjournment.

Present—John Purroy Mitchel, Acting Mayor; William A. Prendergast, Comptroller; Ardolph L. Kline, Acting President, Board of Aldermen; George McAneny, President, Borough of Manhattan; Alfred E. Steers, President, Borough of Brooklyn; Cyrus C. Miller, President, Borough of The Bronx; Denis O'Leary, Acting President, Borough of Queens, and George Cromwell, President, Borough of Richmond.

The Acting Mayor, Hon. John Purroy Mitchel, presided.

The minutes of the meetings held May 2 and 9, 1912, were approved as printed in the CITY RECORD May 14, 1912.

ENGINEER'S FINANCIAL STATEMENT.

The following report of the Chief Engineer was ordered printed in the minutes and placed on file:

Financial Statement No. C-49. May 13, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—I beg to submit the following tabular statement showing the estimated cost of local improvements and the number of opening proceedings for each Borough and total for all Boroughs, authorized by the Board of Estimate and Apportionment since January 1, 1911.

Surface and Subsurface Improvements Authorized in 1911 and 1912.

Borough.	Surface Improvements.				Sewer Improvements.			
	Total, 1911.		1912 to Date.		Total, 1911.		1912 to Date.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Manhattan....	31	$430,000 00	5	$64,100 00	16	$121,000 00	1	$700 00
Brooklyn.....	310	1,956,000 00	78	437,000 00	*150	881,400 00	39	694,300 00
The Bronx....	80	1,486,400 00	14	269,500 00	39	792,400 00	4	150,900 00
Queens.....	36	482,800 00	18	1,209,150 00	35	457,900 00	15	750,300 00
Richmond.....	10	34,000 00	..	.....	8	203,600 00	2	143,400 00
Total....	467	$4,389,200 00	115	$1,979,750 00	*248	$2,456,300 00	61	$1,739,600 00

*Includes one improvement for which partial authorization has been given.

Total Physical Improvements and Street and Park Opening Proceedings Authorized in 1911 and 1912.

Borough.	Physical Improvements.				Street and Park Opening Proceedings.			
	Total, 1911.		1912 to Date.		Total, 1911.		1912 to Date.	
	No.	Amount.	No.	Amount.	Number of Streets and Parks Affected.	Number of Proceedings.	Number of Streets and Parks Affected.	Number of Proceedings.
Manhattan....	47	$551,000 00	6	$64,800 00	16	7	1	1
Brooklyn.....	*460	2,837,400 00	117	1,131,300 00	66	38	31	15
The Bronx....	119	2,278,800 00	18	420,400 00	37	22	10	8
Queens.....	71	940,700 00	33	1,959,450 00	72	38	27	14
Richmond.....	18	237,600 00	2	143,400 00	10	9	..	..
Total....	*715	$6,845,500 00	176	$3,719,350 00	201	114	69	38

*Includes one improvement for which partial authorization has been given.

The number and estimated cost of additional improvements for which preliminary authorization only has been given is as follows:

Borough.	Surface Improvements.		Sewer Improvements.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.
Manhattan	10	$217,800 00	9	$54,600 00	19	$272,400 00
Brooklyn	64	527,800 00	*42	1,585,000 00	*106	2,112,800 00
The Bronx	20	596,000 00	4	647,300 00	24	1,243,300 00
Queens	24	375,000 00	22	1,121,100 00	46	1,496,100 00
Richmond	12	42,500 00	1	3,300 00	13	45,800 00
Total.....	130	$1,759,100 00	*78	$3,411,300 00	*208	$5,170,400 00

* Includes one improvement for which partial final authorization has been given.

A comparison of the estimated value of improvements for which final authorization has been given since January 1, 1912, and of all outstanding preliminary authorizations, with the value of assessment lists relating to authorizations since January 1, 1902, returned in 1912, up to and including May 9, shows as follows:

Borough.	Amount for Which Final Authorization Has Been Given in 1912, Plus Outstanding Preliminary Authorizations.	Assessment Lists Returned.
Manhattan	$337,200 00	$58,664 17
Brooklyn	3,244,100 00	426,097 09
The Bronx	1,663,700 00	323,734 00
Queens	3,455,550 00	482,386 21
Richmond	189,200 00	7,492 16
Total.....	$8,889,750 00	$1,298,373 63

Respectfully, NELSON P. LEWIS, Chief Engineer.

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY LAYING OUT AN UNNAMED STREET ON THE NORTHEASTERLY SIDE OF THE NEW YORK AND BROOKLYN BRIDGE PROPERTY EXTENDING FROM NORTH WILLIAM STREET TO WILLIAM STREET; CLOSING NORTH WILLIAM STREET, FROM THE UNNAMED STREET TO A POINT ABOUT 85 FEET EAST OF FRANKFORT STREET; AND CHANGING THE LINE AND GRADE OF WILLIAM STREET, FROM THE UNNAMED STREET TO A POINT ABOUT 100 FEET EAST OF FRANKFORT STREET, BOROUGH OF MANHATTAN.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

Mr. James J. Dunn appeared for the Metropolitan Realty Company and filed written objections to the proposed change; which objections were placed on file.

No one else appearing, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to close and discontinue a portion of North William street, between a new street and a point about 85 feet east of Frankfort street; establish the lines and grades of a new street between William street and North William street, and change the lines and grades of William street between the new street and a point about 100 feet east of Frankfort street, the latter change including the discontinuance of portions of William street, in the Borough of Manhattan, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now therefore be it

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 to change the map or plan of The City of New York by closing and discontinuing a portion of North William street, between a new street and a point about 85 feet east of Frankfort street; establishing the lines and grades of a new street between William street and North William street, and changing the lines and grades of William street between the new street and a point about 100 feet east of Frankfort street, the latter change including the discontinuance of portions of William street, in the Borough of Manhattan, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated April 11, 1912.

The portions of the street area to be closed are more particularly bounded and described as follows:

1. Beginning at a point on the southerly line of William street distant 206.44 feet easterly from its intersection with the easterly line of Frankfort street, and running thence westwardly along the southerly line of William street a distance of 106.44 feet; thence deflecting to the right through an angle of 72 degrees 12 minutes 10 seconds a distance of 1.36 feet; thence deflecting to the right through an angle of 107 degrees 47 minutes 50 seconds a distance of 106.44 feet along a line parallel with the southerly line of William street; thence deflecting to the right through an angle of 72 degrees 12 minutes 10 seconds a distance of 1.36 feet to the point or place of beginning.

2. Beginning at a point on the northerly line of William street where it is intersected by a line at right angles to the southerly line of William street, and passing through a point on the said southerly line of William street distant 102.87 feet easterly from its intersection with the easterly line of Frankfort street and running thence eastwardly along the northerly line of William street a distance of 80.65 feet; thence deflecting to the right through an angle of 72 degrees 12 minutes 10 seconds a distance of 24.90 feet; thence deflecting to the right through an angle of 107 degrees 47 minutes 50 seconds a distance of 80.65 feet; thence deflecting to the right through an angle of 72 degrees 12 minutes 10 seconds a distance of 24.90 feet to the point or place of beginning.

3. Beginning at a point on the northwesterly line of North William street distant 85.47 feet northeasterly from its intersection with the easterly line of Frankfort street and running thence northeastwardly along the northwesterly line of North William street a distance of 141.50 feet; thence deflecting to the right through an angle of 98 degrees 22 minutes a distance of 40.43 feet; thence deflecting to the right through an angle of 81 degrees 38 minutes a distance of 121.79 feet along the southeasterly line of North William street; thence deflecting to the left through an angle of 81 degrees 38 minutes a distance of 15.66 feet along the line forming the junction between North William street and William street; thence deflecting to the right through an angle of 107 degrees 47 minutes 50 seconds a distance of 21.08 feet; thence deflecting to the right through an angle of 72 degrees 54 minutes 40 seconds a distance of 46.79 feet to the point or place of beginning.

Affirmative—The Acting Mayor, the Acting President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, the Acting President of the Borough of Queens and the President of the Borough of Richmond—13.

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CLOSING AND DISCONTINUING THE PUBLIC PARK BOUNDED BY WEST 165TH STREET, RIVERSIDE DRIVE, WEST 161ST STREET AND THE RIGHT OF WAY OF THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, BOROUGH OF MANHATTAN.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed change, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to discontinue the Public Park bounded by West 161st street, the right of way of the New York Central and Hudson River Railroad, West 165th street and Riverside drive, in the Borough of Manhattan, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now, therefore, be it

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 to change the map or plan of The City of New York by discontinuing the Public Park bounded by West 161st street, the right of way of the New York Central and Hudson River Railroad, West 165th street and Riverside drive, in the Borough of Manhattan, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough, and dated February 5, 1912.

Affirmative—The Acting Mayor, the Acting President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, the Acting President of the Borough of Queens and the President of the Borough of Richmond—13.

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CHANGING THE LINES AND GRADES OF THE STREET SYSTEM WITHIN THE TERRITORY BOUNDED BY FARRAGUT ROAD, FLATBUSH AVENUE, NOSTRAND AVENUE, AVENUE H AND EAST 26TH STREET, BOROUGH OF BROOKLYN.

The Secretary presented affidavits of publication showing that the matter had been duly advertised.

On motion of the President of the Borough of Brooklyn, the hearing was adjourned for three weeks (June 6, 1912).

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CHANGING THE GRADE OF WEST 16TH STREET, FROM NEPTUNE AVENUE TO CANAL AVENUE SOUTH, AND THE GRADE OF CANAL AVENUE SOUTH, FROM WEST 15TH STREET TO WEST 17TH STREET, BOROUGH OF BROOKLYN.

The Secretary presented affidavits of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed change, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to change the grades of West 16th street, between Canal Avenue South and Neptune avenue, and of Canal Avenue South, between West 15th street and West 17th street, in the Borough of Brooklyn, City of New York, and appointing a hearing at a meeting of this Board, to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD and in the corporation newspapers for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavits of the Supervisor of the City Record and the publishers of the corporation newspapers, that the aforesaid resolutions and

notice have been published in the CITY RECORD and in the corporation newspapers for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now, therefore, be it

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 to change the map or plan of The City of New York by changing the grades of West 16th street, between Canal Avenue South and Neptune Avenue, and of Canal Avenue South, between West 15th street and West 17th street, in the Borough of Brooklyn, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the Commissioner of Public Works of the Borough, and dated March 12, 1912.

Affirmative—The Acting Mayor, the Acting President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, the Acting President of the Borough of Queens and the President of the Borough of Richmond—13.

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CHANGING THE GRADE OF EAST 178TH STREET, FROM BURNSIDE AVENUE TO WEBSTER AVENUE, BOROUGH OF THE BRONX.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed change the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to change the grade of East 178th street, between Burnside avenue and Webster avenue, in the Borough of The Bronx, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now, therefore, be it

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 to change the map or plan of The City of New York by changing the grade of East 178th Street, between Burnside avenue and Webster avenue, in the Borough of The Bronx, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the Acting President of the Borough, and dated July 31, 1911.

Affirmative—The Acting Mayor, the Acting President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, the Acting President of the Borough of Queens and the President of the Borough of Richmond—13.

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CHANGING THE LINES OF THE STREET SYSTEM IN THE TERRITORY BOUNDED BY SPUYTEN DUYVIL ROAD, WEST 231ST STREET, TIBBETT AVENUE AND WEST 230TH STREET, AND IN THE TERRITORY BOUNDED BY WEST 238TH STREET, WALDO AVENUE AND SPUYTEN DUYVIL ROAD, BOROUGH OF THE BRONX.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed change the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to change the lines of the street system bounded by West 230th street, Spuyten Duyvil road, West 231st street and Tibbett avenue; and of the street system bounded by West 238th street, Waldo avenue and Spuyten Duyvil road, in the Borough of The Bronx, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now, therefore, be it

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 to change the map or plan of The City of New York by changing the lines of the street system bounded by West 230th street, Spuyten Duyvil road, West 231st street and Tibbett avenue; and of the street system bounded by West 238th street, Waldo avenue and Spuyten Duyvil road, in the Borough of The Bronx, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough, and dated February 7, 1912.

Affirmative—The Acting Mayor, the Acting President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, the Acting President of the Borough of Queens and the President of the Borough of Richmond—13.

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CLOSING AND DISCONTINUING EAST 222D STREET, BETWEEN WEBSTER AVENUE AND A LINE ABOUT 75 FEET WEST OF CHAPIN AVENUE; CHANGING THE GRADE OF EAST 222D STREET FROM A LINE ABOUT 75 FEET WEST OF CHAPIN AVENUE TO WHITE PLAINS ROAD; CHANGING THE GRADE OF CHAPIN AVENUE FROM EAST 220TH STREET TO EAST 224TH STREET, AND CHANGING THE GRADE OF CARPENTER AVENUE FROM EAST 221ST STREET TO EAST 223D STREET, BOROUGH OF THE BRONX.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

The following report of the Chief Engineer was presented:

Report No. 11027. April 30, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment held on April 18, 1912, a resolution was adopted, at the request of the President of the Borough of The Bronx, fixing May 16 as the date for a public hearing in the matter of a change in the City map providing for:

Closing and discontinuing East 222d street, between Webster avenue and a line about 75 feet west of Chapin avenue;

Changing the grade of East 222d street, between White Plains road and a point about 75 feet west of Chapin avenue;

Changing the grade of Chapin avenue, between East 220th street and East 224th street;

Changing the grade of Carpenter avenue, between East 221st street and East 223d street.

East 222d street as heretofore laid out has been given a westerly terminal at Webster avenue, the plan including provision for a bridge to carry the street over the Bronx River and the tracks of the New York and Harlem Railroad located in the block between Webster avenue and Chapin avenue.

A proceeding for acquiring title to the section east of the Bronx River was authorized on May 15, 1901, and title to it was vested in the City on February 8, 1907, in order to prevent the continued erection of buildings upon land within the street lines. I am now informally advised that under a decision which has been handed down by the Supreme Court the Commissioners have been directed to award the owners of property in the section west of the Bronx River a substantial allowance as representing damage sustained by reason of the grades which have here been fixed and which it is held have been established in order to permit of its use for bridge purposes.

An examination of the map shows that crossings over the Bronx River and the railroad have been provided at Gun Hill road and at East 233d street, these forming approximately the northerly and southerly boundaries of the Woodlawn Cemetery, and that the provision of another bridge along the line of East 222d street would be of but little advantage to this district. Under the plan now presented by the Borough President it is proposed to discontinue that portion of East 222d street between Webster avenue and the Bronx River, and to adjust the grade in the section between the river and Bronx boulevard in such a way as to make it conform approximately with existing conditions, this involving the lowering of the elevation at the intersection with Chapin avenue about 17 feet.

The changes proposed in the grade of Chapin avenue are intended to harmonize with the new elevation shown for East 222d street at this intersection.

The remaining grade modifications are either in the nature of adjusting the platform elevations at street intersections, or to provide for drainage.

In my judgment the plan appears to be a proper one, and its approval is recommended. Respectfully, NELSON P. LEWIS, Chief Engineer.

After hearing Mr. L. E. French and Mr. Benjamin Franklin, representing the Old Eighth Street Bridge Association and Williamsbridge and Wakefield Property Owners' Association, and Alderman T. J. Mulligan in opposition to the proposed change, and no one else appearing, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to change the grade of East 222d street, from White Plains road to a point about 75 feet west of Chapin avenue; of Chapin avenue, from East 220th street to East 224th street, and of Carpenter avenue, from East 221st street to East 223d street; and discontinue East 222d street, from Webster avenue to a point about 75 feet west of Chapin avenue, in the Borough of The Bronx, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now, therefore, be it

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 to change the map or plan of The City of New York by changing the grade of East 222d street, from White Plains road to a point about 75 feet west of Chapin avenue; of Chapin avenue, from East 220th street to East 224th street, and of Carpenter avenue, from East 221st street to East 223d street; and discontinuing East 222d street, from Webster avenue to a point about 75 feet west of Chapin avenue, in the Borough of The Bronx, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough, and dated April 15, 1912.

Affirmative—The Acting Mayor, the Comptroller, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, the Acting President of the Borough of Queens, and the President of the Borough of Richmond—13.

Negative—The Acting President of the Board of Aldermen—3.

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CHANGING THE ANGLES ON THE WESTERLY SIDE OF JUNIPER AVENUE, BETWEEN METROPOLITAN AVENUE AND WAYLAND AVENUE, BOROUGH OF QUEENS.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed change, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to alter the angles along the westerly side of Juniper avenue, between Wayland avenue and Metropolitan avenue, 2d Ward, in the Borough of Queens, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now therefore be it

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 to change the map or plan of The City of New York by altering the angles along the westerly side of Juniper avenue, between Wayland avenue and Metropolitan avenue, 2d Ward, in the Borough of Queens, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough and dated October 23, 1911.

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

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CHANGING THE GRADE OF THE STREET SYSTEM WITHIN THE TERRITORY BOUNDED BY DITMARS AVENUE, STEINWAY AVENUE, WINTHROP AVENUE AND PURDY STREET, BOROUGH OF QUEENS.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed change, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to change the grades of the street system bounded by Ditmars avenue, Steinway avenue, Winthrop avenue and Purdy street, 1st Ward, in the Borough of Queens, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now therefore be it

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 to change the map or plan of The City of New York by changing the grades of the street system bounded by Ditmars avenue, Steinway avenue, Winthrop avenue and Purdy street, 1st Ward, in the Borough of Queens, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated June 13, 1911.

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

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY LAYING OUT KEW GARDENS ROAD, BETWEEN QUEENS BOULEVARD AND IRIS PLACE, BOROUGH OF QUEENS.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed change, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to lay out the lines and grades of Kew Gardens road, from Union turnpike to Iris place, in the Borough of Queens, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now therefore be it

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 to change the map or plan of The City of New York by laying out the lines and grades of Kew Gardens road, from Union turnpike to Iris place, in the Borough of Queens, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough and dated February 2, 1912.

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

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CHANGING THE LINES AND GRADES OF THE STREET SYSTEM FOR THE TERRITORY BOUNDED BY MYRTLE AVENUE, GREENWOOD AVENUE, EMERSON STREET AND ITS PROLONGATION, OXFORD AVENUE, FERRISS PLACE, FREEDOM AVENUE AND ASHLAND STREET; AND ALSO ADJUSTING THE BOUNDARY OF FOREST PARK THROUGH THAT PORTION OF ITS LENGTH BETWEEN MYRTLE AVENUE AND FREEDOM AVENUE, BOROUGH OF QUEENS.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

After hearing Mr. Alrick H. Mann in favor of the proposed change and Mr. E. W. Murphy in opposition thereto, and no one else appearing, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to change the lines and grades of the street system bounded by Myrtle avenue, Greenwood avenue, Emerson street and its prolongation, Oxford avenue, Ferriss place, Freedom avenue and Ashland street, and also adjust the southerly boundary line of Forest Park, between Myrtle avenue and Freedom avenue, 4th Ward, in the Borough of Queens, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now, therefore, be it

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 to change the map or plan of The City of New York by changing the lines and grades of the street system bounded by Myrtle avenue, Greenwood avenue, Emerson street and its prolongation, Oxford avenue, Ferriss place, Freedom avenue and Ashland street, and also adjusting the southerly boundary line of Forest Park between Myrtle avenue and Freedom avenue, 4th Ward, in the Borough of Queens, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough, and dated February 28, 1912.

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

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY CLOSING AND DISCONTINUING HANNAH STREET, FROM BAY STREET TO THE RIGHT OF WAY OF THE STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY, AND MINTHORNE STREET, FROM HANNAH STREET TO ARRIETTA STREET; AND CHANGING THE GRADE OF ARRIETTA STREET FROM THE STATEN ISLAND RAPID TRANSIT RAILWAY TO THE UNNAMED STREET WESTERLY THEREFROM, BOROUGH OF RICHMOND.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed change, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to change the grades of Arrietta street between the unnamed street (extension of Stuyvesant place) and the right of way of the Staten Island Rapid Transit Railway Company; close and discontinue Minthorne street from the southerly line of Arrietta street to the northerly line of Cotton street, and from the southerly line of Cotton street to the northerly line of Hannah street; and close and discontinue Hannah street from the easterly line of Bay street to the right of way of the Staten Island Rapid Transit Railway Company, in the Borough of Richmond, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now, therefore, be it

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 to change the map or plan of The City of New York by changing the grades of Arrietta street between the unnamed street (extension of Stuyvesant place) and the right of way of the Staten Island Rapid Transit Railway Company; by closing and discontinuing Minthorne street from the southerly line of Arrietta street to the northerly line of Cotton street, and from the southerly line of Cotton street to the northerly line of Hannah street; and by closing and discontinuing Hannah street from the easterly line of Bay street to the right of way of the Staten Island Rapid Transit Railway Company, in the Borough of Richmond, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the Acting President of the Borough, and dated August 29, 1911.

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

The Secretary was then directed to call the attention of the Commissioners of the Sinking Fund to the terms suggested for closing Minthorne street and Hannah street. (See minutes of meeting held February 8, 1912.)

PUBLIC HEARING IN THE MATTER OF CHANGING THE MAP OR PLAN OF THE CITY OF NEW YORK BY LAYING OUT WANDEL AVENUE, FROM BELLEVUE TERRACE TO VANDUZER STREET, BOROUGH OF RICHMOND.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed change, the hearing was closed.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 18th day of April, 1912, resolutions were adopted proposing to change the map or plan of The City of New York so as to lay out the lines and grades of Wandel avenue, between Bellevue terrace and Vanduzer street, 2d Ward, in the Borough of Richmond, City of New York, and appointing a hearing at a meeting of this Board to be held on the 16th day of May, 1912, at 10.30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 16th day of May, 1912; and

Whereas, At the aforesaid time and place, a public hearing was given to all persons interested in such proposed change who appeared, and such proposed change was duly considered by this Board; now, therefore, be it

Resolved, That the Board of Estimate and Appportionment 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 to change the map or plan of The City of New York by laying out the lines and grades of Wandel avenue, between Bellevue terrace and Vanduzer street, 2d Ward, in the Borough of Richmond, City of New York, does hereby favor the same so as to make the aforesaid change in accordance with a map or plan bearing the signature of the President of the Borough, and dated March 4, 1912.

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

The Secretary was then directed to call the attention of the President of the Borough of Richmond to the desirability of decreasing the gradient at the westerly end of the street.

PUBLIC HEARING ON THE PROPOSED AREA OF ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO EAST 18TH STREET, FROM AVENUE Z TO VOORHIES AVENUE, BOROUGH OF BROOKLYN.

The Secretary presented affidavits of publication showing that the matter had been duly advertised.

On motion of the President of the Borough of Brooklyn the hearing was adjourned for three weeks (June 6, 1912).

PUBLIC HEARING ON THE PROPOSED AREA OF ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO HEMLOCK STREET, FROM LIBERTY AVENUE TO GLENMORE AVENUE, AND FROM SUTTER AVENUE TO COZINE AVENUE, BOROUGH OF BROOKLYN.

The Secretary presented affidavits of publication showing that the matter had been duly advertised.

No one appearing in favor of, or in opposition to the proposed area of assessment, the hearing was closed.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Hemlock street, from Liberty avenue to Glenmore avenue, and from Sutter avenue to Cozine avenue, in the Borough of Brooklyn, City of New York, should be acquired by The City of New York.

Resolved, That the title to be so acquired is hereby determined to be a title in fee in such premises.

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public for the same purpose, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Hemlock street, from Liberty avenue to Glenmore avenue, and from Sutter avenue to Cozine avenue, in the Borough of Brooklyn, City of New York, upon the receipt by him of a rule map, damage map and profile, certified as having been approved by this Board.

Resolved, That no portion of the cost and expense of said proceedings, incurred by reason of the provisions of title 4 chapter 17 of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the expense of the Bureau of Street Openings, the cost and expense incurred by the President of the Borough of Brooklyn, in the preparation of rule, damage, benefit and profile maps, for the use thereof; and of the awards, if any, for damages caused by intended regulation and all other expenses and disbursements authorized by section 997 of said title, as amended, shall be assessed upon the property deemed to be benefited thereby; and

Whereas, It appears from the affidavits of the Supervisor of the City Record and the publishers of the corporation newspapers that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider the proposed areas of assessment as therein described and would give a public hearing thereon upon the 16th day of May, 1912; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed areas of assessment who appeared, and such proposed areas of assessment were duly considered by this Board;

Resolved, That the areas of assessment for benefit in these proceedings be and are hereby fixed and determined to be as follows:

1. Bounded on the north by a line midway between Hill street and Liberty avenue; on the east by a line midway between Hemlock street and Railroad avenue and by the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Glenmore avenue, the said distance being measured at right angles to Glenmore avenue and on the west by

a line midway between Hemlock street and Crescent street and by the prolongation of the said line.

2. Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Sutter avenue, the said distance being measured at right angles to Sutter avenue; on the east by a line midway between Hemlock street and Railroad avenue and by the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Cozine avenue, the said distance being measured at right angles to Cozine avenue, and on the west by a line midway between Hemlock street and Crescent street and by the prolongation of the said line.

Resolved, By the Board of Estimate and Apportionment of The City of New York, in conformity with the provisions of section 994 of the Charter, that the Corporation Counsel be and he hereby is authorized to enter into agreements relative to the acceptance of deeds of cession to land lying within the lines of the street to which these proceedings relate, and comprising one-half or more of the street width, at a date subsequent to that on which the Commissioners of Estimate and Assessment may have been appointed in these proceedings, provided that the title of the grantors be established to his satisfaction and that the sum of one dollar be accepted as an award for the land so ceded, the said agreement being also conditioned upon the release of all of the remaining abutting land owned by the grantor, extending to the centre line of the block and occupying a position approximately at right angles to the land ceded, from any assessment in the proceedings, except its proportionate share of any and all awards that may be made for the taking of buildings acquired, or awards for damages to buildings affected in and by the said proceedings, and its proportionate share of the expenses incurred in said proceedings to the date when the deed is accepted

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

PUBLIC HEARING ON A MODIFIED AREA OF ASSESSMENT IN THE MATTER OF AMENDING THE PROCEEDING FOR ACQUIRING TITLE TO WEST 19TH STREET AND WEST 20TH STREET, FROM AVENUE Z TO SURF AVENUE, EXCLUDING IN EACH CASE THE RIGHT OF WAY OF THE NEW YORK AND CONEY ISLAND RAILROAD, BY LIMITING IT TO THE TWO BLOCKS BETWEEN NEPTUNE AVENUE AND SURF AVENUE, BOROUGH OF BROOKLYN.

The Secretary presented affidavits of publication showing that the matter had been duly advertised.

No one appearing in favor of, or in opposition to the proposed area of assessment, the hearing was closed.

The following resolution was then adopted:

Resolved, By the Board of Estimate and Apportionment of The City of New York, that the proceeding instituted by said Board on February 25, 1910, for acquiring title to West 19th street, from Avenue Z to Surf avenue, excepting the right of way of the New York and Coney Island Railroad; and West 20th street, from Avenue Z to Surf avenue, excepting the right of way of the New York and Coney Island Railroad, in the Borough of Brooklyn, City of New York, be and the same is hereby amended so as to relate to West 19th street, from Neptune avenue to Surf avenue; and West 20th street, from Neptune avenue to Surf avenue excepting in each case the right of way of the New York and Coney Island Railroad.

Resolved, That the Corporation Counsel be and he hereby is requested to take the necessary steps to have this amendment carried into effect; and

Whereas, Due notice has been given in the CITY RECORD and the corporation newspapers that the Board would consider a proposed modified area of assessment for the aforesaid proceeding as amended; and

Whereas, On the 16th day of May, 1912, a public hearing was given to all persons interested in such proposed area of assessment who appeared, and such proposed area of assessment was duly considered by this Board;

Resolved, That the area of assessment for benefit in this amended proceeding be and is hereby fixed and determined to be as follows:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Neptune avenue, the said distance being measured at right angles to Neptune avenue; on the east by a line midway between West 17th street and West 19th street and by the prolongation of the said line; on the south by a line always distant 100 feet southerly from and parallel with the southerly line of Surf avenue, the said distance being measured at right angles to Surf avenue; and on the west by a line midway between West 20th street and West 21st street and by the prolongation of the said line.

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

PUBLIC HEARING ON THE PROPOSED AREA OF ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO EASTCHESTER ROAD, FROM WILLIAMSBRIDGE ROAD TO LACONIA AVENUE; TO SEYMOUR AVENUE, FROM EASTCHESTER ROAD TO HICKS STREET; AND TO SACKET AVENUE, FROM THE PROLONGATION OF THE EASTERLY LINE OF NEWPORT AVENUE TO EASTCHESTER ROAD, BOROUGH OF THE BRONX.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

After hearing Mr. L. Napoleon Levy in opposition to the proposed area of assessment, and no one else appearing, the hearing was closed.

On motion of the President of the Borough of The Bronx the matter was referred back to the Chief Engineer for report on an amended area of assessment.

PUPLIC HEARING ON THE PROPOSED AREA OF ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO WILSON AVENUE, FROM NEIL AVENUE TO NEEDHAM AVENUE; TO HICKS STREET, FROM EAST 215TH STREET TO WILSON AVENUE; AND TO EAST 215TH STREET, FROM HICKS STREET TO WILSON AVENUE, BOROUGH OF THE BRONX.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Wilson avenue, from Neil avenue to Needham avenue; Hicks street, from East 215th street to Wilson Avenue; and East 215th street, from Hicks street to Wilson avenue, in the Borough of The Bronx, City of New York, should be acquired by The City of New York.

Resolved, That the title to be so acquired is hereby determined to be a title in fee in such premises.

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public for the same purpose, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Wilson Avenue, from Neil avenue to Needham avenue; Hicks street, from East 215th street to Wilson avenue; and East 215th street, from Hicks street to Wilson avenue, in the Borough of The Bronx, City of New York, upon the receipt by him of a rule map, damage map and profile, certified as having been approved by this Board.

Resolved, That no portion of the cost and expense of said proceedings, incurred by reason of the provisions of title 4, chapter 17, of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the expense of the Bureau of Street Openings, the cost and expense incurred by the President of the Borough of The Bronx, in the preparation of rule, damage, benefit and profile maps, for the use thereof; and of the awards, if any, for damages caused by intended regulation and all other expenses and disbursements authorized by section 997 of said title, as amended, shall be assessed upon the property deemed to be benefited thereby; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 16th day of May, 1912; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed area of assessment who appeared, and such proposed area of assessment was duly considered by this Board;

Resolved, That the area of assessment for benefit in these proceedings be and is hereby fixed and determined to be as follows:

Beginning at a point on the southeasterly line of Boston road where it is intersected by a line midway between Wilson avenue and Fish avenue, and running thence southeasterly along the said line midway between Wilson avenue and Fish avenue to the intersection with a line distant 100 feet northwesterly from and parallel with the northwesterly line of Givan avenue, the said distance being measured at right angles to Givan avenue; thence northeastwardly along the said line parallel with Givan avenue to the intersection with a line midway between Seymour avenue and Fenton avenue; thence southeastwardly along the said line midway between Seymour avenue and Fenton avenue to the intersection with the prolongation of a line midway between Seymour avenue and Morgan avenue; thence southwardly along the said line midway between Seymour avenue and Morgan avenue and along the prolongations of the said line to the intersection with the centre line of Bronx and Pelham parkway; thence westwardly along the centre line of Bronx and Pelham parkway to the intersection with the prolongation of a line distant 100 feet westerly from and parallel with the westerly line of Seymour avenue as this street is laid out south of Bronx and Pelham parkway, the said distance being measured at right angles to Seymour avenue; thence generally southwardly and always distant 100 feet westerly from and parallel with the westerly line of Seymour avenue and the prolongation thereof to the intersection with a line distant 350 feet southeasterly from and parallel with the southeasterly line of Neil avenue as this street is laid out between Newport avenue and Elberon avenue, the said distance being measured at right angles to Neil avenue; thence southwestwardly and always distant 350 feet southeasterly from and parallel with the southeasterly line of Neil avenue and the prolongations thereof to the intersection with a line midway between Tenbroeck avenue and Narragansett avenue; thence generally northwestwardly and always midway between Tenbroeck avenue and Narragansett avenue and the prolongations thereof to the intersection with the centre line of Bronx and Pelham parkway; thence westwardly along the centre line of Bronx and Pelham parkway to the intersection with the prolongation of a line midway between Tenbroeck avenue and Pearsall avenue; thence northwardly along the said line midway between Tenbroeck avenue and Pearsall avenue and along the prolongations of the said line to the intersection with the prolongation of a line distant 100 feet northwesterly from and parallel with the northwesterly line of Givan avenue, the said distance being measured at right angles to Givan avenue; thence northeastwardly along the said line parallel with Givan avenue and along the prolongation of the said line to the intersection with a line midway between Bouck avenue and Wilson avenue; thence northwestwardly along the said line midway between Bouck avenue and Wilson avenue to the intersection with the southeasterly line of Boston road; thence northwestwardly in a straight line to a point on the northwesterly line of Boston road where it is intersected by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Wilson avenue as this street is laid out where it adjoins Boston road on the north, the said distance being measured at right angles to Wilson avenue; thence northwestwardly along the said line parallel with Wilson avenue to the intersection with the southerly line of East 214th street; thence northwestwardly in a straight line to a point on the northerly line of East 214th street where it is intersected by a line distant 100 feet southwesterly from and parallel with the southwesterly line of Wilson avenue, as this street is laid out between East 214th street and East 215th street, the said distance being measured at right angles to Wilson avenue; thence northwestwardly along the said line parallel with Wilson avenue to the intersection with a line midway between East 214th street and East 215th street; thence westwardly along the said line midway between East 214th street and East 215th street to the intersection with a line at right angles to East 215th street and passing through a point on its southerly side where it is intersected by the prolongation of a line distant 100 feet northwesterly from and parallel with the northwesterly line of Hicks street, the said distance being measured at right angles to Hicks street; thence northwardly along the said line at right angles to East 215th street to the intersection with the southerly line of East 215th street; thence northeastwardly along the prolongation of the said line parallel with Hicks street to the intersection with a line distant 100 feet southwesterly from and parallel with the southwesterly line of Wilson avenue, as this street is laid out between Hicks street and Needham avenue, the said distance being measured at right angles to Wilson avenue; thence northwestwardly along the said line parallel with Wilson avenue and along the prolongation of the said line to the intersection with the prolongation of a line midway between Oakley street and Needham avenue; thence northeastwardly along the said line midway between Oakley street and Needham avenue and along the prolongation of the said line to the intersection with the prolongation of a line midway between Wilson avenue and Fish avenue, as these streets are laid out between Needham avenue and Hicks street; thence southeastwardly along the said line midway between Wilson avenue and Fish avenue and along the prolongations of the said line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the northeasterly line of Wilson avenue and the southwesterly line of Fish avenue as these streets are laid out between Boston road and Hicks street; thence southeastwardly along the said bisecting line to the intersection with a line distant 100 feet northeasterly from and parallel with the northeasterly line of Wilson avenue, as this street is laid out between Boston road and Hicks street, the said distance being measured at right angles to Wilson avenue; thence southeastwardly along the said line parallel with Wilson avenue to the intersection with the northwesterly line of Boston road; thence southeastwardly in a straight line to the point or place of beginning.

Resolved, By the Board of Estimate and Apportionment of The City of New York, in conformity with the provisions of section 994 of the Charter, that the Corporation Counsel be and he hereby is authorized to enter into agreements relative to the acceptance of deeds of cession to land lying within the lines of the streets to which these proceedings relate, and comprising one-half or more of the street width, at a date subsequent to that on which the Commissioners of Estimate and Assessment may have been appointed in these proceedings, provided that the title of the grantors be established to his satisfaction and that the sum of one dollar be accepted as an award for the land so ceded, the said agreement being also conditioned upon the release of all of the remaining abutting land owned by the grantor, extending to the centre line of the block and occupying a position approximately at right angles to the land ceded, from any assessment in the proceedings, except its proportionate share of any and all awards that may be made for the taking of buildings acquired, or awards for damages to buildings affected in and by the said proceedings, and its proportionate share of the expenses incurred in said proceedings to the date when the deed is accepted.

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

PUBLIC HEARING ON THE PROPOSED AREA OF ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO BURKE AVENUE, FROM BOSTON ROAD TO EASTCHESTER ROAD, BOROUGH OF THE BRONX.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Burke avenue, from Boston road to Eastchester road, in the Borough of The Bronx, City of New York, should be acquired by The City of New York.

Resolved, That the title to be so acquired is hereby determined to be a title in fee in such premises.

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary pro-

ceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public for the same purpose, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Burke avenue, from Boston road to Eastchester road, in the Borough of The Bronx, City of New York, upon the receipt by him of a rule map, damage map and profile, certified as having been approved by this Board.

Resolved, That no portion of the cost and expense of said proceedings, incurred by reason of the provisions of title 4, chapter 17 of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the expense of the Bureau of Street Openings, the cost and expense incurred by the President of the Borough of The Bronx in the preparation of rule, damage, benefit and profile maps, for the use thereof, and of the awards, if any, for damages caused by intended regulation and all other expenses and disbursements authorized by section 997 of said title, as amended, shall be assessed upon the property deemed to be benefited thereby; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 16th day of May, 1912; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed area of assessment who appeared, and such proposed area of assessment was duly considered by this Board.

Resolved, That the area of assessment for benefit in these proceedings be and is hereby fixed and determined to be as follows:

Beginning at a point on the easterly line of Laconia avenue where it is intersected by a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Burke avenue and Gun Hill road as these streets are laid out adjoining Yates avenue and running thence eastwardly along the said bisecting line to the intersection with the prolongation of a line distant 100 feet northwesterly from and parallel with the northwesterly line of Givan avenue, the said distance being measured at right angles to Givan avenue; thence northeastwardly along the said line parallel with Givan avenue and along the prolongation of the said line to the intersection with a line midway between Seymour avenue and Fenton avenue; thence southeastwardly along the said line midway between Seymour avenue and Fenton avenue to a point midway between Burke avenue and Givan avenue; thence northeastwardly and always midway between Burke avenue and Givan avenue to the intersection with a line midway between Westervelt avenue and Tieman avenue; thence southeastwardly along the said line midway between Westervelt avenue and Tieman avenue to the intersection of a line midway between Burke avenue and Hammersley avenue; thence southwestwardly along the said line midway between Burke avenue and Hammersley avenue to the intersection with the northwesterly right-of-way line of the New York, Westchester and Boston Railroad; thence southwestwardly along the said right-of-way line to the intersection with the prolongation of a line midway between Adee avenue and Arnow avenue; thence westwardly along the said line midway between Adee avenue and Arnow avenue and along the prolongation of the said line to the intersection with a line midway between Paulding avenue and Hone avenue; thence northwardly along the said line midway between Paulding avenue and Hone avenue to the intersection with a line parallel with Burke avenue and passing through the point of beginning; thence eastwardly along the said line parallel with Burke avenue to the point or place of beginning.

Resolved, by the Board of Estimate and Apportionment of The City of New York, in conformity with the provisions of section 994 of the Charter, That the Corporation Counsel be and he hereby is authorized to enter into agreements relative to the acceptance of deeds of cession to land lying within the lines of the street to which these proceedings relate, and comprising one-half or more of the street width, at a date subsequent to that on which the Commissioners of Estimate and Assessment may have been appointed in these proceedings, provided that the title of the grantors be established to his satisfaction and that the sum of one dollar be accepted as an award for the land so ceded, the said agreement being also conditioned upon the release of all of the remaining abutting land owned by the grantor, extending to the centre line of the block and occupying a position approximately at right angles to the land ceded, from any assessment in the proceedings, except its proportionate share of any and all awards that may be made for the taking of buildings acquired, or awards for damages to buildings affected in and by the said proceedings, and its proportionate share of the expenses incurred in said proceedings to the date when the deed is accepted.

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

PUBLIC HEARING ON THE PROPOSED AREA OF ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO FIRTH AVENUE, FROM GRAND STREET TO METROPOLITAN AVENUE, BOROUGH OF QUEENS.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Firth avenue, from Grand street to Metropolitan avenue, in the Borough of Queens, City of New York, should be acquired by The City of New York.

Resolved, That the title to be so acquired is hereby determined to be a title in fee in such premises.

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public for the same purpose, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Firth avenue, from Grand street to Metropolitan avenue, in the Borough of Queens, City of New York, upon the receipt by him of a rule map, damage map and profile, certified as having been approved by this Board.

Resolved, That no portion of the cost and expense of said proceedings, incurred by reason of the provisions of title 4, chapter 17 of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the expense of the Bureau of Street Openings, the cost and expense incurred by the President of the Borough of Queens in the preparation of rule, damage, benefit and profile maps, for the use thereof, and of the awards, if any, for damages caused by intended regulation and all other expenses and disbursements authorized by section 997 of said title, as amended, shall be assessed upon the property deemed to be benefited thereby; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 16th day of May, 1912; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed area of assessment who appeared, and such proposed area of assessment was duly considered by this Board.

Resolved, That the area of assessment for benefit in these proceedings be and is hereby fixed and determined to be as follows:

Beginning at a point on the prolongation of a line distant 100 feet westerly from and parallel with the westerly line of Bethune place, the said distance being measured at right angles to Bethune place where it is intersected by a line midway between Penelope street and Olga place, and running thence eastwardly along the said line midway between Penelope street and Olga place to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the easterly line of Juniper avenue and the westerly line of Firth avenue as these streets are laid out where they adjoin Olga place; thence northwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the easterly line of Juniper avenue and the westerly line of Firth avenue as these streets are laid out between Jupiter avenue and Irene place; thence northwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the easterly line of Juniper avenue and the westerly line of Firth avenue as these streets are laid out between Jansen avenue and Elinor place; thence northwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the easterly line of Juniper avenue and the westerly line of Firth avenue as these streets are laid out between Caldwell avenue and Beatrice place; thence northwardly along the said bisecting line to the intersection with a line distant 100 feet westerly from and parallel with the westerly line of Firth avenue; the said distance being measured at right angles to Firth avenue; thence northwardly along the said line parallel with Firth avenue and along the prolongation of the said line to the intersection with a line distant 100 feet northerly from and parallel with the northerly line of Grand street, the said distance being measured at right angles to Grand street; thence eastwardly along the said line parallel with Grand street to the intersection with the prolongation of a line midway between Bittman street and Ramsey street; thence southwardly along the said line midway between Bittman street and Ramsey street and along the prolongation of the said line to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of Metropolitan avenue, the said distance being measured at right angles to Metropolitan avenue; thence westwardly along the said line parallel with Metropolitan avenue to the intersection with a line parallel with Bethune place and passing through the point of beginning; thence northwardly along the said line parallel with Bethune place to the point or place of beginning.

Resolved, by the Board of Estimate and Apportionment of The City of New York, in conformity with the provisions of section 994 of the Charter, That the Corporation Counsel be and he hereby is authorized to enter into agreements relative to the acceptance of deeds of cession to land lying within the lines of the street to which these proceedings relate, and comprising one-half or more of the street width, at a date subsequent to that on which the Commissioners of Estimate and Assessment may have been appointed in these proceedings, provided that the title of the grantors be established to his satisfaction and that the sum of one dollar be accepted as an award for the land so ceded, the said agreement being also conditioned upon the release of all of the remaining abutting land owned by the grantor, extending to the centre line of the block and occupying a position approximately at right angles to the land ceded, from any assessment in the proceedings, except its proportionate share of any and all awards that may be made for the taking of buildings acquired, or awards for damages to buildings affected in and by the said proceedings, and its proportionate share of the expenses incurred in said proceedings to the date when the deed is accepted.

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

PUBLIC HEARING ON THE PROPOSED AREA OF ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO WEIL PLACE, FROM FLUSHING AVENUE TO NORTH WASHINGTON PLACE, BOROUGH OF QUEENS.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed area of assessment, the hearing was closed.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Appportionment of The City of New York, in pursuance of the provisions of section 970 of the Greater New York Charter, as amended, deems it for the public interest that the title, for the uses and to the extent thereof as herein mentioned, to the lands and premises required for the opening and extending of Weil place, from Flushing avenue to North Washington place, in the Borough of Queens, City of New York, should be acquired by The City of New York.

Resolved, That the title to be so acquired is hereby determined to be a title in fee in such premises.

Resolved, That the Board of Estimate and Apportionment, deeming it for the public interest so to do, hereby requests the Corporation Counsel to make application to a Special Term of the Supreme Court, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment, and to take the necessary proceedings, in the name of The City of New York, to acquire title as herein determined, wherever the same has not heretofore been acquired, for the use of the public for the same purpose, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Weil place from Flushing avenue to North Washington place, in the Borough of Queens, City of New York, upon the receipt by him of a rule map, damage map and profile, certified as having been approved by this Board.

Resolved, That no portion of the cost and expense of said proceedings, incurred by reason of the provisions of title 4, chapter 17 of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the expense of the Bureau of Street Openings, the cost and expense incurred by the President of the Borough of Queens, in the preparation of rule, damage, benefit and profile maps, for the use thereof; and of the awards, if any, for damages caused by intended regulation and all other expenses and disbursements authorized by section 997 of said title, as amended, shall be assessed upon the property deemed to be benefited thereby; and

Whereas, It appears from the affidavit of the Supervisor of The City Record that due notice was given therein that at the time of the adoption of the resolution directing the institution of proceedings herein to acquire title to the lands required for this improvement that the Board of Estimate and Apportionment would consider a proposed area of assessment as therein described and would give a public hearing thereon upon the 16th day of May, 1912; and

Whereas, At the aforesaid time and place a public hearing was given to all persons interested in such proposed area of assessment who appeared, and such proposed area of assessment was duly considered by this Board;

Resolved, That the area of assessment for benefit in these proceedings be and is hereby fixed and determined to be as follows:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of North Washington place, the said distance being measured at right angles to North Washington place; on the east by a line midway between Weil place and Hallett street, and by the prolongations of the said line; on the south by the centre line of Newtown avenue; and on the west by a line bisecting the angle formed by the intersection of the prolongations of the easterly line of Van Alst avenue and the westerly line of Weil place.

Resolved, by the Board of Estimate and Apportionment of The City of New York, in conformity with the provisions of section 994 of the Charter, That the Corporation Counsel be and he hereby is authorized to enter into agreements relative to the acceptance of deeds of cession to land lying within the lines of the street to which these proceedings relate, and comprising one-half or more of the street width, at a date subsequent to that on which the Commissioners of Estimate and Assessment may have been appointed in these proceedings, provided that the title of the grantors be established to his satisfaction and that the sum of one dollar be accepted as an award for the land so ceded, the said agreement being also conditioned upon the release of all of the remaining abutting land owned by the grantor, extending to the centre line of the block and occupying a position approximately at right angles to the land ceded, from any assessment in the proceedings, except its proportionate share of any and all awards that may be made for the taking of buildings acquired, or awards for damages to buildings affected in and by the said proceedings, and its proportionate share of the expenses incurred in said proceedings to the date when the deed is accepted.

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

PUBLIC HEARING ON THE PROPOSED AREA OF ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO CHAFFEE STREET, FROM SHALER STREET TO CORNELIA STREET; TO DOUBLEDAY STREET, FROM MADISON STREET TO TRAFFIC STREET; TO MCPHERSON STREET, FROM SHALER STREET TO CORNELIA STREET, AND TO SEDGWICK STREET, FROM KOSSUTH PLACE TO CORNELIA STREET, BOROUGH OF QUEENS.

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

On motion of the Acting President of the Borough of Queens the hearing was adjourned for three weeks (June 6, 1912).

PUBLIC HEARING ON THE REMOVAL OF SIDEWALK ENCROACHMENTS ON BEEKMAN STREET, FROM PARK ROW TO NASSAU STREET, BOROUGH OF MANHATTAN.

The Secretary presented affidavit of publication showing that the matter had been advertised.

The following report of the Chief Engineer was presented:

Report No. 11081. May 11, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment, held on May 2, the President of the Borough of Manhattan submitted a resolution providing for the removal of encroachments beyond the building line on Beekman street, from Park row to Nassau street. A public hearing upon this resolution was fixed for May 16, 1912, and it was referred to the Chief Engineer for report.

An examination of this street shows that the conditions are practicaly similar to those which prevailed on streets from which the removal of encroachments has already been authorized. The sidewalk on each side of the street has a total width of approximately 13 feet from the curb to the building line. On the northerly side the most conspicuous encroachment consists of a one-story frame enclosed stairway near Park row, having a length of 20 feet and encroaching 5 feet upon the sidewalk space. On the southerly side from Park row to Theatre alley there is practically a continuous encroachment of from three to four feet, consisting of a fruit stand over an area, a stairway to the basement, a frame storm door and an ornamental entrance with stone columns roofed over at the easterly end of the building. Opposite the entrance to the Temple Court Building there is also an ornamental stone entrance, with columns roofed over, encroaching approximately 3 feet upon the sidewalk space.

These encroachments constitute private use of a public thoroughfare and the removal of the obstructions which has proved so beneficial to the general public in other streets is undoubtedly desirable here, and it is recommended that the ordinance submitted by the President of the Borough of Manhattan be adopted. Respectfully,

NELSON P. LEWIS, Chief Engineer.

No one appearing in favor of or in opposition to the proposed improvement, the hearing was closed.

The following resolution was then adopted:

Resolved, That all ordinances, resolutions, permits or licenses heretofore adopted, issued or granted by The City of New York, or by any Board, body, council or officer thereof, or by any Department, Division, Bureau or officer thereof, permitting, licensing or allowing any stoop, steps, courtyard, area, platform, porch, fence, railing, show-case, bay window, ornamental entrance, storm door, newsstand, flower-stand, or any other projection or encroachment of whatsoever nature or description, either temporary or permanent, on Beekman street, from Park row to Nassau street, in the Borough of Manhattan, between levels ten (10) feet above the curb grade and a sufficient depth below said curb to provide proper support for the street and walk surfaces, and necessary subsurface structures, and all signs which extend more than one (1) foot from the building line, except electric signs, be and they are hereby in all respects repealed, cancelled and revoked; and be it further

Resolved, That the President of the Borough of Manhattan be and he is hereby authorized to remove or cause to be removed all said encroachments or encumbrances in accordance with the foregoing resolution.

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

PUBLIC HEARING, PURSUANT TO CHAPTER 679 OF THE LAWS OF 1911, ON THE APPORTIONMENT OF THE COST AND EXPENSE OF REGULATING AND REPAVING WITH ASPHALTIC CONCRETE (TOPEKA STERLING SPECIFICATION) METROPOLITAN AVENUE, FROM DRY HARBOR ROAD TO FULTON STREET; BROADWAY, FROM MURRAY LANE TO 10TH STREET, BAYSIDE, AND FROM MAIN STREET, DOUGLASTON, TO THE CITY LINE; AND STRONGS CAUSEWAY, FROM CORONA AVENUE TO LAWRENCE STREET; AND REGULATING AND REPAVING WITH IMPROVED GRANITE BLOCK, ASPHALTIC CONCRETE AND WOOD BLOCK CORONA AVENUE, FROM BROADWAY TO STRONGS CAUSEWAY, BOROUGH OF QUEENS.

(At the meeting of the Board on May 2, 1912, a resolution was adopted fixing May 16, 1912, as the date for a public hearing in this matter.)

The Secretary presented affidavit of publication showing that the matter had been duly advertised.

No one appearing in favor of or in opposition to the proposed improvement, the hearing was closed.

The following communication from the President of the Borough of The Bronx was presented:

City of New York, President of the Borough of The Bronx, 3d avenue and 177th street, office of the President, May 8, 1912.

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

Gentlemen—At a meeting of the Board of Estimate and Apportionment on April 18, 1912, the determination of the Board to enforce strictly its own resolutions was reiterated in the matter of No. 9 on the calendar regarding Rule G of the Board. On July 27, 1911, the Board adopted a resolution based upon a report of the Chief Engineer of the Board and the Consulting Engineers of the various boroughs, from which I quote as follows:

> "Resolved, That the Board of Estimate and Apportionment do and it hereby does authorize the President of the Borough of Queens to expend any portion of such sums as have heretofore been authorized for the rebuilding or repairing of the highways hereinunder named; and be it further
>
> "Resolved, That before any future appropriation is requested by the President of the Borough of Queens for the rebuilding or repairing of any highways, such highways shall have been already laid out upon the map of The City of New York, and proceedings shall have been instituted to acquire title to the full width of the highway as mapped; and be it further
>
> "Resolved, That the Board of Estimate and Apportionment, in authorizing the improvement, without assessment, of the highways hereinafter mentioned, does so with the distinct understanding that such improvement is authorized at the present time in order to facilitate traffic and to stimulate the further development of the Borough of Queens, and that such improvement shall not operate to relieve the abutting property owners from the expense of laying one permanent or Class A pavement and for the complete improvement of the said highways when the property shall have been sufficiently developed to justify such improvement."

The resolution also contained the following:

> "That the President of the Borough of Queens proceed forthwith to map all streets herein mentioned which are not already laid out on the map of The City of New York, and that the Secretary of the Board of Estimate and Apportionment is hereby directed to prepare and submit as soon as legal conditions have been met, proper resolutions to institute proceedings for acquiring title to all streets herein mentioned."

At the meeting of the Board of Estimate and Apportionment held on March 21, 1912, a committee consisting of the President of the Borough of Manhattan, the President of the Board of Aldermen, and the President of the Borough of Queens, presented a report in reference to the policy to be adopted by the Board for the maintenance and resurfacing of certain public highways in the Borough of Queens.

This Committee also arrived at the conclusion that it "seems eminently just that the city at large should pay a considerable proportion of the cost of replacing these streets and road surfaces, and that the remainder should be locally assessed."

The Committee is of the opinion that because these highways are so uniformly distributed throughout the Borough of Queens it would be entirely equitable to assess the proportion borne by the locality upon the borough at large, according to assessed valuations, in accordance with the provisions of chapter 679 of the Laws of 1911, which constitutes section 247 of the charter.

The Committee then proceeds to recommend that the Board of Estimate determine that the city at large pay 85 per cent. of the cost of the work, and that the remaining 15 per cent. be assessed upon the Borough of Queens; and it then presents a table which shows the actual resulting distribution of tax upon the several boroughs; according to which the following percentages would have to be borne by the different boroughs:

	Per cent.	
Manhattan	54.4	
Brooklyn	18.7	
The Bronx	5.9	
Richmond	.9	
Queens	5.1	
		85%
Queens local assessment		15%
		100%

It would appear from this table that it was the intention of the Committee to assess the 85 per cent. of the cost and expense of the pavement upon the city at large and collect it with the annual taxes in accordance with chapter 679 of the Laws of 1911. The report, however, did not state specifically that it was intended to do this.

On April 11, 1912, the Board adopted the following resolutions:

> "Resolved, That in pursuance of chapter 679 of the Laws of 1911, the Board of Estimate and Apportionment hereby determines that 85 per cent. of the cost and expense of such improvement shall be borne and paid by The City of New York, and that the remaining 15 per cent. of such cost and expense shall be borne and paid by the Borough of Queens.
>
> "Resolved, That, in pursuance of chapter 679 of the Laws of 1911, the 15 per cent. of such cost and expense to be borne and paid by the Borough of Queens shall be levied and collected with the taxes upon the real property in said borough, becoming due and payable in the year in which such cost and expense shall have been fixed and determined or in the next succeeding year."

These resolutions provide for the apportioning of the cost and for the method of collecting the 15 per cent. of the cost assessed upon the Borough of Queens. No provision, however, has been made to provide for the payment of the 85 per cent. of the cost which the city is to bear. In the absence of any such provision, it is assumed that it will be paid out of the proceeds of the sale of corporate stock in accordance with section 176 of the charter. This method is inconsistent with the policy recently established by the Board, namely, to pay for street pavements out of the proceeds of the sale of ten (10) year bonds. Although there is no express provision in chapter 679 of the Laws of 1911 that the cost of any improvement under the act shall be collected by taxation, instead of paid out of the proceeds of the sale of corporate stock, this is hinted at in several places in the act, and the table presented by the Committee of the Board on March 21, 1912, showing the percentages of the cost to be borne by the different boroughs hints at the same thing.

According to the table of percentages of the cost of the improvement given in the Committee's report, the Borough of Queens actually pays 20.1 per cent. of the cost. It seems to me that it would have been better to have apportioned the cost over the city by boroughs and to have collected the entire assessment with the annual taxes. The apportionment would have been the same as that shown in the Committee's table except that the portion to be borne and paid by the Borough of Queens would have been 20.1 per cent. instead of 15 per cent. This method would also not have increased the city's indebtedness.

The resolution of July 27, 1911, contemplated that the cost of repairing the Queens pavements should be paid out of a maintenance fund which should be appropriated in the annual tax budget, and that they should be maintained until title had been acquired and they had been regulated and graded, after which a pavement should be laid at the expense of the property deemed to be benefited. It was for this reason that the laying out on the map and the initiation of title proceedings for these highways was imposed on the Borough of Queens as a condition before any further appropriations should be requested.

In reference to laying out these highways on the map and acquiring title to them, the Committee reports as follows:

> "It is further understood and agreed by the Queens Borough authorities that special efforts will be made by the Topographical Bureau of the Borough to map those portions of the borough highways which are included in the above limits and which have not already been mapped, and that steps will be taken as fast as mapping is completed to acquire title to such mapped highways."

Particular attention is called to the difference between the requirements in the resolution of July 27, 1911, and the report of the present Committee.

The Borough of Queens at that time agreed to comply with the terms of the resolution. The Committee specifies that it is understood and agreed by the Queens Borough authorities that special efforts will be made to map and acquire title to these highways. It is not clear why the Board of Estimate should release the Borough of Queens from the obligations which were imposed last year, and with which it agreed to comply, and now simply have it understood and agreed that special efforts will be made to do these things. I am informed that proceedings have been initiated to acquire title to only four of these highways.

The present paving and repaving act, as amended by chapter 484 of the Laws of 1912, contemplates that the abutting property shall pay for at least one permanent pavement. The resolution of the Board authorizing the laying of the Queens pavements was passed on April 11, 1912, whereas the amendment to the paving and repaving act was signed by the Governor on April 18, 1912. Should any of these highways be paved with granite blocks, which under the act of 1910 is a permanent pavement, it is almost certain that the abutting property could not be assessed for any future pavement, and the owners of the property would therefore escape with an assessment which would probably be very much less than 15 per cent. of the cost of the pavement, because this 15 per cent. of the cost is not assessed on the abutting property but on the borough at large.

The act under which these proceedings were authorized provides that:

> "No street, or portion thereof, that shall have been paved with a Class A pavement shall be repaved at the expense of the adjoining property owners unless the majority of the owners of the property on the line of the proposed improvement shall petition for such repaving at their expense by assessment."

The only hope that there would be of assessing the cost of any future pavements on the abutting property would be in the event that the property owners would petition for repaving at their expense by assessment, which is improbable.

The act further provides:

> "Whenever a Class A pavement shall be laid to replace a Class B pavement that has been laid at the expense of the property owners, by assessment, there shall be deducted from the cost of such improvement the *cost* of the Class B pavement, and the difference shall be paid by assessment upon the adjoining property and the amount equal to the cost of the said Class B pavement shall be borne and paid by the city."

It will be noted that the act states: "pavement that has been laid at the expense of the property owners by assessment." It does not, however, state that the *entire* expense shall have been borne by the property owners. It further states that from the cost of the Class A pavement there shall be deducted the *cost* of, and not the *amount assessed for*, the Class B pavement. In the case of Queens, if the pavements now laid are classified as Class B pavements, the property owners would pay only 15 per cent. of the cost thereof. It is questionable, therefore, whether they could be required to pay the difference between the cost of future Class A pavements and the amount of the *assessment* which they will pay on the proposed Class B pavements or whether they could be required to pay only the difference between the cost of the Class A and the *cost* of the Class B pavements. The latter is probably the case. The present amendment to the paving act which has been passed by the Legislature clears up this uncertainty, and if the paving of the Queens highways could have been delayed until the amendment was signed by the Mayor and the Governor, this objection would have been removed. It is very doubtful whether the owners of property abutting on streets which will be paved can be required to pay the cost of one permanent pavement, as is contemplated in the present paving and repaving act, and as provided in the resolution adopted by the Board on July 27, 1911. It is also doubtful if chapter 679 of the Laws of 1911 was intended to be applied to such an improvement as that of the paving of the Queens highways.

It would appear from the foregoing that the Board of Estimate and Apportionment has relieved the Borough of Queens from the obligations which were imposed in the resolution which was adopted last year. There is also some doubt as to whether the owners of property fronting on the streets proposed to be repaired and resurfaced can be required to pay for at least one permanent pavement, as contemplated in the repaving act, and also as required by the resolutions adopted last year by the Board.

The portion of the expense of the repair and resurfacing of these highways which the city has decided to bear should be collected with the annual taxes rather than paid out of corporate stock, which would make it a debt against the city. It is not clear and has not been pointed out why the Board of Estimate and Apportionment receded from the position which it took last year. The conditions have not changed except to the extent that the Borough of Queens has not complied with those which were then imposed.

These matters are brought to the attention of the Board so that whatever action is taken by the Board may be after full knowledge of the facts. Yours very truly,

CYRUS C. MILLER, President of the Borough of The Bronx.

On motion of the President of the Borough of The Bronx the matter was laid over for three weks (June 6, 1912).

CHANGE IN THE GRADE OF EAST 34TH STREET, FROM LEXINGTON AVENUE TO A POINT 208.5 FEET EAST OF THE EASTERLY LINE OF LEXINGTON AVENUE, AND OF LEXINGTON AVENUE, FROM EAST 34TH STREET TO A POINT 79 FEET SOUTH OF THE SOUTHERLY LINE OF EAST 34TH STREET, BOROUGH OF MANHATTAN.

The following communication from the Secretary to the President of the Borough of Manhattan and report of the Chief Engineer were presented:

City of New York, Office of the President of the Borough of Manhattan, City Hall, February 7, 1912.

JOSEPH HAAG, Esq., *Secretary, Board of Estimate and Apportionment,* 277 Broadway, New York City:

Dear Sir—By direction of the Borough President I transmit herewith print of map showing change of grade in East 34th street and Lexington avenue to be placed upon the calendar of the Board of Estimate for consideration. Very truly yours,

JULIAN B. BEATY, Secretary to the President.

Report No. 11021. April 30, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary to the President of the Borough of Manhattan, bearing date of February 7, 1912, requesting the approval of a map showing a change in the grade of East 34th street from Lexington avenue to a point 208.5 feet east of the easterly line of Lexington avenue, and of Lexington avenue from East 34th street to a point 79 feet south of the southerly line of East 34th street.

The map submitted with this communication shows that when Lexington avenue and East 34th street were improved a steep transverse grade was used at the intersection, with the effect of leaving the elevation of the southeasterly corner 1.8 feet below that of the northeasterly corner. Under the change now proposed the elevation of the former point is to be raised to that of the latter.

No information is presented by the Secretary as to the occasion for legalizing the change at this time. I am informally advised, however, that the plans which have been prepared for a moving sidewalk in East 34th street between the street surface and the proposed Lexington avenue subway require this change in order to secure sufficient clearance without requiring the moving sidewalk to pass under the subway.

The proposed change will more particularly affect the building at the southeasterly corner of the streets of reference, the entrance to which ranges from about one foot to about three feet below the present grade, access being obtained by steps located wholly within the sidewalk space. If provision were to be made for throwing open the entire sidewalk space to public use it seems probable that the rental value of the lower floor would be substantially depreciated, and that the grade change now proposed would have the effect of still further depreciating this value, but that the latter loss would be largely offset by the increase in value of what is now the second floor of the building. It seems fair to assume, however, that the carrying out of the change would result in making substantial allowance to the owner of this building for the damage which he would sustain thereby.

The Public Service Commission has recently ordered the suspension of work on this portion of the subway, which is not included in the route now contemplated for immediate operation, and the franchise for the moving sidewalk has not yet been granted. Under these conditions it would seem inadvisable to legalize the proposed grade change at this time. I would suggest, however, that a public hearing be given in the matter and that the plan be approved by the Board, with the understanding that his Honor the Mayor would withhold his signature of the resolution until such time as it became evident that the subway work was to be resumed and that the moving sidewalk franchise in East 34th street was to be given.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

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 East 34th street from Lexington avenue to a point 208.50 feet east of the easterly line of Lexington avenue, and of Lexington avenue, from East 34th street to a point 79.0 feet south of the southerly line of East 34th street, in the Borough of Manhattan, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough, and dated February 5, 1912.

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 27th day of June, 1912, 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 27th day of June, 1912.

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

CHANGE IN THE LINES AND GRADES OF THE STREET SYSTEM WITHIN THE TERRITORY BOUNDED APPROXIMATELY BY 5TH AVENUE, 61ST STREET, 9TH AVENUE, 60TH STREET, 10TH AVENUE, 64TH STREET, 7TH AVENUE AND 68TH STREET, BOROUGH OF BROOKLYN.

The following communication from the Acting President of the Borough of Brooklyn and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, December 4, 1911.

Mr. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment:*

Dear Sir—Under date of November 2, 1911, the Board of Estimate and Apportionment granted final authorization for the regulating, grading, etc., of 62d street, from 6th avenue to 7th avenue, and between 8th avenue and Fort Hamilton avenue, and in 66th street, from 5th avenue to 6th avenue.

When our Topographical Bureau prepared the plans and profiles for these improvements it was found necessary to change the grades of the above streets, and I transmit, therefore, for adoption by your Board map showing a change of the lines and grades in the street system heretofore laid out within the territory bounded by 5th avenue, 63d street, 6th avenue, 61st street, 9th avenue, 60th street, 10th avenue, 64th street, 7th avenue, 67th street, 6th avenue and 68th street.

Also copy of report of the Topographical Bureau explaining in detail the necessity for this proposed change. Yours very truly,

L. H. POUNDS, Acting Borough President.

Report No. 10555. April 15, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Acting President of the Borough of Brooklyn, bearing date of December 4, 1911, requesting the approval of a map showing modifications proposed in the plan for the street system within the territory bounded by 5th avenue, 63d street, 6th avenue, 61st street, 9th avenue, 60th street, 10th avenue, 64th street, 7th avenue, 67th street, 6th avenue and 68th street.

Authorization has been given by the Board of Estimate and Apportionment for grading improvements affecting 62d street, from 6th avenue to 7th avenue, and from 8th avenue to Fort Hamilton avenue; and 66th street, from 5th avenue to 6th avenue. It now appears that the grades fixed for 6th avenue were departed from when the street was improved, as was also the case in Fort Hamilton parkway. In order to legalize the conditions existing in these streets, and as required prior to carrying out the surface improvements about to be undertaken, the grade changes shown on the map now presented have been proposed.

Advantage is also taken of the opportunity to make a similar change in the grade of 60th street in the block between 9th avenue and Fort Hamilton parkway, for referencing grades previously established for a number of streets to the datum plane in general use by the Topographical Bureau of the Borough, and to modify the street plan as required to harmonize it with improvements which have been carried out by the Grade Crossing Commission on the line of the Bay Ridge Branch of the Long Island Railroad. The latter changes were made the subject of a report submitted to the Board at its meeting of June 26, 1908, at which time provision was made for amending the proceeding for acquiring title to 63d street by excluding the block between 7th avenue and 8th avenue, which is occupied by a railroad yard. On November 2, 1911, the necessity for discontinuing 64th street in the block between 5th avenue and 6th avenue, owing to a similar use, was recognized, and the proceeding previously authorized for acquiring title to it was discontinued. These changes are shown upon the map now submitted, which also provides for discontinuing 62d street in the block between 7th avenue and 8th avenue as well as 63d street through almost the entire length of the block between 6th avenue and 7th avenue.

The changes required by reason of the railroad occupancy of the territory traversed were shown upon a plan forwarded by the President of the Borough under date of January 10, 1910, action upon which has been deferred for the reason that it contemplated the adjustment of street grades across the right-of-way of the Sea Beach Railroad and for modifying the railroad grades in a manner for which there is no legal authority. The proposed adjustment of street grades at railroad crossings as shown upon the map now presented is indicated as of a tentative character, the railroad right-of-way being excluded from the plan excepting in the case of 8th avenue, where provision for the required crossings has recently been made under an order by the Public Service Commission. The treatment now planned for the Sea Beach Railroad at the other crossings is intended to harmonize it with that already carried out or proposed for the crossings over the tracks of the Long Island Railroad immediately adjoining.

I see no reason why the map should not be adopted and would recommend such action after a public hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the lines and grades of the street system bounded by 5th avenue, 63d street, 6th avenue, 61st street, 9th avenue, 60th street, 10th avenue, 64th street, 7th avenue, 67th street, 6th avenue and 68th street, in the Borough of Brooklyn, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the Commissioner of Public Works of the Borough, and dated December 1, 1911.

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 27th day of June, 1912, 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 27th day of June, 1912.

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

CHANGE IN THE GRADE OF THE STREET SYSTEM WITHIN THE TERRITORY BOUNDED BY EASTERN PARKWAY, EASTERN PARKWAY EXTENSION, LINCOLN PLACE, BARRETT STREET, LINDEN AVENUE, ROCKAWAY PARKWAY AND BUFFALO AVENUE, BOROUGH OF BROOKLYN.

The following communication from the Acting President of the Borough of Brooklyn and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, February 28, 1912.

Mr. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment:*

Dear Sir—Under date of November 2, 1911, the Board of Estimate and Apportionment adopted resolutions changing the lines of Howard avenue, from East New York avenue to Blake avenue, and Tapscott street, from Blake avenue to Clarkson avenue. By this change a readjustment of the street grades is made necessary in this district. For this purpose I transmit a blue-print map showing the change of the grades in the street system heretofore laid out within the territory bounded by Eastern parkway, Howard avenue, Pitkin avenue, Barrett street, Linden avenue, Rockaway parkway and Buffalo avenue.

I also transmit copy of report of the Chief Engineer of the Topographical Bureau in further explanation of this matter, and I would respectfully request that the Board of Estimate place same on an early calendar for favorable consideration.

Yours very truly L. H. POUNDS, Acting Borough President.

Report No. 11064. May 7, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Acting President of the Borough of Brooklyn bearing date of February 28, 1912, requesting the approval of a map showing changes proposed in the grades of the street system within the territory bounded by Eastern parkway, Eastern parkway extension, Lincoln place, Barrett street, Linden avenue, Rockaway parkway and Buffalo avenue.

On November 2, 1911, a map was adopted by the Board of Estimate and Apportionment providing for changing the lines of Howard avenue, from East New York avenue to Blake avenue and of Tapscott street from Blake avenue to Clarkson avenue. The map now submitted shows the adjustment of grades required as a result of these changes in alignment, and at the same time provides for modifying street grades in the adjoining area in such a way as to legalize improvements already carried out and more adequately provide for surface drainage than did the plan heretofore adopted.

Advantage is also taken of the opportunity to reference grades previously established to the datum plane now in general use for the Borough.

The changes are of an unimportant character.

I would recommend that the map be adopted after a public hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

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 the street system bounded by Eastern parkway, Eastern parkway extension, Lincoln place, Barrett street, Linden avenue, Rockaway parkway and Buffalo avenue in the Borough of Brooklyn, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the Commissioner of Public Works of the Borough, and dated February 27, 1912.

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 27th day of June, 1912, 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 27th day of June, 1912.

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

LAYING OUT AND ACQUIRING TITLE TO A "PUBLIC PARK OR PLAYGROUND" AT THE NORTHWESTERLY CORNER OF LAFAYETTE AVENUE AND CLASSON AVENUE, BOROUGH OF BROOKLYN.

The following resolutions of the Local Board of the Prospect Heights District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Prospect Heights District.

Whereas, A petition for a local improvement, To wit: to acquire title to the vacant land at the corner of Lafayette avenue and Classon avenue, for a public park or playground has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Prospect Heights District hereby recommends to the Board of Estimate and Apportionment an alteration in the map or plan of The City of New York by locating and laying out as a public park or playground the land in Block 1937 on the westerly side of Classon avenue and east of Public School, beginning at the northwest corner of Classon avenue and extending northerly along Classon avenue about 220 feet; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Prospect Heights District on the 10th day of July, 1911, Commissioner Pounds and Aldermen Coleman and Callaghan voting in the affirmative, and Aldermen Campbell voting in the negative.

Attest: REUBEN L. HASKELL, Secretary.

Approved on October 2, 1911.

ALFRED E. STEERS, President, Borough of Brooklyn.

In the Local Board of the Prospect Heights District.

Whereas, A petition for a local improvement, To wit: to acquire title to the vacant land at the corner of Lafayette avenue and Classon avenue, for a public park or playground has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved That the Local Board of the Prospect Heights District, hereby initiates proceedings to acquire title for a public park or playground to the land in Block 1937 on the westerly side of Classon avenue and east of Public School, beginning at the northwest corner of Classon avenue and extending northerly along Classon avenue about 220 feet; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Prospect Heights District on the 10th day of July, 1911. Commissioner Pounds and Aldermen Coleman and Callaghan voting in the affirmative and Alderman Campbell voting in the negative.

Attest: REUBEN L. HASKELL, Secretary.

Approved on October 2, 1911.

ALFRED E. STEERS, President, Borough of Brooklyn.

Report No. 10361. April 2, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith are transmitted two resolutions of the Local Board of the Prospect Heights District, Borough of Brooklyn, adopted on July 10, 1911, one of which recommends a change in the City plan by laying out a public park or playground at the northwesterly corner of Lafayette avenue and Classon avenue, while the other initiates proceedings for its acquisition.

The parcel affected by these resolutions has a frontage of 66.83 feet on Lafayette avenue, and of 220 feet on Classon avenue, with a depth of 100 feet through a little more than one-half the length, the interior boundary on the westerly side being made to conform with the easterly boundary of the property on which Public School No. 45 is located. It comprises an area of 18,683 square feet, or a little over 9 1-3 city lots. The property is now occupied by five three-story and basement frame buildings and by a frame church; it is valued on the books of the Department of Taxes and Assessments at $34,600, of which amount $9,870 is credited to buildings.

The resolutions are accompanied by a petition bearing a large number of signatures, in which it is set forth that the vacant lot at the corner of Lafayette avenue and Classon avenue, which is included in the site described by the Local Board, was used for playground purposes a few years ago, and that the children in this congested district are now without playground spaces except in the public streets.

The Local Board appears to have regarded with indifference the question as to whether the area affected by the resolution should be designated as a public park or as a playground. The property, however, does not lend itself to the former treatment and is evidently intended to serve as an annex to the public school playground, which view of the case is further evidenced by the fact that many of the signers of the petition appear to be responsibly connected with the public school system, while others are not property owners in the immediate vicinity of the site.

Treating the matter as one relating to a playground, it will be necessary to apply the provisions of chapter 563 of the Laws of 1911, this requiring that the matter shall be reported upon by the Public Recreation Commission prior to action on the part of the Board of Estimate and Apportionment. I would therefore recommend that the resolution be referred to the Commission of reference for consideration. Respectfully, NELSON P. LEWIS, Chief Engineer.

On motion the matter was referred to the Public Recreation Commission for consideration and report.

CHANGE IN THE PLAN FOR THE STREET SYSTEM WITHIN THE TERRITORY BOUNDED BY TREMONT AVENUE, SEDGWICK AVENUE, BURNSIDE AVENUE AND AQUEDUCT AVENUE, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, and report of the Chief Engineer were presented:

In the Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Van Cortlandt, 25th District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For amending the map of The City of New York by changing the lines of Andrews avenue, from Tremont avenue to Burnside avenue; extending Loring place, from Burnside avenue to Tremont avenue; and laying out a new street sixty (60) feet in width 200 feet westerly of Loring place, from Tremont avenue to Burnside avenue, in accordance with "Map showing a change in the street system heretofore laid out within the territory bounded by Tremont avenue, Sedgwick avenue, Burnside avenue and Aqueduct avenue, dated March 30, 1912," in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Van Cortlandt, 25th District, on the 15th day of April, 1912, Aldermen Hamilton, Wilmot and Weil, and the President of the Borough of The Bronx voting in favor thereof. Negative, none.

Attest: GEO. DONNELLY, Secretary.

Approved and certified this 20th day of April, 1912.

CYRUS C. MILLER, President of the Borough of The Bronx.

Report No. 11063. May 7, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, adopted on April 15, 1912, recommending a change in the plan of the street system for the territory bounded by Tremont avenue, Sedgwick avenue, Burnside avenue and Aqueduct avenue.

This plan provides for changing the position of Andrews avenue as heretofore laid out in the block between Tremont avenue and Burnside avenue in such a way as to give it a location about 200 feet distant from Aqueduct avenue, the width of 60 feet previously established remaining unchanged, and for laying out Loring place and an unnamed street, each to extend from Tremont avenue to Burnside avenue with the effect of subdividing a territory for which no street system has heretofore been adopted.

The changes involve a few slight modifications in the grade heretofore established in Tremont avenue and Burnside avenue, all of which, however, are believed to be largely in the nature of an adjustment of the elevations at street intersections.

The two new streets are each to have a width of 60 feet, with grades ranging up to a maximum of about 6.7 per cent. The map indicates that a two-and-a-half-story dwelling fronting upon Tremont avenue will fall within the lines of the unnamed street and that no buildings are affected by the remaining changes.

As heretofore laid out, Andrews avenue formed a continuous highway, and the effect of the plan now proposed will be to introduce an abrupt break in the alignment at Burnside avenue.

The Local Board resolution is accompanied by a petition which it is stated represents 93 per cent. of the property affected by the plan.

In view of the unimportance of Andrews avenue as a thoroughfare and the otherwise more advantageous position which is to be given it by the new plan, I can see no objection to the treatment now proposed. The positions to be given Loring place and the unnamed street adjoining it on the west appear to be such as to adequately serve the needs of the property affected.

I see no reason why the plan should not be approved and would recommend such action after a public hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the lines and grades of the street system bounded by Tremont avenue, Sedgwick avenue, Burnside avenue and Aqueduct avenue; extending Loring place, from Burnside avenue to Tremont avenue, and laying out an unnamed street between Burnside avenue and Tremont avenue, in the Borough of The Bronx, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated March 30, 1912.

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 27th day of June, 1912, 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 27th day of June, 1912.

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

LAYING OUT ZUNI STREET, FROM RIVERSIDE AVENUE TO FLUSHING RIVER, BOROUGH OF QUEENS.

The following communication from the Commissioner of Public Works of the Borough of Queens, and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Queens, Long Island City, September 9, 1911.

JOSEPH HAAG, Esq., *Secretary of the Board of Estimate and Apportionment:*

Dear Sir—President Gresser directs me to transmit herewith litho-print of a change in the street system heretofore laid out by establishing the lines and grades of Zuni street, from Riverside avenue to the United States pier and bulkhead line of Flushing River.

This map has been compiled by Mr. R. R. Crowell, Engineer in charge of the Topographical Bureau, this Department, pursuant to a suggestion made in the report of Mr. Nelson P. Lewis (No. 9740) to the Board of Estimate and Apportionment, which recommendation of Mr. Lewis was approved by your Board on June 29, 1911. Respectfully,

WALTER H. BUNN, Commissioner of Public Works of the Borough of Queens.

Report No. 10332. April 1, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of Queens, bearing date of September 9, 1911, requesting, on behalf of the Borough President, the approval of a map showing an extension of Zuni street, from Riverside avenue to the pier and bulkhead line of the Flushing River.

Zuni street is shown upon the final map of section 42, which was adopted by the Board on January 12, 1911, as having its easterly terminal at Riverside avenue.

On June 29, 1911, a drainage plan for the adjoining area was adopted, under which it was proposed to outlet the storm water flow from a large area into the Flushing River at the foot of Zuni street. At this time the attention of the Borough President was called to the desirability of making provision for here laying out the street, the required extension having a length of 150 feet. The map now submitted is in accordance with the recommendation then made.

I see no reason why it should not be adopted and would recommend such action after a public hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

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 the lines and grades of Zuni street, from Riverside avenue to the United States pier and bulkhead line of Flushing River, in the 2d Ward, Borough of Queens, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated August 28, 1911.

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 27th day of June, 1912, 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 27th day of June, 1912.

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

CLOSING AND DISCONTINUING WALKER AVENUE AND HOPKINTON AVENUE, FROM FULTON STREET TO RIDGEWOOD AVENUE, BOROUGH OF QUEENS.

The following communication from the Secretary of the Borough of Queens and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Queens, Long Island City, September 22, 1911.

JOSEPH HAAG, Esq., *Secretary of the Board of Estimate and Apportionment:*

Dear Sir—President Gresser directs me to transmit herewith for the approval of the Board of Estimate and Apportionment map showing a change in the street lines heretofore established within the territory bounded by Ridgewood avenue, Vanderveer avenue, Fulton street and Woodhaven avenue, in the 4th Ward, dated New York, September 15, 1911. Respectfully,

JOHN N. BOOTH, Secretary of the Borough of Queens.

Report No. 10333. April 1, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary of the Borough of Queens, bearing date of September 22, 1911, requesting, on behalf of the Borough President, the approval of a change proposed in the street system within the territory bounded by Woodhaven avenue, Ridgewood avenue, Vanderveer avenue and Fulton street, in the 4th Ward.

This change provides for discontinuing Walker avenue and Hopkinton avenue in the block between Fulton street and Ridgewood avenue, the effect of which change will be to create a block having a length of about 760 feet and a depth of about 495 feet. I am informally advised that the entire area affected by the change has been acquired for hospital purposes, and that the plans which are now being carried out contemplate its use without subdivision such as was provided under the plan to be superseded.

The streets to be closed were intended to have a width of 60 feet; neither has a position such as would warrant a belief that it would ever be called upon to serve as an important traffic artery.

I see no reason why the map should not be adopted and would recommend such action after a public hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

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 discontinuing Walker avenue, from Fulton street to Ridgewood avenue; and Hopkinton avenue, from Fulton street to Ridgewood avenue, in the 4th Ward, Borough of Queens, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the Secretary of the Board of Estimate and Apportionment and dated September 15, 1911.

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 27th day of June, 1912, 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 27th day of June, 1912.

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

FINAL MAP OF SECTION 22, BOROUGH OF QUEENS.

The following communication from the Secretary of the Borough of Queens and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Queens, Long Island City, March 4, 1912.

JOSEPH HAAG, Esq., *Secretary of the Board of Estimate and Apportionment:*

Dear Sir—By direction of President Connolly I transmit herewith for the approval of the Board of Estimate and Apportionment a lithoprint of each of the following: Section 8 and section 22 of the final maps of the Borough of Queens.

Respectfully, JOSEPH FLANAGAN, Secretary of the Borough of Queens.

Report No. 10847. April 10, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary of the Borough of Queens, bearing date of March 4, 1912, requesting the approval of section 22 of the final maps of the Borough.

This plan relates to the territory bounded approximately by 42d street, Engine street, Flushing Bay, Lyon avenue, Ditmars avenue, Schurz avenue, Curtis street, Sigel avenue, Dulon street and Mansfield avenue, comprising an area of about 77 acres. The treatment proposed ratifies the one indicated on the tentative plan of the Corona District, which was approved on April 24, 1908, excepting that a few minor modifications in street grade are indicated, and all but one of the streets originally planned between Berrian avenue and the bulkhead line are omitted. The latter change is one which has been repeatedly recommended by this office in order that an unbroken area might be provided in so far as practicable for commercial development.

The lines of Ditmars avenue and of 43d street have already been definitely fixed, and a proceeding is now in progress for acquiring title to them. Bay Shore terrace at the easterly end of and included within the lines of the former street, and Harbor terrace have been to some extent improved, aside from which the area is generally undeveloped.

I see no reason why the map should not be adopted, and would recommend such action after a public hearing. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

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 the lines and grades of the street system within the area designated as Section 22 of the Final Maps, bounded approximately by 42d street, Engine street, Flushing Bay, Lyon avenue, Ditmars avenue Schurz avenue, Curtis street, Sigel avenue, Dulon street and Mansfield avenue, in the Borough of Queens, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough and dated February 20, 1912.

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 27th day of June, 1912, 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 27th day of June, 1912.

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

FINAL MAP OF SECTION 6, BOROUGH OF QUEENS.

The following communication from the Secretary of the Borough of Queens and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Queens, Long Island City, April 4, 1912.

JOSEPH HAAG, Esq., *Secretary of the Board of Estimate and Apportionment:*

Dear Sir—By direction of President Connolly I transmit herewith for the approval of the Board of Estimate and Apportionment "Section 6 of the Final Maps of the Borough of Queens. Dated, March 1, 1912."

In connection with this map the Engineer in Charge of the Topographical Bureau, this department, states: "This map incorporates territory appearing upon the Corona Tentative Map of Street System and Grades, approved by the Board of Estimate and Apportionment April 24, 1908, and upon the Commissioner's Map of Long Island City. The block dimensions in the territory covered by the Commissioner's Map show slight changes, due to difference in standard. A few changes in grade are made in this territory to agree more closely with existing conditions."

Respectfully yours,

JOSEPH FLANAGAN, Secretary of the Borough of Queens.

Report No. 11043. May 4, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary of the Borough of Queens, bearing date of April 4, 1912, requesting, on behalf of the Borough President, the approval of the final map of section 6.

This plan relates to the territory bounded approximately by Ditmars avenue, Purdy street, Wolcott avenue, Theodore street, Bowery Bay, 27th street, Riker avenue, 25th street, Ditmars avenue, 22d street, Astoria avenue and Meagher street, comprising an area of approximately 360 acres. The westerly portion of this area falls within the limits of the 1st Ward and nearly all of the territory here affected, or approximately 170 acres, was laid out on the Long Island City Commissioners' map. A street system for the easterly portion of the area affected, this falling within the limits of the 2d Ward, was shown upon the tentative map of the Corona section adopted on April 24, 1908. Provision is also made for connecting the streets shown on the latter plan with those laid out on the former map of Long Island City, which plan did not establish a street system in the section north of Winthrop avenue, between 19th avenue and the former City line.

In so far as this map relates to the previously mapped section, the only modifications planned appear to be in the nature of an adjustment of block dimensions which is stated to have been occasioned as a result of the adoption of a different standard of measurement, and the inclusion of proposed grade changes in the area bounded by Winthrop avenue, Purdy street, Ditmars avenue and the westerly boundary of the section, which changes are also shown upon another plan concerning which a hearing is about to be given by the Board.

The treatment planned for the easterly portion of the area ratifies that shown on the tentative map excepting that provision has been made for slight modifications in the grade of Berrian avenue, and the streets originally planned to extend from Berrian avenue to Bowery Bay have, with the exception of 12th street, been omitted in accordance with recommendations heretofore made by your Engineer.

All of the streets within the limits of the Long Island City section were originally given widths of 70 feet, while the avenues were in each case made 80 feet wide. The extension of the latter arteries eastwardly is based on the retention of this width excepting only in the case of Ditmars avenue, the extension of which is now to be given a width of 100 feet. The streets in the latter territory, however, are to have a width of 60 feet, excepting 12th street, which is to be an important diagonal street with a width of 100 feet.

Provision is made for laying out a small public park at the junction of 19th street, Winthrop avenue and Wolcott avenue, and another at the junction of Hazen street, Hood street and Ditmars avenue, these parks having areas, respectively, of 0.02 and 0.08 acre.

The former boundary between the 1st and 2d Wards traverses the old Bowery Bay road, which has a very broken alignment. The map provides for incorporating portions of this old road within the lines of Hazen street and Bay place, while through its remaining length the plan contemplates its discontinuance. No information is presented as to whether title to this old street has been established in The City of New York or in the abutting owners, in either of which cases the plan could probably be carried out, although the property subdivisions are such as to indicate that its discontinuance will result in serious damage.

The plan also shows that a portion of the St. Michaels Cemetery is to be included within the lines of the old Astoria and Flushing turnpike, now to be known as Astoria avenue, in order to provide for giving the old street a width of 80 feet.

The plan, in my judgment, is a proper one, and its approval is recommended after a public hearing, but with the suggestion that the attention of the Borough President be called to the desirability of modifying it in such a way as to provide for the retention of the old Bowery Bay road and any other existing highway which is not to be retained on the map, and for excluding cemetery lands from the street system, unless the way is clear for closing the former and the consent of the cemetery trustees to the latter plan is obtained. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

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 the lines and grades of the street system within the area designated as Section 6 of the Final Maps, bounded approximately by Ditmars avenue, Purdy street, Wolcott avenue, Theodore street, Bowery bay, 27th street, Riker avenue, 25th street, Ditmars avenue, 22d street, Astoria avenue and Meagher street in the Borough of Queens, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough, and dated March 1, 1912.

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 27th day of June, 1912, 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 27th day of June, 1912.

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

TENTATIVE PLAN SHOWING A STREET SYSTEM FOR THE TERRITORY BOUNDED BY THE ATLANTIC OCEAN, SEASIDE PARK, JAMAICA BAY, NORTON BASIN, FAR ROCKAWAY BOULEVARD AND BEACH 32D STREET, 5TH WARD, BOROUGH OF QUEENS.

The following communication from the Secretary of the Borough of Queens and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Queens, Long Island City, April 15, 1912.

JOSEPH HAAG, Esq., *Secretary of the Board of Estimate and Apportionment:*

Dear Sir—By direction of President Connolly I transmit herewith for the approval of the Board of Estimate and Apportionment "Tentative Map showing proposed street system of the territory bounded by Jamaica bay, Norton basin, Far Rockaway boulevard, Beach 32d street, Atlantic Ocean and Seaside Park. Dated, New York, April 9, 1912."

In connection with this map the Engineer in Charge of the Topographical Bureau, this Department, states: "This map is commonly called 'The Rockaway Beach Tentative Map,' and incorporates the territory covered by the Final Map of Rockaway Park, adopted by the Board of Estimate and Apportionment on May 18, 1911. The only contemplated changes from the Rockaway Park map are the widening of the Rockaway Beach boulevard and the extension of Cronston avenue to connect with Beach Channel drive.

"I also transmit for the information of the Chief Engineer of the Board of Estimate and Apportionment profile of the Rockaway Beach Division and the Far Rockaway Branch of the Long Island Railroad. This profile has been prepared after conference with the engineers of the Long Island Railroad and conforms closely to their plan." The profile mentioned above is also forwarded herewith.

Yours respectfully,

JOSEPH FLANAGAN, Secretary of the Borough of Queens.

Report No. 11047. May 6, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary of the Borough of Queens, bearing date of April 15, 1912, requesting, on behalf of the Borough President, the approval of a tentative map showing a street system for the territory bounded by the Atlantic Ocean, Seaside Park, Jamaica Bay, Norton Basin, Far

Rockaway boulevard and Beach 32d street, in the 5th Ward, comprising all that portion of the Rockaway peninsula between Far Rockaway and the Seaside Park at Neponsit, with an area of about 2,500 acres.

On May 18, 1911, a final map was adopted for the Rockaway Park section, this comprising an area of about 153 acres, and final maps have since been adopted definitely fixing the position of Neponsit avenue, and of Adirondack boulevard and Newport avenue, through a portion of their length. With these exceptions, none of the streets shown upon this plan has yet been incorporated upon the City map.

The only through artery for longitudinal traffic now available is known through various portions of its length as Atlantic avenue, Arverne boulevard, Rockaway boulevard and Washington avenue, this having an irregular width ranging from about 50 feet to 100 feet, with a length of about 5.5 miles. The plan makes provision for the retention of this street and for the incorporation of that portion of it between the present railroad crossing and Beach 35th street (Grandview avenue), within the lines of Far Rockaway boulevard, which is to have a width of 75 feet, and of the remaining length in what is to be known as the Rockaway Beach boulevard, which is to be extended eastwardly in a position adjoining the railroad right of way to Beach 35th street, where it crosses the railroad and merges with the Far Rockaway boulevard.

The new Rockaway Beach boulevard as shown upon this plan is to have a width of 75 feet between Beach 32d street (Rochester avenue) and the railroad crossing at Beach 35th street, a width ranging from 65 feet to 75 feet, from the latter point to Beach 54th street, where it decreases to 60 feet, which width is retained to Beach 67th street (Vernam avenue); in the narrower sections provision is made for relieving the congestion which would otherwise result by reason of the narrow width, by laying out Larkin street with a width of 60 feet, in such a position as to here subdivide the traffic. From Beach 67th street westwardly to Beach 120th street (9th avenue) the new street is to be 70 feet wide, this treatment including a widening in the section between Beach 110th street and Beach 120th street, which was recommended when the Rockaway Park map was adopted. From Beach 120th street to Beach 125th street (Monmouth avenue) the street will be 90 feet wide, from which point westwardly to Seaside Park, near Beach 149th street, the Boulevard is to be 100 feet wide, the treatment in the two latter sections ratifying that heretofore recognized by the property owners. The Boulevard, between Beach 67th street and Beach 120th street, has been largely improved at a width of about 50 feet, and the widening now proposed will seriously damage buildings valued on the books of the Department of Taxes and Assessments at about $440,000. If the street is to continue to serve as an artery for business and pleasure, the widening now contemplated is essential and can only be criticised on the ground that the width suggested is the minimum that could be reasonably considered. The lesser width proposed in the sections east of Beach 67th street has been determined upon owing to the excessive building damage which would otherwise be here involved and is deemed justifiable partly by reason of the relief which will be afforded by Larkin street, as already noted, and partly because of the practicability of either omitting or narrowing the sidewalk on the northerly side of the street where it adjoins the railroad right of way.

The Far Rockaway boulevard is intended to serve as an outlet for the territory on the northerly side of the railroad, including the needs of water-front commerce, its lines merging at Hammels with those of the Beach Channel drive, which closely adjoins Jamaica Bay, and extends westwardly to the Seaside Park.

The plan for the development of the Jamaica Bay water-front which has been prepared by the Commissioner of Docks and approved by the Commissioners of the Sinking Fund, contemplates the reservation of a strip back of the bulkhead line having a width of 100 feet, to extend from Seaside Park to Norton Basin, the only exceptions to this treatment being at the Barbadoes Basin and Conch Basin, the marginal wharf being wholly excluded at the former, while at the latter provision has been made for giving it a width of 250 feet along a portion of the frontage on the westerly side. This treatment of the water-front has been respected on the street plan now proposed, excepting in so far as it relates to Barbadoes Basin, where an alteration is suggested in the position of the bulkhead line, and an existing basin immediately adjoining the Barbadoes Basin on the east is shown as to be retained. It is understood that the latter waterway has already been developed to some extent and that its discontinuance is impracticable. The exterior street now planned by the Borough President immediately adjoins the marginal street excepting in the Rockaway Park and Hammels sections, and in the vicinity of Conch Basin, at all of which locations provision is now to be made for leaving a substantial area between the bulkhead line and the public street to permit of adequate use of the facilities which are ultimately to be provided for the development of water-front commerce. It might also be noted that the plan of the Dock Commissioner contemplated the inclusion of one block of the Far Rockaway boulevard within the lines of the marginal street. The proposed exclusion of this important highway from the street system has not been recognized by the Borough President, and it might fairly be assumed that the water-front plan will be amended in this particular.

The map of Rockaway Park provided for laying out a public highway 80 feet wide closely adjoining the high-water mark on the ocean side, and included the intervening area in the park system. This treatment has been extended through the entire section affected by the plan now under consideration with the effect of adding about 16 acres to the park area. No information has yet been presented as to the character of the improvement which will be carried out in this street. It seems to have been generally understood, however, that it will at least include provision for a pedestrian promenade to take the form of either a board-walk or a more substantial structure, possibly following the general lines which have been so successfully developed at Atlantic City. It seems reasonable to assume that the improvement when carried out must be of such a character as to render substantial benefit to the abutting property in order to justify the large expense which will be involved.

Provision is also made for small parks at the junction of Beach 72d street, Barbadoes drive and Hessler street, at the junction of Rockaway Beach boulevard and Sea Girt avenue, and at the intersection of Amstel avenue with Conch drive, these comprising areas of about 0.06, 0.06 and 0.04 acres, respectively.

The territory is traversed longitudinally by the Rockaway Beach and Far Rockaway branches of the Long Island Railroad, both of which now operate approximately at street grade. In preparing the street plan it has been assumed that these railroads will ultimately be elevated, thereby clearing the way for the removal of grade crossings and for retaining the streets at approximately their present elevation.

The transverse streets now in use have generally been improved with a width of 50 feet. Provision is now made for retaining this width and for widening existing thoroughfares wherever necessary to secure this minimum, excepting in the case of a few unimportant streets of short length, where a minimum width of 40 feet is indicated.

The proposed street grades range from an elevation of 4.5 feet upwards to about 11 feet above mean high water, the latter elevations generally applying to the entire length of the Ocean parkway. It is understood that these low elevations will have to be retained in order to avoid serious damage to improvements already made, and notwithstanding that they will seriously complicate the drainage problem of the district.

In my judgment, this plan might properly be approved, and such action is recommended after a public hearing.

I would also suggest that the attention of the Commissioner of Docks and Ferries be called to the desirability of modifying the plans heretofore determined upon for the development of Jamaica Bay in such a way as to exclude from them the area which is required for the Rockaway Beach boulevard and so much of it as is included within the lines of Seaside Park, and that the President of the Borough be requested, in preparing the final maps for this territory, to include in them any existing highways which it is now proposed to discontinue, but where titles cannot be adjusted in such a way as to make them conform with the plan now proposed, and to modify the plan in so far as it relates to the Barbadoes Basin and the proposed basin adjoining it on the east to conform with the plan prepared by the Dock Commissioner unless steps shall in the meantime have been taken to legalize the bulkhead lines now desired. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of laying out new streets and making changes in the lines and grades of existing streets within the territory bounded approximately by the Atlantic Ocean, Seaside Park, Jamaica Bay, Norton Basin, Far Rockaway boulevard and Beach 32d street, in the 5th Ward, Borough of Queens, as shown upon a tentative map bearing the signature of the President of the Borough and dated April 4, 1912; be it

Resolved, That this Board will give an informal hearing in the matter at a meeting of the Board to be held in the City Hall, Borough of Manhattan, City of New York, on the 27th day of June, 1912, at 10.30 o'clock in the forenoon.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD prior to the 27th day of June, 1912.

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

TENTATIVE PLAN SHOWING A STREET SYSTEM FOR THE TERRITORY BOUNDED APPROXIMATELY BY ROCKAWAY INLET, ATLANTIC OCEAN, BEACH 32D STREET, FAR ROCKAWAY BOULEVARD, NORTON BASIN, JAMAICA BAY AND THE CITY LINE, 5TH WARD, BOROUGH OF QUEENS.

The following communication from the Secretary of the Borough of Queens and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Queens, Long Island City, April 4, 1912.

JOSEPH HAAG, Esq., *Secretary of the Board of Estimate and Apportionment:*

Dear Sir—President Connolly directs me to transmit herewith for the approval of the Board of Estimate and Apportionment "tentative map showing proposed street system for the territory bounded by Beach 32d street, Far Rockaway boulevard, Norton Basin, Jamaica Bay, Nassau County and the Atlantic Ocean. Dated March 28, 1912." This map is commonly called "The Far Rockaway Tentative Map."

I also transmit for the information of Mr. N. P. Lewis, Chief Engineer of your Board, profile of the Far Rockaway Division of the Long Island Railroad. This profile has been prepared after conferences with the engineers of the Long Island Railroad and conforms closely to their plan, with the exception that our plan provides for the railroad to pass under Carlton avenue, while the engineers of the Long Island Railroad propose to eliminate Carlton avenue crossing and substitute a crossing about 700 feet east of this avenue. Respectfully yours,

JOSEPH FLANAGAN, Secretary of the Borough of Queens.

Report No. 11068. May 9, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary of the Borough of Queens, bearing date of April 4, 1912, requesting, on behalf of the Borough President, the approval of a tentative plan showing the street system proposed for the territory bounded approximately by the Rockaway Inlet, Atlantic Ocean, Beach 32d street, Far Rockaway Boulevard, Norton Basin, Jamaica Bay and the City line, in the 5th Ward.

This map relates to the Far Rockaway section of the Borough, including the developments known as Bayswater, Wave Crest, Ostend and Cedar Lawn, comprising an area of about 1,370 acres.

The most important street contemplated upon this plan is the Far Rockaway Boulevard, with a width of 75 feet, which is intended to provide the main traffic artery for the Rockaway peninsula. This street is to include Atlantic avenue within its lines, between the Norton Basin and Gansevoort (Park) avenue, from which latter point to Mott avenue it is not in use; from Mott avenue to the city line it is intended to approximately coincide with what is known as Central avenue. In the former section the proposed widening will involve damage to a few buildings, while in the latter section it is believed that only one building encroaches upon the lines now planned; between Gansevoort avenue and Mott avenue about sixteen buildings will be seriously affected.

The plan shows an extension of the Ocean parkway as proposed under plans submitted for the adjoining section on the west, eastwardly to the city line, with a width of 80 feet, and it also provides for the inclusion of the intervening area between this street and the ocean in the park system, the park area comprising about 3.6 acres.

The remaining important streets include Seagirt avenue, Beach 9th street (Jarvis lane or Oak street), Reads lane, McNeil avenue, and Norton drive.

Seagirt avenue is to have a width generally of 70 feet in the section west of Beach 9th street, this increasing to 100 feet in the Ostend section to coincide with the lines of an existing highway; east of Beach 9th street it is to be given a width of 60 feet. In order to provide adequate communication with the adjoining area in Nassau County east of the city line it would seem desirable in the section last referred to, to increase the width of this street to 70 feet.

Beach 9th street is to have a width of 75 feet, this apparently coinciding with the lines of old Oak street in the section north of Cornaga avenue and including the old Jarvis lane in the section to the south.

Reads lane is to have a width ranging from 70 feet to 73 feet and will coincide in position, through a portion of its length, with an old street bearing the same name.

McNeil avenue has a width ranging from 70 feet to 75 feet. Through a considerable portion of its length it is intended to follow the city boundary line, one-half of the street width falling outside of the city limits. In the section north of Bannister Creek it will include within its lines an old street of the same name and a portion of Cedar Lawn avenue, both of which, however, are of a lesser width than the street now proposed.

Norton drive, with a width of 80 feet, is planned to extend from the Far Rockaway boulevard to the city line and is generally to have a position immediately adjoining the bulkhead line of Norton Basin and Jamaica Bay.

The remaining streets shown on the plan, with but few exceptions, are recognitions of the existing development and most of them are to have a width of 50 feet, this being fixed as the minimum excepting in the case of one block of Dinsmore street, where the existing width of 40 feet is to be retained owing to the serious damage which would be involved if a widening were carried out. In view of the restricted area affected with the consequent short length for all of these streets, the residential character of the district and the extent of the development which has already taken place, I believe that the treatment planned may be properly ratified.

In addition to the water-front park already referred to, provision is made for a public park to include the triangular area bounded by Mott avenue, Bayswater street and Beach 24th street, with an area of about 0.4 acre.

The area is traversed by the Far Rockaway branch of the Long Island Railroad, which now operates at street grade. Following the treatment planned for the remainder of the Rockaway peninsula, it is proposed to retain nearly all of the streets at approximately their present elevation, the principal exceptions being the Far Rockaway boulevard and Townly (Carlton) avenue, both of which are to be elevated in order to carry them over the railroad, which is to be depressed in the intervening section. West of the former crossing and east of the latter it is intended to elevate the railroad and carry it over the various streets intersected. At the present time nine grade crossings are in use, all of which will be eliminated under the proposed arrangement, while two additional crossings will be provided, these being located at Beach 32d street (Channel avenue) and at Beach 12th street (Walcott avenue). This treatment will provide a maximum distance of about 1,500 feet between crossings. The Borough Secretary advises that the railroad treatment has been determined upon after conferences with the railroad engineers, and that it conforms closely with the railroad plan, excepting in the case of Townly avenue, which crossing the railroad company desires to replace with another one distant about 700 feet to the east. In my judgment the retention of the Townly (Carlton) avenue crossing is desirable owing to the fact that a more continuous highway will be provided than would otherwise be the case.

The commercial development of the Jamaica Bay water-front is indicated on a map prepared by the Commissioner of Docks and recently approved by the Commissioners of the Sinking Fund, this making provision for a marginal wharf to include a strip 100 feet wide at the extreme southerly end of the Norton Basin, and a strip 50 feet wide extending from Mott avenue eastwardly along the Jamaica Bay water-front and also around the proposed Mott Basin. It might be noted, however, that practically all of the latter area is entirely outside of the city limits. The omission of a marginal wharf in the intervening section is assumed to have been due to a recognition of the residental character of this section, the retention of which would seem to be very desirable. The plan now submitted by the Borough President requires the inclusion of the marginal wharf at the head of Norton Basin, within the

lines of Far Rockaway boulevard, and in another report concerning the plan for the adjoining section it has been suggested that the Dock Commissioner be requested to release this area from his control in order to permit of carrying out the plan for the Far Rockaway boulevard. The new plan also provides a marginal public street, to immediately adjoin the bulkhead line, through the entire distance between the Far Rockaway boulevard and the city line, this street having a width ranging from 60 feet to 80 feet. A public street in this position would prevent a commercial development if conditions should later warrant the same, and its construction would be exceedingly expensive to the property owners owing to the necessity of assessing the entire expense on the frontage on only one side. In my judgmnt, the treatment here planned should be modified in such a way as to make it conform more closely with existing conditions and the present occupancy of the property affected.

The street grades proposed range from an elevation of 4.5 feet to 28.5 feet above mean high water, these elevations having been planned with a view to legalizing existing improvements wherever practicable, the only exceptions of note relating to the Far Rockaway boulevard and Townly avenue, in the immediate vicinity of the Long Island Railroad. It is understood that the modifications required in these streets, in order to eliminate the existing grade crossings, will occasion damage to buildings and particularly in the vicinity of the latter crossing.

Redfern avenue, between Townly avenue and the city line, was placed upon the city map under a resolution adopted on November 16, 1911, and as then laid out the street was to have a width of 50 feet. This treatment is ratified on the new plan, but provision is made for raising the grade 11.5 feet at the Townly avenue intersection and as required to meet the change in the grade of the latter street due to the proposed elimination of the railroad grade crossing. Redfern avenue as now occupied by a single track trolley railroad of the Long Island Electric Railway Company, operating under a franchise which permits of the use of two tracks. When the second track is laid it is evident that the width now planned for the street will be entirely inadequate, and I believe that provision should be made for increasing it at this time.

I would recommend that the map be approved after an informal hearing, but that the attention of the Borough President be called to the desirability, in preparing the final maps for the section, of omitting the water-front street adjoining Norton Basin and Jamaica Bay, of widening Seagirt avenue east of Beach 9th street, and of widening Redfern avenue, between Townly avenue and McNeil avenue. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment is considering the advisability of laying out new streets and making changes in the lines and grades of existing streets within the territory bounded approximately by Rockaway Inlet, the Atlantic Ocean, Beach 32d street, Far Rockaway boulevard, Norton Basin, Jamaica Bay, and the City boundary line in the 5th Ward, Borough of Queens, as shown upon a tentative map bearing the signature of the President of the Borough, and dated March 28, 1912; be it

Resolved, That this Board will give an informal hearing in the matter at a meeting of the Board to be held in the City Hall, Borough of Manhattan, City of New York, on the 27th day of June, 1912, at 10.30 o'clock in the forenoon;

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD prior to the 27th day of June, 1912.

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

LAYING OUT MAIN AVENUE AND MOSEL AVENUE, FROM CLOVE ROAD TO HANSA STREET, BOROUGH OF RICHMOND.

The following communication from the President of the Borough of Richmond, and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Richmond, Borough Hall, New Brighton, New York City, February 23, 1912.

Board of Estimate and Apportionment, 277 Broadway, New York:

Gentlemen—I transmit herewith for adoption upon the map or plan of The City of New York, map of Main avenue and Mosel avenue, from Clove road (Clove avenue) to Hansa street, in the 4th Ward, Borough of Richmond.

Yours respectfully, GEORGE CROMWELL, President of the Borough.

Report No. 10972. April 19, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the President of the Borough of Richmond, bearing date of February 23, 1912, requesting the adoption of a map showing the lines and grades proposed for Main avenue, and for Mosel avenue, from Clove road to Hansa street.

These streets are shown upon a tentative plan for a large area in the Concord section of the Borough, which was adopted on November 4, 1910. The treatment now planned generally coincides with that shown on the tentative map, excepting that provision is made for decreasing the width of Main avenue from 60 feet to 50 feet, and for changing the grade of Mosel avenue in the block between DeKalb street and Clove road. Both of these streets are in use through most of the length shown upon the plan, and the abutting property has been partially improved. It is believed that the grade change is desired in order to decrease the somewhat steep grade which would otherwise result.

From such information as is available it would appear that the proposed widening of Main avenue could be effected with damage to only two buildings, and no information is given by the Borough President as to the occasion for modifying the treatment shown upon the tentative map, which map, it might be noted, provided a width of 50 feet for a substantial number of the streets to which it related, this criticism apply to streets following the direction of both the long and short blocks and notwithstanding that some of them will be called upon to serve as outlets. It is assumed that the change has been occasioned by reason of the objection of property owners to bear the comparatively slight expense which would be involved to secure what has heretofore been regarded as the minimum reasonable width of streets suitable for incorporation upon the City plan.

In case this treatment is one which commends itself to the Board, and which there appears to be reason to believe will, if accepted, be applied to other streets in the vicinity originally shown as to be widened, the map may properly be adopted.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

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 the lines and grades of Main avenue, from Clove road to Hansa street, and of Mosel avenue, from Clove road to Hansa street, in the 4th Ward, Borough of Richmond, City of New York, which proposed change is more particularly shown upon a map or plan bearing the signature of the President of the Borough, and dated February 20, 1912.

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 27th day of June, 1912, 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 holidys excepted, prior to the 27th day of June, 1912.

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

RELIEF FROM ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO THE LANDS AND PREMISES ACQUIRED FOR THE WIDENING OF WEST 138TH STREET AT ITS JUNCTION WITH 5TH AVENUE, BOROUGH OF MANHATTAN.

The following petition from Messrs. Dunn and Blake in behalf of the petitioners was presented:

NEW YORK SUPREME COURT.

In the matter of the assessment for widening 138th street at 5th avenue.

To the Board of Estimate and Apportionment:

Gentlemen—We, the owners of properties hereinafter mentioned, which have been embraced within the area of benefit and assessed for the above entitled improvement, through their respective attorneys, protest against the said assessment for the following reasons:

That your petitioners did not, nor did any of the owners whose properties come within the area of this assessment, as your petitioners believe, petition the Local Board for this improvement.

That said improvement was requested by the City authorities, which request was brought about by the increasing public traffic to the Madison Avenue Bridge.

That as your petitioners' properties derive no benefit whatever from the widening of said street, but that the benefit is to the general public, the expense of such widening should be assumed by the public at large.

That the width of 138th street, at the junction of 5th avenue, as originally laid out and now existing on the City map, is all that is required by the owners of property in that immediate vicinity.

Your petitioners therefore respectfully ask that a date be set for a hearing, at which time they may be heard in support of this petition.

Dated New York, April 29, 1912.

KATHERINE A. S. HAVEMEYER and others.

A petition and brief from Walter H. Martin, Bowers and Sands and others, was presented.

On motion the matter was referred to the Presidents of the Boroughs of Manhattan and The Bronx.

AMENDING THE PROCEEDING FOR ACQUIRING TITLE TO ISHAM STREET, FROM SEAMAN AVENUE TO ISHAM AVENUE; TO WEST 218TH STREET, FROM SEAMAN AVENUE TO THE BULKHEAD LINE OF THE HARLEM RIVER SHIP CANAL; TO WEST 214TH STREET, FROM PARK TERRACE EAST TO PARK TERRACE WEST; TO PARK TERRACE EAST, FROM A POINT 100 FEET SOUTH OF WEST 215TH STREET TO ISHAM PARK, TOGETHER WITH THE UNACQUIRED TRIANGULAR PARCEL LOCATED ON THE WESTERLY SIDE AND EXTENDING FROM A POINT 43.36 FEET SOUTH OF WEST 218TH STREET TO A POINT 103.64 FEET SOUTH OF WEST 218TH STREET; TOGETHER WITH THE UNACQUIRED PORTIONS OF ISHAM AVENUE, FROM ISHAM STREET TO WEST 218TH STREET; OF RIVERFRONT STREET, FROM ISHAM STREET TO WEST 218TH STREET; OF WEST 215TH STREET, FROM A POINT 50 FEET EAST OF PARK TERRACE WEST TO A POINT 100 FEET WEST OF SEAMAN AVENUE; AND OF PARK TERRACE WEST, FROM A POINT 103 FEET 8¾ INCHES NORTH OF WEST 215TH STREET TO ISHAM PARK, BY INCLUDING THE WIDENED PORTION OF ISHAM AVENUE AT WEST 215TH STREET, THE UNACQUIRED PORTION OF WEST 214TH STREET, FROM ISHAM AVENUE TO PARK TERRACE WEST, AND THE UNACQUIRED PORTION OF ISHAM PARK, AT ISHAM AVENUE AND WEST 214TH STREET, BOROUGH OF MANHATTAN.

The following report of the Chief Engineer was presented:

Report No. 10992. April 25, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment held on November 29, 1911, a proceeding was instituted for acquiring title to the following streets in the Borough of Manhattan:

Isham street, from Seaman avenue to Isham avenue;

West 218th street, from Seaman avenue to the bulkhead line of the Harlem River Ship Canal;

West 214th street, from Park Terrace East to Park Terrace West;

Park Terrace East, from a point 100 feet south of West 215th street to Isham Park, together with the unacquired triangular parcel located on the westerly side and extending from a point 43.36 feet south of West 218th street to a point 103.64 feet south of West 218th street;

—together with the unacquired portions of

Isham avenue, from Isham street to West 218th street;

Riverfront street, from Isham street to West 218th street;

West 215th street, from a point 50 feet east of Park Terrace West to a point 100 feet west of Seaman avenue;

Park Terrace West, from a point 103 feet 8¾ inches north of West 215th street to Isham Park.

Up to the present time the Commissioners of Estimate and Assessment have not been appointed.

Under a recent map change an extension was laid out to Isham Park, between Park Terrace West and Isham avenue; Isham avenue was irregularly widened at its intersection with West 215th street, and West 214th street was shifted to a position on the northerly side of Isham Park Extension.

A small triangular area at the intersection of West 214th street and Isham avenue falls outside of the land ceded to the City for park purposes by Miss Flora E. Isham, as does also a small section of West 214th street at its northerly end, and the block between Seaman avenue and Park Terrace West. The former parcel is valued on the books of the Tax Department at about $400.

In my judgment it would be advantageous to provide for acquiring these parcels and the widening of Isham avenue in connection with the opening proceeding relating to the adjoining streets above referred to. Isham avenue, however, is designated on the later map as Indian road, and Riverfront street as Cold Spring road. Advantage should be taken of the opportunity of making the proceeding conform with the later maps in these particulars also.

I would therefore recommend that, after a new public hearing has been given upon a district of assessment identical in position and description with the one heretofore fixed, the proceeding referred to be amended so as to relate to the following streets:

Isham street, from Seaman avenue to Indian road;

West 218th street, from Seaman avenue to the bulkhead line of the Harlem River Ship Canal;

West 214th street, from Park Terrace East to Seaman avenue;

Park Terrace East, from a point 100 feet south of West 215th street to Isham Park, together with the unacquired triangular parcel located on the westerly side and extending from a point 43.36 feet south of West 218th street to a point 103.64 feet south of West 218th street;

—together with the unacquired portions of

Indian road, from Isham street to West 218th street;

Cold Spring road, from Isham street to West 218th street;

West 215th street, from a point 50 feet east of Park Terrace West to a point 100 feet west of Seaman avenue;

Park Terrace West, from a point 103 feet 8¾ inches north of West 215th street to a line about 385.23 feet south of the southerly line of West 215th street;

West 214th street, from Indian road to Seaman avenue;

Isham Park, at the intersection of Indian road and West 214th street.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment of the City of New York is considering the advisability of amending the proceeding instituted by said Board on November 29, 1911, for acquiring title to Isham street, from Seaman avenue to Isham avenue; West 218th street, from Seaman avenue to the bulkhead line of Harlem River Ship Canal; West 214th street from Park Terrace East to Park Terrace West; Park Terrace East, from a line 100 feet south of West 215th street to Isham Park, together with the unacquired triangular parcel located on the westerly side and extending from a point 43.36 feet south of West 218th street to a point 103.64 feet south of West 218th street; together with the unacquired portions of Isham avenue from Isham street to West 218th street; Riverfront street from Isham street to West 218th street; West 215th street from a line 50 feet east of Park Terrace West to a line 100 feet west of Seaman avenue; and Park Terrace West from a line 103 feet 8¾ inches north of West 215th street to Isham Park in the Borough of Manhattan, so as to relate to the acquisition of title to the lands as now laid out on the city map and required for the opening and extending of Isham street, from Seaman avenue to Indian road; West 218th street, from Seaman avenue to the bulkhead line of the Harlem River Ship Canal; West 214th street from Park Terrace East to Seaman avenue; Park Terrace East from a point 100 feet south of West 215th street to Isham Park, together with the unacquired triangular parcel located on the westerly side and extending from a point 43.36 feet south of West 218th street to a point 103.64 feet south of West 218th street; together with the unacquired portions of Indian road from Isham street to West 218th street; Cold Spring road from Isham street to West 218th street; West 215th street from a point 50 feet east of Park Terrace West to a point 100 feet west of Seaman avenue; Park Terrace West from

a point 103 feet 8¾ inches north of West 215th street to a line about 385.23 feet south of the southerly line of West 215th street; West 214th street from Indian road to Seaman avenue; Isham Park at the intersection of Indian road and West 214th street.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of Section 980 of the Greater New York Charter, hereby gives notice that the following are the proposed areas of assessment for benefit in this proposed amended proceeding:

1. Beginning at a point on the southerly bulkhead line of Harlem River Ship Canal, where it is intersected by the prolongation of a line midway between West 219th street and West 220th street, and running thence eastwardly along the said line midway between West 219th street and West 220th street and along the prolongation of the said line to the intersection with a line bisecting the angle formed by the intersection of the prolongation of the centre lines of Park Terrace East and Park Terrace West as these streets are laid out adjoining West 217th street; thence southwardly along the said bisecting line to the intersection with a line at right angles to Park Terrace West and passing through a point on its westerly side distant 103 feet 8¾ inches northerly from its intersection with the northerly line of West 215th street; thence westwardly along the said line at right angles to Park Terrace West to the intersection with its westerly side; thence southwardly along the westerly side of Park Terrace West to the intersection with the northerly line of West 215th street; thence westwardly along the northerly line of West 215th street to the intersection with a line distannt 100 feet easterly from and parallel with the easterly line of Seaman avenue, the said distance being measured at right angles to Seaman avenue; thence southwardly along the said line parallel with Seaman avenue to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of West 215th street, the said distance being measured at right angles to West 215th street; thence eastwardly along the said line parallel with West 215th street to the intersection with the westerly side of Park Terrace West; thence northwardly along the westerly side of Park Terrace West to the intersection with the southerly side of West 215th street; thence eastwardly along the southerly side of West 215th street to the intersection with a line distant 100 feet easterly from and parallel with the easterly line of Park Terrace West, the said distance being measured at right angles to Park Terrace West; thence southwardly along the said line parallel with Park Terrace West to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of West 215th street as this street is laid out westerly from Park Terrace East, the said distance being measured at right angles to West 215th street; thence eastwardly along the said line parallel with West 215th street and along the prolongation of the said line to a point distant 100 feet easterly from the easterly line of Park Terrace East, the said distance being measured at right angles to Park Terrace East; thence southwardly and always distant 100 feet easterly from and parallel with the easterly line of Park Terrace East and the prolongation thereof, to the intersection with the prolongation of a line distant 100 feet southerly from and parallel with the northerly boundary line of Isham Park, as laid out east of Park Terrace East, the said distance being measured at right angles to the said boundary line of Isham Park; thence westwardly along the said line parallel with the northerly boundary line of Isham Park and along the prolongations of the said line to the intersection with a line distant 100 feet easterly from and parallel with the easterly line of Seaman avenue, the said distance being measured at right angles to Seaman avenue; thence southwardly along the said line parallel with Seaman avenue to the intersection with a line midway between Isham street and Emerson street; thence westwardly along the said line midway between Isham street and Emerson street and along the prolongation of the said line to the intersection with the prolongation of a line distant 100 feet southerly from and parallel with the southerly line of Isham street as this street is laid out where it adjoins Isham avenue, the said distance being measured at right angles to Isham street; thence northwardly along the said line parallel with Isham street and along the prolongations of the said line, to the intersection with the southerly bulkhead line of Harlem River Ship Canal; thence generally eastwardly along the said bulkhead line to the point or place of beginning.

2. Beginning at a point on the westerly line of Park Terrace East distant 43.36 feet southerly from its intersection with the southerly line of West 218th street, and running thence southwardly along the westerly line of Park Terrace East a distance of 60.28 feet; thence westwardly at right angles to Park Terrace East a distance of 100 feet; thence northwardly and parallel with Park Terrace East to the intersection with a line at right angles to Park Terrace East and passing through the point of beginning; thence eastwardly along the said line at right angles to Park Terrace East to the point or place of beginning.

Resolved, That this Board consider the proposed areas of assessment at a meeting of the Board to be held in the City of New York, Borough of Manhattan, in the City Hall, on the 27th day of June, 1912, at 10.30 a.m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 27th day of June, 1912.

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

ACQUIRING TITLE TO LINCOLN PLACE FROM UNDERHILL AVENUE TO WASHINGTON AVENUE, BOROUGH OF BROOKLYN.

(At the meeting of the Board on May 2, 1912, this matter was laid over for two weeks.)

The President of the Borough of Brooklyn offered the following:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Lincoln place, from Underhill avenue to Washington avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line midway between St. Johns place and Lincoln place as these streets are laid out between Underhill avenue and Washington avenue and by the prolongations of the said line; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Washington avenue, the said distance being measured at right angles to Washington avenue; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Lincoln place as this street is laid out between Underhill avenue and Washington avenue, the said distance being measured at right angles to Lincoln place and by the prolongations of the said line; and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Underhill avenue, the said distance being measured at right angles to Underhill avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan in the City Hall, on the 27th day of June, 1912, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 27th day of June, 1912.

Which was adopted by the following vote:

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

ACQUIRING TITLE TO VOORHIES AVENUE, FROM HUBBARD STREET TO EAST 15TH STREET, EXCLUDING THE RIGHT OF WAY OF THE LONG ISLAND RAILROAD AND OF THE BROOKLYN AND BRIGHTON BEACH RAILROAD, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented.

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement, to wit: Opening and acquiring Voorhies avenue, from East 15th street, to Ocean parkway, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Flatbush District, hereby initiates proceedings to open Voorhies avenue from East 15th street to Hubbard street, excepting the rights of way of the Long Island, and the Brooklyn and Brighton Beach Railroads; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 14th day of March, 1912, Commissioner Pounds and Aldermen Bosse, Esterbrook and Morrison voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on March 20, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11067. May 9, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on March 14, 1912, initiating proceedings for acquiring title to Voorhies avenue, from Hubbard street to East 15th street, excluding the right-of-way of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad.

This resolution affects eight blocks or about 2,400 feet at the westerly end of Voorhies avenue which has been laid out upon the City map to have a width of 60 feet. The street is not in use excepting for a short distance adjoining East 15th street, and the abutting property is entirely unimproved. Title to the adjoining section on the east has already been legally acquired.

The Long Island Railroad and the Brooklyn and Brighton Beach Railroad cross this street on a high embankment just west of East 15th street, but no provision has heretofore been made for carrying the street across the railroad tracks. It is understood, however, that the matter is under advisement and that a railroad bridge will be built at this intersection by the Grade Crossing Commission as soon as a suitable adjustment has been made in the adjoining street plan.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that the entire cost and expense of the proceeding, including any damages allowed for intended regulating, be assessed upon the property benefited, and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the prolongation of a line midway between Avenue Z and Voorhies avenue where it is intersected by a line midway between East 6th street and Hubbard street, and running thence eastwardly along the said line midway between Avenue Z and Voorhies avenue to the intersection with the prolongation of a line midway between East 15th street and East 16th street; thence southwardly along the said line midway between East 15th street and East 16th street and along the prolongation of the said line to the intersection with a line parallel with Voorhies avenue and passing through a point on the easterly line of East 14th street where it is intersected by a line bisecting the angle formed by the intersection of the prolongations of the southerly line of Voorhies avenue and the northerly line of Canal avenue North, as these streets are laid out between East 11th street and East 12th street; thence westwardly along the said line parallel with Voorhies avenue to the intersection with the easterly line of East 14th street; thence westwardly along the said bisecting line to the intersection with a line midway between East 6th street and Hubbard street; thence northwardly along the said line midway between East 6th street and Hubbard street to the point or place of beginning.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Voorhies avenue, from Hubbard street to East 15th street, excluding the right of way of the Long Island Railroad, and of the Brooklyn and Brighton Beach Railroad, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the prolongation of a line midway between Avenue Z and Voorhies avenue where it is intersected by a line midway between East 6th street and Hubbard street, and running thence eastwardly along the said line midway between Avenue Z and Voorhies avenue to the intersection with the prolongation of a line midway between East 15th street and East 16th street; thence southwardly along the said line midway between East 15th street and East 16th street and along the prolongation of the said line to the intersection with a line parallel with Voorhies avenue and passing through a point on the easterly line of East 14th street where it is intersected by a line bisecting the angle formed by the intersection of the prolongations of the southerly line of Voorhies avenue and the northerly line of Canal avenue North, as these streets are laid out between East 11th street and East 12th street; thence westwardly along the said line parallel with Voorhies avenue to the intersection with the easterly line of East 14th street; thence westwardly along the said bisecting line to the intersection with a line midway between East 6th street and Hubbard street; thence northwardly along the said line midway between East 6th street and Hubbard street to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of June, 1912, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 27th day of June, 1912.

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

AMENDING THE PROCEEDING FOR ACQUIRING TITLE TO EAST NEW YORK AVENUE, FROM CANARSIE AVENUE TO PITKIN AVENUE; TO LEFFERTS AVENUE, FROM THE WESTERLY LINE OF UTICA AVENUE TO EAST NEW YORK AVENUE, AND TO UTICA AVENUE, FROM LEFFERTS AVENUE TO EAST NEW YORK AVENUE, BY THE INCLUSION OF LINCOLN ROAD, FROM NOSTRAND AVENUE TO CANARSIE AVENUE, BOROUGH OF BROOKLYN.

The following communication from the Secretary of the Borough of Brooklyn, resolution of the Local Board of the Flatbush District and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, April 19, 1912.

Mr. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment:*

Dear Sir—I forward herewith a resolution "to open Lincoln road from Nostrand avenue to Canarsie avenue, except where already acquired." This resolution was returned from the Board of Estimate and Apportionment with a number of others, in accordance with minutes of said Board of October 8, 1909 (pages 2534 and 2535). In the meantime, conditions have changed, and street lines of East New York avenue have been adjusted. Opening resolution has been adopted for the continuation of Lincoln road, which reads as follows: "To open East New York avenue, from Canarsie avenue to Pitkin avenue, except where heretofore acquired."

Inasmuch as Lincoln road and East New York avenue are continuous streets, I request on behalf of the Borough President that the opening of East New York avenue be amended so as to include the opening of Lincoln road, from Nostrand avenue to Canarsie lane. Very truly yours,

REUBEN L. HASKELL, Borough Secretary.

In the Local Board of the Flatbush District.

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 28th day of December, 1908, hereby initiates proceedings to open Lincoln road, from Nostrand avenue to Canarsie avenue, except where already acquired; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 28th day of December, 1908, Commissioner Farrell and Aldermen Potter and Morrison voting in favor thereof.

Attest: CHARLES FREDERICK ADAMS, Secretary.

Approved this 6th day of January, 1909.

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

Report No. 11065. May 11, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment, held on October 8, 1909, a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, initiating proceedings for acquiring title to Lincoln road, from Nostrand avenue to Canarsie avenue, was referred back to the Borough President with the suggestion that before the opening proceeding was instituted steps should be taken to adjust the lines of this street in such a way as to secure a more uniform width than had at that time been provided.

With the accompanying communication from the Borough Secretary, bearing date of April 19, 1912, the resolution is again presented, and attention is called to the determination which has been reached since the resolution was originally considered relative to the treatment of this street, and request is made that the proceeding be now instituted and merged with one which was authorized on May 4, 1911, for acquiring the adjoining sections, the original proceeding being more definitely described as follows:

East New York avenue, from Canarsie avenue to Pitkin avenue.

Lefferts avenue, from the westerly line of Utica avenue to East New York avenue.

Utica avenue, from Lefferts avenue to East New York avenue.

The rule and damage maps in this proceeding were approved on March 7, 1912, but up to the present time the Commissioners of Estimate and Assessment have not been appointed.

Under the map change referred to by the Borough Secretary, East New York avenue has been given a uniform width of 80 feet between New York avenue and Pitkin avenue, while the width in the block between Nostrand avenue and New York avenue (this including the section which it is now desired to incorporate in the proceeding) remains unchanged at 70 feet.

I believe that the position to be given East New York avenue, which appears to be known as Lincoln road in the section west of Canarsie avenue, has now been finally determined, and I see no reason why the amendment desired should not be made.

The portion of Lincoln avenue to which the new resolution relates comprises a little more than one-half block, or about 400 feet. The street is here approximately graded and a number of buildings have been erected upon the abutting property; it is believed that none of these buildings encroach upon the street lines. Title to the street for a width of 60 feet, centrally located, has heretofore been legally acquired.

I would recommend that after a new public hearing has been given concerning a district of assessment, modified as required by the changed conditions, the opening proceeding relating to East New York avenue, Lefferts avenue and Utica avenue be amended by the inclusion of Lincoln road, from Nostrand avenue to Canarsie avenue.

The amended district of assessment is to comprise the one heretofore fixed, together with the following additional area:

Bounded on the east by a line distant 100 feet westerly from and parallel with the westerly line of Nostrand avenue, the said distance being measured at right angles to Nostrand avenue; on the south by a line midway between Midwood street and Rutland road; on the west by a line midway between Nostrand avenue and Rogers avenue, and on the north by a line midway between Sterling street and Lefferts avenue. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of amending the proceeding instituted by said Board on May 4, 1911, for acquiring title to East New York avenue, from Canarsie avenue to Pitkin avenue; Lefferts avenue, from the westerly line of Utica avenue to East New York avenue; and Utica avenue, from Lefferts avenue to East New York avenue, Borough of Brooklyn, by including in the said proceeding Lincoln road, from Nostrand avenue to Canarsie avenue.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of the Greater New York Charter, hereby gives notice that the following are the proposed modified areas of assessment for benefit in this proposed amended proceeding:

1—Beginning at a point on a line midway between Lefferts avenue and Sterling street distant 100 feet westerly from the westerly line of Nostrand avenue, and running thence eastwardly along the said line midway between Lefferts avenue and Sterling street and along the prolongation of the said line to a point distant 100 feet westerly from the westerly line of Troy avenue, the said distance being measured at right angles to Troy avenue; thence northwardly and parallel with Troy avenue to the intersection with a line midway between Montgomery street and Malbone street; thence eastwardly along the said line midway between Montgomery street and Malbone street to a point distant 100 feet westerly from the westerly line of Schenectady avenue; thence northwardly and parallel with Schenectady avenue to the intersection with a line midway between Carroll street and Crown street; thence eastwardly along the said line midway between Carroll street and Crown street to the intersection with a line distant 800 feet northwesterly from and parallel with the northwesterly line of East New York avenue, the said distance being measured at right angles to East New York avenue; thence northeastwardly along the said line parallel with East New York avenue to the intersection with a line midway between St. Johns place and Lincoln place; thence eastwardly along the said line midway between St. Johns place and Lincoln place to the intersection with the prolongation of a line midway between Barrett street and Saratoga avenue; thence southwardly along the said line midway between Barrett street and Saratoga avenue and along the prolongation of the said line to the intersection with the prolongation of a line distant 800 feet southeasterly from and parallel with the southeasterly line of East New York avenue as laid out westerly from Pitkin avenue, the said distance being measured at right angles to East New York avenue; thence southwestwardly along the said line parallel with East New York avenue and along the prolongation of the said line to a point distant 100 feet southerly from the southerly line of Sutter avenue, the said distance being measured at right angles to Sutter avenue; thence westwardly and parallel with Sutter avenue to the intersection with the prolongation of a line distant 100 feet southeasterly from and parallel with the southeasterly line of Rutland road as this street is laid out between East 98th street and Remsen avenue, the said distance being measured at right angles to Rutland road; thence southwestwardly along the said line parallel with Rutland road and along the prolongations of the said line to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of Rutland road as this street is laid out westerly from Remsen avenue, the said distance being measured at right angles to Rutland road; thence westwardly along the said line parallel with Rutland road to the intersection with a line midway between Troy avenue and East 45th street; thence northwardly along the said line midway between Troy avenue and East 45th street to the intersection with the prolongation of a line midway between Midwood street and Rutland road; thence westwardly along the said line midway between Midwood street and Rutland road and along the prolongation of the said line to the intersection with a line parallel with Nostrand avenue and passing through the point of beginning; thence northwardly along the said line parallel with Nostrand avenue to the point or place of beginning.

2—Bounded on the east by a line distant 100 feet westerly from and parallel with the westerly line of Nostrand avenue, the said distance being measured at right angles to Nostrand avenue; on the south by a line midway between Midwood street and Rutland road; on the west by a line midway between Nostrand avenue and Rogers avenue; and on the north by a line midway between Sterling street and Lefferts avenue.

Resolved, That this Board consider the proposed modified areas of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of June, 1912, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 27th day of June, 1912.

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

EXTENSION OF THE AREA OF ASSESSMENT IN THE PROCEEDING FOR ACQUIRING TITLE TO CASTLE HILL AVENUE, FROM WEST FARMS ROAD TO THE PUBLIC PLACE AT ITS SOUTHERLY TERMINAL, AND TO THE SAID PUBLIC PLACE, BOROUGH OF THE BRONX.

(*At the meetings of the Board on April* 11, *April* 25 *and May* 2, 1912, *this matter was laid over.*)

On motion of the President of the Borough of The Bronx the matter was again laid over for three weeks (June 6, 1912).

ACQUIRING TITLE TO BRONX RIVER AVENUE, FROM WALKER AVENUE AND ROSEDALE AVENUE TO EAST 174TH STREET, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Chester District, Borough of The Bronx, and report of the Chief Engineer were presented:

In Local Board of Chester, Twenty-third District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, 23d District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For acquiring title to the lands necessary for Bronx River avenue, from Walker avenue and Rosedale avenue to East 174th street, and doing all work incidental thereto, in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Chester, 23d District, March 30, 1911, Aldermen Mulhearn and Sheridan and the President of the Borough of The Bronx voting in favor thereof. Negative, none.

Attest: GEO. DONNELLY, Secretary.

Approved and certified this 8th day of April, 1911.

CYRUS C. MILLER, President of the Borough of The Bronx.

Report No. 10349. April 1, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Chester District, Borough of The Bronx, adopted on March 30, 1911, initiating proceedings for acquiring title to Bronx River avenue from Walker avenue and Rosedale avenue to East 174th street.

This resolution affects a little over nine blocks or about 3,000 feet of Bronx River avenue, which has been laid out upon the City Map to have a width of 100 feet. The street is not in use and the abutting property is almost entirely unimproved, but at Rosedale avenue and near Ward avenue buildings encroach upon the land to be acquired.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that the entire cost and expense of the proceeding, including any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the southeasterly right-of-way line of the New York, New Haven and Hartford Railroad where it is intersected by the prolongation of a line midway between St. Lawrence avenue and Commonwealth avenue, and running thence southwardly along the said line midway between St. Lawrence avenue and Commonwealth avenue, and along the prolongation of the said line to the intersection with a line midway between Mansion street and Merrill street; thence westwardly along the said line midway between Mansion street and Merrill street to the intersection with a line midway between Commonwealth avenue and Rosedale avenue; thence southwardly along the said line midway between Commonwealth avenue and Rosedale avenue to the intersection with the prolongation of a line distant 1,000 feet southerly from and parallel with the southerly line of Bronx River avenue, as this street is laid out between Noble avenue and Croes avenue, the said distance being measured at right angles to Bronx River avenue; thence westwardly along the said line parallel with Bronx River avenue and along the prolongations of the said line to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of Beacon avenue, the said distance being measured at right angles to Beacon avenue; thence westwardly along the said line parallel with Beacon avenue to the intersection with the southeasterly line of Bronx River avenue; thence northwestwardly at right angles to Bronx River avenue to the intersection with the southeasterly right-of-way line of the New York, New Haven and Hartford Railroad; thence northeastwardly along the said right-of-way line to the point or place of beginning.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Bronx River avenue, from Walker avenue and Rosedale avenue to East 174th street, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceedings.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, as amended, hereby gives notice that the following is the proposed area of assessment for benefit in these proceedings:

Beginning at a point on the southeasterly right-of-way line of the New York, New Haven and Hartford Railroad where it is intersected by the prolongation of a line midway between St. Lawrence avenue and Commonwealth avenue, and running thence southwardly along the said line midway between St. Lawrence avenue and Commonwealth avenue, and along the prolongation of the said line to the intersection with a line midway between Mansion street and Merrill street; thence westwardly along the said line midway between Mansion street and Merrill street to the intersection with a line midway between Commonwealth avenue and Rosedale avenue; thence southwardly along the said line midway between Commonwealth avenue and Rosedale avenue to the intersection with the prolongation of a line distant 1,000 feet southerly from and parallel with the southerly line of Bronx River avenue, as this street is laid out between Noble avenue and Croes avenue, the said distance being measured at right angles to Bronx River avenue; thence westwardly along the said line parallel with Bronx River avenue and along the prolongations of the said line to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of Beacon avenue, the said distance being measured at right angles to Beacon avenue; thence westwardly along the said line parallel with Beacon avenue to the intersection with the southeasterly line of Bronx River avenue; thence northwestwardly at right angles to Bronx River avenue to the intersection with the southeasterly right-of-way line of the New York, New Haven and Hartford Railroad; thence northeastwardly along the said right-of-way line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of June, 1912, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 27th day of June, 1912.

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

ACQUIRING TITLE TO EAST 166TH STREET, FROM BROOK AVENUE TO THE WESTERLY RIGHT-OF-WAY LINE OF THE NEW YORK AND HARLEM RAILROAD, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, and report of the Chief Engineer were presented:

In Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Van Cortlandt, 25th District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For acquiring title to lands necessary for East 166th street, from Brook avenue to Park Avenue East, in the Borough of The Bronx, City of New York; and it is hereby

Resolved that a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Van Cortlandt, 25th District, on the 23d day of January, 1912. Aldermen Hamilton, Weil and Wilmot and the President of the Borough of The Bronx voting in favor thereof. Negative, none.

Attest: GEO. DONNELLY, Secretary.

Approved and certified this 25th day of January, 1912.

CYRUS C. MILLER, President of the Borough of The Bronx.

Report No. 11046. May 7, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, adopted on January 23, 1912, initiating proceedings for acquiring title to East 166th street, from Brook avenue to Park Avenue East.

This resolution relates to the extension of East 166th street, which has recently been laid out upon the City map to provide a more direct means of access to the elevated railroad station at 3d avenue. The street is intended for pedestrian traffic only, and has been given a width of 20 feet.

Under the plan approved by the Board and ratified by the Public Service Commission, a footbridge is to be here constructed over the tracks of the New York and Harlem Railroad. It will be necessary, therefore, to acquire only that portion of the street not included within the railroad right-of-way, this comprising about 100 feet adjoining Brook avenue. The street is not in use and there are no buildings on the land to be acquired.

The Local Board has recommended that the area of assessment be made to extend from 3d avenue on the east to the Grand Boulevard and Concourse on the west. In my judgment this treatment would include land too remote from the improvement to derive any appreciable benefit therefrom, and would probably result in unduly increasing the expense of the proceeding. It is believed that the district hereinafter described more adequately represents the benefited area, and that its adoption will not result in burdensome assessments.

I would recommend the adoption of a resolution for acquiring title to East 166th street, from Brook avenue to the westerly right-of-way line of the New York and Harlem Railroad; that title to the land be acquired in fee; that the entire cost and expense of the proceeding, including any damages allowed for intended regulating, be assessed upon the property benefited, and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the westerly line of Clay avenue where it is intersected by the prolongation of a line midway between East 166th street and East 167th street, as these streets are laid out between Clay avenue and Webster avenue, and running thence eastwardly along the said line midway between East 166th street to East 167th street and along the prolongations of the said line to a point distant 100 feet easterly from the easterly line of Washington avenue, the said distance being measured at right angles to Washington avenue; thence southwardly and parallel with Washington avenue to the intersection with the prolongation of a line midway between East 165th street and East 166th street, as these streets are laid out between Findlay avenue and Teller avenue; thence westwardly along the said line midway between East 165th street and East 166th street, and along the prolongations of the said line, to the intersection with the prolongation of a line midway between Grant avenue and Morris avenue, as these streets are laid out at McClellan street; thence northwardly along the said line midway between Grant avenue and Morris avenue and along the prolongation of the said line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the southerly line of McClellan street and the northerly line of East 166th street, as these streets are laid out between College avenue and Findlay avenue; thence eastwardly along the said bisecting line to the intersection with the easterly line of Teller avenue; thence eastwardly in a straight line to the point or place of beginning.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of East 166th street from Brook avenue to the westerly right of way line of the New York and Harlem Railroad, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands, required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceedings.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, as amended, hereby gives notice that the following is the proposed area of assessment for benefit in these proceedings:

Beginning at a point on the westerly line of Clay avenue where it is intersected by the prolongation of a line midway between East 166th street and East 167th street, as these streets are laid out between Clay avenue and Webster avenue, and running thence eastwardly along the said line midway between East 166th street to East 167th street and along the prolongations of the said line to a point distant 100 feet easterly from the easterly line of Washington avenue, the said distance being measured at right angles to Washington avenue; thence southwardly and parallel with Washington avenue to the intersection with the prolongation of a line midway between East 165th street and East 166th street, as these streets are laid out between Findlay avenue and Teller avenue; thence westwardly along the said line midway between East 165th street and East 166th street, and along the prolongations of the said line, to the intersection with the prolongation of a line midway between Grant avenue and Morris avenue, as these streets are laid out at McClellan street; thence northwardly along the said line midway between Grant avenue and Morris avenue and along the prolongation of the said line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the southerly line of McClellan street and the northerly line of East 166th street, as these streets are laid out between College avenue and Findlay avenue; thence eastwardly along the said bisecting line to the intersection with the easterly line of Teller avenue; thence eastwardly in a straight line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of June, 1912, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 27th day of June, 1912.

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

ACQUIRING TITLE TO RIVERDALE AVENUE, FROM ITS JUNCTION WITH SPUYTEN DUYVIL ROAD, NEAR WEST 231ST STREET, TO THE LAND ACQUIRED FOR SPUYTEN DUYVIL PARKWAY, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, and report of the Chief Engineer were presented:

In Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Van Cortlandt, 25th District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For acquiring title to the lands necessary for Riverdale avenue, from its junction with Spuyten Duyvil road near West 231st street to the land acquired for the Spuyten Duyvil parkway, in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Van Cortlandt, 25th District, on the 12th day of December, 1911, Alderman Hamilton and the President of the Borough of The Bronx voting in favor thereof. Negative, none.

Attest: GEO. DONNELLY, Secretary.

Approved and certified this 22d day of January, 1912.

CYRUS C. MILLER, President of the Borough of The Bronx.

Report No. 11069. May 10, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, adopted on December 12, 1911, initiating proceedings for acquiring title to Riverdale avenue, from its junction with Spuyten Duyvil road, near West 231st street, to the land acquired for Spuyten Duyvil parkway.

This resolution affects about one-half mile of Riverdale avenue, which has been laid out upon the City Map to have a width of 100 feet. A macadamized roadway is in use at a lesser width, and a few buildings have been erected upon the abutting property, none of which it is believed falls within the street lines.

Title has already been acquired to this section of the street for a width of 66 feet, and the proceeding now under consideration relates therefore only to the land needed for the widening.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that the entire cost and expense of the proceeding, including any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Beginning at a point on a line midway between Riverdale avenue and Netherland avenue distant 100 feet northerly from the northerly line of West 245th street, the said distance being measured at right angles to West 245th street, and running thence eastwardly and parallel with West 245th street and the prolongation thereof to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Riverdale avenue and Fieldston road as these streets are laid out where they adjoin West 238th street on the north; thence southwardly along the said bisecting line to the intersection with a line distant 400 feet northerly from and parallel with the northerly line of West 238th street, the said distance being measured at right angles to West 238th street; thence eastwardly along the said line parallel with West 238th street to a point distant 100 feet easterly from the easterly line of Greystone avenue; thence southwardly and parallel with Greystone avenue to a point distant 100 feet northerly from the northerly line of West 238th street; thence eastwardly and always distant 100 feet northerly from and parallel with the northerly line of West 238th street to a point distant 100 feet easterly from the easterly line of Waldo avenue, the said distance being measured at right angles to Waldo avenue; thence southwardly and always distant 100 feet easterly from and parallel with the easterly lines of Waldo avenue and of Greystone avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of West 234th street and West 236th street, as these streets are laid out between Spuyten Duyvil road and Tibbett avenue; thence eastwardly along the said bisecting line to the intersection with a line midway between Spuyten Duyvil road and Tibbett avenue; thence southwardly along the said line midway between Spuyten Duyvil road and Tibbett avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of West 232d street and West 234th street as these streets adjoin Tibbett avenue; thence eastwardly along the said bisecting line to a point midway between Tibbett avenue and Corlear avenue; thence southwardly and always midway between Tibbett avenue and Corlear avenue to the intersection with a line midway between West 231st street and West 232d street as these streets are laid out east of Spuyten Duyvil road; thence westwardly along the said line midway between West 231st street and West 232d street and along the prolongation of the said line to a point distant 100 feet westerly from the westerly line of Johnson avenue, the said distance being measured at right angles to Johnson Avenue; thence northwardly and always distant 100 feet westerly from and parallel with the westerly line of Johnson avenue and its prolongation as laid out immediately north of West 236th street, to the intersection with the southeasterly line of Spuyten Duyvil parkway; thence northwestwardly at right angles to the northwesterly line of Spuyten Duyvil parkway to a point distant 100 feet northwesterly from its northwesterly side; thence generally northeastwardly and always distant 100 feet northwesterly from and parallel with the northwesterly lines of Spuyten Duyvil parkway and of Riverdale avenue to the point or place of beginning. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Riverdale avenue, from its junction with Spuyten Duyvil road, near West 231st street, to the land acquired for Spuyten Duyvil parkway, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceedings:

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of Section 980 of the Greater New York Charter, as amended, hereby gives

notice that the following is the proposed area of assessment for benefit in these proceedings:

Beginning at a point on a line midway between Riverdale avenue and Netherland avenue distant 100 feet northerly from the northerly line of West 245th street, the said distance being measured at right angles to West 245th street, and running thence eastwardly and parallel with West 245th street and the prolongation thereof to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Riverdale avenue and Fieldston road as these streets are laid out where they adjoin West 238th street on the north; thence southwardly along the said bisecting line to the intersection with a line distant 400 feet northerly from and parallel with the northerly line of West 238th street, the said distance being measured at right angles to West 238th street; thence eastwardly along the said line parallel with West 238th street to a point distant 100 feet easterly from the easterly line of Greystone avenue; thence southwardly and parallel with Greystone avenue to a point distant 100 feet northerly from the northerly line of West 238th street; thence eastwardly and always distant 100 feet northerly from and parallel with the northerly line of West 238th street to a point distant 100 feet easterly from the easterly line of Waldo avenue, the said distance being measured at right angles to Waldo avenue; thence southwardly and always distant 100 feet easterly from and parallel with the easterly lines of Waldo avenue and of Greystone avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of West 234th street and West 236th street, as these streets are laid out between Spuyten Duyvil road and Tibbett avenue; thence eastwardly along the said bisecting line to the intersection with a line midway between Spuyten Duyvil road and Tibbett avenue; thence southwardly along the said line midway between Spuyten Duyvil road and Tibbett avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of West 232d street and West 234th street as these streets adjoin Tibbett avenue; thence eastwardly along the said bisecting line to a point midway between Tibbett avenue and Corlear avenue; thence southwardly and always midway between Tibbett avenue and Corlear avenue to the intersection with a line midway between West 231st street and West 232d street as these streets are laid out east of Spuyten Duyvil road; thence westwardly along the said line midway between West 231st street and West 232d street and along the prolongation of the said line to a point distant 100 feet westerly from the westerly line of Johnson avenue, the said distance being measured at right angles to Johnson Avenue; thence northwardly and always distant 100 feet westerly from and parallel with the westerly line of Johnson avenue and its prolongation as laid out immediately north of West 236th street, to the intersection with the southeasterly line of Spuyten Duyvil parkway; thence northwestwardly at right angles to the northwesterly line of Spuyten Duyvil parkway to a point distant 100 feet northwesterly from its northwesterly side; thence generally northeastwardly and always distant 100 feet northwesterly from and parallel with the northwesterly lines of Spuyten Duyvil parkway and of Riverdale avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of June, 1912, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in The CITY RECORD for ten days prior to the 27th day of June, 1912.

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

RELIEF FROM ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO VAN NEST AVENUE, FROM WEST FARMS ROAD TO BEAR SWAMP ROAD, BOROUGH OF THE BRONX.

The following petition, from Joseph C. Luke and others, and report of the Chief Engineer, were presented:

William H. Daigneault, Attorney and Counsellor at Law, 277 Broadway, New York, February 28, 1912.

In re Van Nest Avenue.

To the Honorable Board of Estimate and Apportionment, City Hall, New York City:

Dear Sirs—The Van Nest property owners respectfully beg to call your attention to the condemnation proceedings now pending to acquire title to Van Nest avenue. This thoroughfare is within five hundred feet of the tracks of the New York, New Haven and Hartford Railroad Company, and runs for its entire length practically parallel with the railway roadbed.

The City of New York, by resolution of its Board of Estimate and Apportionment, consented to the raising of the railway tracks. This necessitated the bridging over of eight intersecting streets and the closing of five of these streets to vehicular traffic. Prior to the raising of the railroad tracks Van Nest avenue and the intersecting streets referred to had access and ingress to Walker avenue, Unionport, and the easterly section of The Bronx. Buildings on all of these streets were erected with reference to the natural grade of a section which was level almost throughout. Now nearly all of this property lies in an artificial valley, its ingress and egress have been cut off, and it is sought to remedy this condition and to restore this property to its former status, by raising up Van Nest avenue and the intersecting streets to conform to the new elevations.

At Adams street, near the railroad, the fill is approximately twenty-six feet; and at its intersection with Van Nest avenue it is about fourteen feet; every block of Van Nest avenue up to Cruger avenue is affected by a heavy fill, all directly attributable, not to the natural improvement of the grade, but to the raising of the railway tracks, permitted by resolution of the Board of Estimate and Apportionment. In addition to the grade damages sustained by the abutting owners about thirty-eight buildings along Van Nest avenue are affected by a cut of five feet off their frontage.

The property owners, in the Van Nest section are, for the most part, composed of hard-working citizens, who have purchased their holdings from their savings. Many of these properties now carry first and second mortgages, and the owners have difficulty in meeting payments of interest and ever increasing taxes.

The area of assessment on all of these streets has been fixed generally at one hundred feet; that is, the damage and depreciation sustained by the abutting property owner must fall back on his property in assessments. This unprecedented situation has arisen: these properties are injured by a change of grade, made for the benefit of the railroad. When awards are made to restore the buildings to grade, these same awards are rendered ineffectual by reason of the fact that they are paid back by these same property owners for alleged benefit. There is instead no benefit to this property, but a very definite damage and depreciation. That there is thus wrought to all of these property owners a grave injustice is evident. We are confident that members of the Board of Estimate and Apportionment would be convinced of the iniquity of levying any assessments on this property for this change of grade did they but personally make an inspection of the locality.

It is the purpose of this petition that all of this assessment for change of grade be, under the circumstances enumerated, assumed by The City of New York. Unless such action is taken, it is our firm belief that the cost of improvements now under way and contemplated in this section will mean ruin to us in that it will cause many of us to lose our properties through inability to meet these and other charges. Confronted with this prospect, we appeal to you gentlemen for help, and we beg of you to take up this matter in all its distressing features, in order that an adequate resolution for our relief may be adopted. Trusting you will press our claim forward to a favorable issue, we are, Yours very respectfully,

JOSEPH C. LUKE, and 58 others.

Report No. 11044. May 4, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted the petition of Joseph C. Luke and fifty-eight others, bearing date of February 28, 1912, requesting that the City assume that portion of the cost of the proceeding for acquiring title to Van Nest avenue, from West Farms road to Bear Swamp road, Borough of The Bronx, which is due to the intended regulating of the street.

A proceeding for acquiring title to Van Nest avenue, beween the limits named by the petitioners, together with Kinsella street, from Matthews avenue to Bear Swamp road, was authorized on November 19, 1909. In preparing the damage maps for this proceeding it was found that the width of 80 feet which had been provided in the easterly block of Van Nest avenue would seriously and unnecessarily damage the abutting property, and on the recommendation of your Engineer the street width was here decreased to 60 feet to conform with that fixed through the remainder of its length. The plan showing this change, and notwithstanding strong opposition on the part of the property owners, was adopted on March 11, 1911, and the proceeding was amended to conform therewith under a resolution adopted on April 20 following.

The rule and damage maps which were approved on July 6, 1911, show that the proceeding relates to a length of about 4,000 feet of Van Nest avenue, and that 31 buildings will be seriously damaged as a result of the widening of the old highway then in use. The Commissioners of Estimate and Assessment filed their oaths on December 21, 1911, and are now engaged in taking testimony.

The petitioners allege that the change of grade damage involved in this proceeding has been occasioned as a result of the reconstruction of the New York, New Haven and Hartford Railroad, which damage, they believe, should be assumed by the City. They also state that the area of assessment generally includes only the property within 100 feet of the street, and that the damage claims arising from the grades now fixed and from the encroachment of buildings are so great as to cause many of them to lose their property through inability to meet the assessment.

While it may be true that the railroad improvement of reference is responsible for the grades fixed for Van Nest avenue in the two blocks between West Farms road and Adams street, the remoteness of this street from the railroad through the remaining length removes any basis for sustaining this allegation. The records of this Board also indicate that facilities have been provided for interconnecting areas on both sides of the railroad right-of-way which were not available prior to the carrying out of the railroad improvement and toward the expense of which property owners in this vicinity have made no contribution except through the assumption of such damage as was involved through the changes made in street grades in the immediate vicinity of the railroad.

Under the resolution adopted by the Board on April 11, 1912, it was determined that the provisions of the Gerhardt bill should "not be used to nullify the prohibition contained in section 980 of the Charter, by which the Board of Estimate and Apportionment is not allowed to reconsider its determination as to the distribution of the expense of street openings, unless it is desired to apply the principle of borough assessments." In my judgment Van Nest avenue is not a street which can be considered as of other than strictly local benefit, and for this reason it would not seem practicable for the Borough of The Bronx to assume any portion of the expense involved in the proceeding. I would therefore recommend that the petition be denied.

My attention has been called, however, to the practicability of enlarging the assessment district heretofore fixed, which district, it might be noted, is very materially larger than alleged by the petitioners, in such a way as to include an area adjoining the railroad right-of-way extending from Adams street to a line midway between Taylor street and Garfield street, which area depends largely upon Van Nest avenue for an outlet.

I would therefore recommend that a hearing be given upon an amended area of assessment to include the following territory:

Beginning at a point on the northerly line of West Farms road where it is intersected by a line bisecting the angle formed by the intersection of the prolongations of the southeasterly line of Morris Park avenue and the northwesterly line of Van Nest avenue as these streets are laid out between East 180th street and Adams street, and running thence northeastwardly along the said bisecting line to the intersection with the prolongation of a line midway between Morris Park avenue and Van Nest avenue as these streets are laid out between Melville street and Taylor street; thence northeastwardly along the said line midway between Morris Park avenue and Van Nest avenue and along the prolongation of the said line to the intersection with the prolongation of a line midway between Morris Park avenue and Van Nest avenue as these streets are laid out between Victor street and White Plains road; thence eastwardly along the said line midway between Morris Park avenue and Van Nest avenue and along the prolongation of the said line to the intersection with a line midway between Barnes avenue and Matthews avenue; thence northwardly along the said line midway between Barnes avenue and Matthews avenue to the intersection with the prolongation of a line midway between Morris Park avenue and Kinsella street; thence eastwardly along the said line midway between Morris Park avenue and Kinsella street and along the prolongations of the said line to a point distant 100 feet easterly from the easterly line of Bear Swamp road, the said distance being measured at right angles to Bear Swamp road; thence southwardly and always distant 100 feet easterly from and parallel with the easterly line of Bear Swamp road to the intersection with the prolongation of a line distant 100 feet southerly from and parallel with the southerly line of Van Nest avenue as this street is laid out where it adjoins Bear Swamp road on the west, the said distance being measured at right angles to Van Nest avenue; thence westwardly and always distant 100 feet southerly from and parallel with the southerly line of Van Nest avenue and the prolongation thereof to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the southerly line of Van Nest avenue and the northerly line of Baker avenue as these streets are laid out between Holland avenue and Wallace avenue; thence westwardly along the said bisecting line to the intersection with the easterly line of White Plains road; thence southwestwardly in a straight line to a point on the southwesterly line of Unionport road where it is intersected by the prolongation of a line midway between Mead street and Baker avenue; thence southwestwardly along the said line midway between Mead street and Baker avenue and along the prolongation of the said line to the intersection with a line midway between Taylor street and Garfield street; thence southeastwardly along the said line midway between Taylor street and Garfield street to the intersection with the northerly right-of-way line of the New York, New Haven and Hartford Railroad; thence westwardly along the said right-of-way line to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of West Farms road as this street is laid out where it adioins Van Nest avenue, the said distance being measured at right angles to West Farms road; thence westwardly along the said line parallel with West Farms road to the intersection with a line at right angles to West Farms road and passing through the point of beginning; thence northwardly along the said line at right angles to West Farms road to the point or place of beginning.

I would also suggest that the attention of the Borough President be called to the desirability of investigating the practicability of modifying the grades of Van Nest avenue in such a way as to decrease the damage occasioned by those heretofore adopted, and with the request that he advise the Board in case such changes can advantageously be made. Respectfully, NELSON P. LEWIS, Chief Engineer.

Mr. W. H. Daigneault appeared in support of the petition.

On motion the matter was referred to the President of the Borough of The Bronx and the Chief Engineer.

RELIEF FROM ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO THROGS NECK BOULEVARD, FROM EASTERN BOULEVARD TO SHORE DRIVE, BOROUGH OF THE BRONX.

The following petition, from William H. Snowden, Attorney for petitioners, was presented:

NEW YORK 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 for the same purpose in fee to the lands, tenements and hereditaments required for the opening and extending of Throgs Neck boulevard (although not yet named by proper authority), from Eastern boulevard to Shore drive, in the 24th Ward, Borough of The Bronx, City of New York.

To the Honorable Board of Estimate and Apportionment:

The petition of Arabella D. and Henry E. Huntington, by William H. Snowden, their attorney, shows:

1. That the above entitled proceeding was instituted by this Board on February 26, 1909, and title to the property to be acquired therein vested in The City of New York on July 30, 1910. That your petitioners are the owners of certain property, part of which has been acquired by The City of New York in the above entitled proceeding and is known by the Damage No. 13.

2. That Throgs Neck boulevard, the street opened by this proceeding, is a boulevard one hundred and fifty (150) feet in width, and was made of that width because it is a boulevard for the benefit of the general public at large.

This boulevard opens up the entire district and gives a through route from the lower part of the City to the Throgs Neck water-front.

The proceeding is in no way a local improvement at all.

In the following proceedings in this City, The City of New York has assumed a part of the cost of the proceeding; and the following table shows the streets or

avenues and the respective widths thereof as well as the amount of the cost of the proceeding that in each instance The City of New York has thus assumed:

Name of Proceeding.	Width.	Percentage of Cost Assumed by City.
Edgewater road, from Garrison avenue to Seneca avenue....	100 feet	13⅓
Seneca avenue, from Hunts Point road to Bronx River.....	80 feet	8⅓
Rosedale avenue, from West Farms road to Westchester avenue	80 feet	8
Sedgwick avenue, from Fordham road to Bailey avenue.....	80 feet	50
Eastern boulevard, railroad to Hunts Point road.....	100 feet	13⅓
Walker avenue, Bronx River to Westchester Creek.....	100 feet	50
Canal street (Manhattan).....	.....	66⅔
East 222d street, Bronx River to 7th.....	100 feet	26

3. That chapter 679 of the Laws of 1911 provides, in part, as follows:

"Upon affording persons interested an opportunity to be heard as herein provided, the Board of Estimate and Apportionment may, in its discretion, reconsider its action with respect to proceedings now pending involving an estimated expenditure of upward of $50,000, the assessment for which has not been confirmed, and may make a new determination concerning the same in conformity with the provisions of this section."

The expenditure, estimated and actual, of this proceeding will exceed the sum of three hundred thousand dollars ($300,000), and the assessment therefore has not been confirmed.

By the preliminary report of the Commissioners of Estimate and Assessment in this proceding there has been assessed upon your petitioners' property alone the sum of $42,262.27 for benefit.

4. The assessments thus to be imposed upon your petitioners are excessive and out of all proportion to the benefit which they will derive from the proceeding, and by reason of that fact and of the fact that Throgs Neck boulevard is a general public thoroughfare, one hundred and fifty (150) feet in width, for the benefit of the general public at large, The City of New York should assume some part of the cost of the proceeding; and also, because other property not assessed is benefited the area of assessment should be extended to the north and to the west and so as to include the entire strip of land known as Throgs Neck.

5. That certain property owners affected by this proceeding did petition the Local Board of Chester, Twenty-third District, for the opening of Throgs Neck boulevard from Eastern boulevard to Layton avenue, but that none of them ever petitioned for the continuation of Throgs Neck boulevard, from the last named point to Shore drive; and the last mentioned extension has been brought out on the initiative of the City authorities alone.

That your petitioners have never requested in any way the opening of Throgs Neck boulevard, from Eastern boulevard to Shore drive or the opening of any part thereof, and while your petitioners are ready to assume their fair share of the burden of any public improvement they respectfully request that, because this particular improvement is a general public improvement for the benefit of the entire general public at large, The City of New York should assume a proportionate part of the burden in the same manner that the City has assumed a portion of the assessment in the other improvements of like nature mentioned in paragraph 2 of this petition, particularly since the Throgs Neck boulevard improvement here is one hundred and fifty (150) feet in width, while in none of those other improvements was the width of the street more than one hundred (100) feet.

All of which is respectfully submitted.

Dated May 1, 1912.

WM. H. SNOWDEN, Attorney for Petitioners, 3 South William street, Borough of Manhattan, New York City.

On motion, the matter was then referred to the President of the Borough of The Bronx.

ACQUIRING TITLE TO 43D STREET, FROM JACKSON AVENUE TO ASTORIA AVENUE, AND TO 44TH STREET, FROM ASTORIA AVENUE TO SACKETT STREET, BOROUGH OF QUEENS.

The following resolutions of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented.

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice, and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now, therefore it is

Resolved by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To legally open 43d street (Grinnell avenue), from Jackson avenue to Astoria avenue (Flushing avenue), 2d Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 1st day of December, 1909, Alderman Emener and Joseph Sullivan, Commissioner of Public Works, voting in favor thereof.

Attest: JOHN M. CRAGEN, Secretary.

Approved this 1st day of December, 1909.

LAWRENCE GRESSER, President of the Borough of Queens.

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now, therefore, it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, that the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To legally open 44th street, from Astoria avenue to Sackett street, 2d Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 28th day of April, 1910, Aldermen Dujat, Brady and Ehntholt, and Lawrence Gresser, President of the Borough of Queens, voting in favor thereof.

Attest: JOHN N. BOOTH, Secretary.

Approved May 9, 1910.

LAWRENCE GRESSER, President of the Borough of Queens.

Report No. 10710. April 22, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith are transmitted two resolutions of the Local Board of the Newtown District, Borough of Queens, adopted on December 1, 1909, and April 28, 1910, initiating respectively proceedings for acquiring title to the following streets in the 2d Ward:

43d street, from Jackson avenue to Astoria avenue.

44th street, from Astoria avenue to Sackett street.

The resolutions affect three blocks or about 1,600 feet of 43d street and seven blocks or about 4,400 feet of 44th street. The former street has been laid out upon the City map to have a width of 70 feet and the latter one of 60 feet. The streets are adjacent and parallel and can advantageously be made the subject of a single opening proceeding, such treatment being recommended.

43d street is in use for its full width from Jackson avenue to a point about 200 feet north of Burnside avenue, and 44th street at a lesser width from Polk avenue to Burnside avenue; a number of buildings have in each case been erected upon the abutting property. The streets are otherwise not in use. It is believed that a number of buildings encroach upon the land needed for the widening of 44th street.

I would recommend the approval of the resolutions; that title to the land be acquired in fee; that the entire cost and expense of the proceeding, including any damages allowed for intended regulating, be assessed upon the property benefited, and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the northerly line of Roosevelt avenue where it is intersected by the prolongation of a line midway between 43d street and 44th street as these streets are laid out between Sackett street and Polk avenue, and running thence northwardly along a line always midway between 43d street and 44th street and the prolongations thereof to the intersection with a line midway between Jackson avenue and Hayes avenue; thence westwardly along the said line midway between Jackson avenue and Hayes avenue to the intersection with a line midway between 41st street and 42d street; thence northwardly along the said line midway between 41st street and 42d street to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of Grand avenue as this street is laid out between 41st street and 42d street, the said distance being measured at right angles to Grand avenue; thence eastwardly along the said line parallel with Grand avenue and along the prolongation of the said line to the intersection with a line midway between McIntosh street and Kearney street; thence southeastwardly along the said line midway between McIntosh street and Kearney street to the intersection with the prolongation of a line midway between 44th street and 45th street as these streets are laid out between Patterson avenue and Burnside avenue; thence southwardly along a line midway between 44th street and 45th street and the prolongations thereof to the intersection with the northerly line of Roosevelt avenue; thence westwardly along the northerly line of Roosevelt avenue to the point or place of beginning.

Respectfully, NELSON P. LEWIS, Chief Engineer.

On motion, the matter was then referred back to the President of the Borough of Queens.

ACQUIRING TITLE TO LOWELL AVENUE, FROM METROPOLITAN AVENUE TO WOODHAVEN AVENUE, TOGETHER WITH THE PUBLIC PLACE BOUNDED BY LOWELL AVENUE, BETHUNE PLACE, AND METROPOLITAN AVENUE, BOROUGH OF QUEENS.

The following resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To legally open Lowell avenue, from Metropolitan avenue to Woodhaven avenue, and public place bounded by Lowell avenue, Bethune place and Metropolitan avenue, 2d Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 10th day of February, 1911, Aldermen Brady, Dujat and Ehntholt, and Walter H. Bunn, Commissioner of Public Works, voting in favor thereof.

Attest: JOHN N. BOOTH, Secretary.

Approved February 15, 1911.

LAWRENCE GRESSER, President of the Borough of Queens.

Report No. 10397. April 6, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on February 10, 1911, initiating proceedings for acquiring title to Lowell avenue, from Metropolitan avenue to Woodhaven avenue, together with the public place bounded by Lowell avenue, Bethune place and Metropolitan avenue.

This resolution affects the entire length of Lowell avenue, comprising twenty-four blocks, or about 6,200 feet, which has been laid out upon the Citp may to have a width of 80 feet. The public place has an area of about 600 square feet, and, in proportion to the larger parcel of which it forms a part, is carried on the books of the Department of Taxes and Assessments as having a value of about $200.

Neither the street nor the public place is in use, and the abutting property is entirely unimproved with respect to their lines. A number of farm buildings, together with houses fronting on an old street system at Metropolitan avenue, encroach upon the land to be acquired.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that the entire cost and expense of the proceeding, including any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Beginning at a point on a line midway between Everton street and Fleet street where it is intersected by a line midway between Modjeska street and Mt. Holyoke street, and running thence southwardly along the said line midway between Modjeska street and Mt. Holyoke street to a point distant 100 feet northeasterly from the northeasterly line of Woodhaven avenue, the said distance being measured at right angles to Woodhaven avenue; thence southeastwardly and always distant 100 feet northeasterly from and parallel with the northeasterly line of Woodhaven avenue to the intersection with the prolongation of a line distant 100 feet southeasterly from and parallel with the southeasterly line of Satterlee avenue, the said distance being measured at right angles to Satterlee avenue; thence southwestwardly along the said line parallel with Satterlee avenue and along the prolongations of the said line to a point distant 100 feet southerly from the southerly line of Metropolitan avenue, the said distance being measured at right angles to Metropolitan avenue; thence westwardly and always distant 100 feet southerly from and parallel with the southerly line of Metropolitan avenue to a point distant 180 feet westerly from the prolongation of the easterly line of Juniper avenue as this street is laid out where it adjoins Metropolitan avenue, the said distance being measured at right angles to Juniper avenue; thence northwardly and always distant 180 feet westerly from and parallel with the easterly line of Juniper avenue and the prolongation thereof to the intersection with the prolongation of a line distant 100 feet northwesterly from and parallel with the northwesterly line of Penelope street as this street is laid out west of Woodhaven avenue, the said distance being measured at

right angles to Penelope street; thence northeastwardly along the said line parallel with Penelope street and along the prolongations of the said line to the intersection with a line midway between Everton street and Fleet street; thence eastwardly along the said line midway between Everton street and Fleet street to the point or place of beginning. Respectfully. NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Lowell avenue, from Metropolitan avenue to Woodhaven avenue; and the public place bounded by Lowell avenue, Bethune place and Metropolitan avenue, in the Borough of Queens, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceedings:

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, as amended, hereby gives notice that the following is the proposed area of assessment for benefit in these proceedings:

Beginning at a point on a line midway between Everton street and Fleet street where it is intersected by a line midway between Modjeska street and Mt. Holyoke street, and running thence southwardly along the said line midway between Modjeska street and Mt. Holyoke street to a point distant 100 feet northeasterly from the northeasterly line of Woodhaven avenue, the said distance being measured at right angles to Woodhaven avenue; thence southeastwardly and always distant 100 feet northeasterly from and parallel with the northeasterly line of Woodhaven avenue to the intersection with the prolongation of a line distant 100 feet southeasterly from and parallel with the southeasterly line of Satterlee avenue, the said distance being measured at right angles to Satterlee avenue; thence southwestwardly along the said line parallel with Satterlee avenue and along the prolongations of the said line to a point distant 100 feet southerly from the southerly line of Metropolitan avenue, the said distance being measured at right angles to Metropolitan avenue; thence westwardly and always distant 100 feet southerly from and parallel with the southerly line of Metropolitan avenue to a point distant 180 feet westerly from the prolongation of the easterly line of Juniper avenue as this street is laid out where it adjoins Metropolitan avenue, the said distance being measured at right angles to Juniper avenue; thence northwardly and always distant 180 feet westerly from and parallel with the easterly line of Juniper avenue and the prolongation thereof to the intersection with the prolongation of a line distant 100 feet northwesterly from and parallel with the northwesterly line of Penelope street as this street is laid out west of Woodhaven avenue, the said distance being measured at right angles to Penelope street; thence northeastwardly along the said line parallel with Fenelope street and along the prolongations of the said line to the intersection with a line midway between Everton street and Fleet street; thence eastwardly along the said line midway between Everton street and Fleet street to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of June, 1912, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 27th day of June, 1912.

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

ACQUIRING TITLE TO AGNES PLACE, FROM MYRTLE AVENUE TO EDSALL AVENUE, BOROUGH OF QUEENS.

The folowing resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon: now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To legally open Agnes place, from Myrtle avenue to Edsall avenue, 2d Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 10th day of February, 1911, Aldermen Brady, Dujat and Ehntholt, and Walter H. Bunn, Commissioner of Public Works, voting in favor thereof.

Attest: JOHN N. BOOTH, Secretary.

Approved February 15, 1911.

LAWRENCE GRESSER, President of the Borough of Queens.

Report No. 10399. April 6, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on February 10, 1911, initiating proceedings for acquiring title to Agnes place, from Myrtle avenue to Edsall avenue, in the 2d Ward.

This street has been laid out to have a width of 60 feet and has a length of two blocks, or about 1,400 feet. Between Myrtle avenue and Copeland avenue it partially includes the old Dry Harbor road, which has a lesser width and an irregular alignment. In this section the old road has been substantially improved and is largely built upon, and if Agnes place is acquired as heretofore laid out a large number of buildings on the easterly side will be seriously damaged, while a narrow strip of dedicated land will be left out of the street area on the westerly side.

North of Copeland avenue, old Dry Harbor road deflects somewhat abruptly from the lines of Agnes place, and falls almost wholly without the street system as planned. The old road in this section is not so fully improved.

Agnes place, as projected, does not appear to occupy a position of importance on the City Map. Before the opening proceeding now under consideration is advanced, I would accordingly recommend that the attention of the Borough President be directed to the inconsistencies of its alignment with respect to the substantial improvements already made in the vicinity, with the request that he advise the Board if, in his judgment, changes cannot be advantageously made in the plan of such a character as to more closely conform with existing conditions.

I would also suggest that in this case he be asked to submit for consideration a map embodying the necessary modifications, after the adoption of which the opening proceeding can properly be advanced. Respectfully,

NELSON P. LEWIS, Chief Engineer.

On motion, the matter was then referred back to the President of the Borough of Queens.

DISCONTINUANCE OF THE PROCEEDINGS TO ACQUIRE TITLE TO A PUBLIC PLACE BOUNDED BY VAN ALST AVENUE, JACKSON AVENUE AND 9TH STREET, LONG ISLAND CITY, BOROUGH OF QUEENS.

The following communication from A. S. Gilbert, and report of the Chief Engineer were presented:

Abraham S. Gilbert, 41 Wall Street, New York, May 4, 1912.

Mr. JOSEPH HAAG, *Secretary of Board of Estimate and Apportionment,* 277 Broadway, City:

Dear Sir—Will you please place the enclosed application on the next calendar relating to matters of this character. The petitioners are now prepared to fully present the matter to the Board. Yours very truly,

A. S. GILBERT.

Before the Board of Estimate and Apportionment of The City of New York.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, for the lands, tenements and hereditaments required for the opening and extending of the public place (although not yet named by proper authority), bounded by Van Alst avenue, 9th street and Jackson avenue, in the 1st Ward, Borough of Queens, City of New York.

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

The undersigned petitioners respectfully show:

1. That by resolution of the Board of Public Improvements of The City of New York, duly adopted on December 24, 1898, the public place above described was duly laid out upon the map of The City of New York, pursuant to section 442 of the Greater New York Charter.

2. This public place is a plot of ground in front of School No. 1 in the 1st Ward of the Borough of Queens, lying at the junction of Van Alst and Jackson avenues. The taking of this plot would be a distinct advantage to the public school in the way of light, air and appearance. This proceeding was begun by an agitation of the Mothers' Club connected with School No. 1 in the year 1898, and in 1901 was actually authorized under the law as it existed at that time, namely, that any assessment for such acquisition would be a charge upon the City at large.

3. In 1906 an amendment was made to the City Charter authorizing the levying of an assessment upon adjacent property owners for the acquiring of public parks and places. For the purpose of making this law retroactive and to take in this proceeding, it was reauthorized by a new resolution in 1907.

4. That by resolution of your Honorable Board duly adopted on April 24, 1908, the Corporation Counsel of The City of New York was directed to institute proceedings to acquire title to the said public place, and by said resolution it was further provided that the entire cost and expense of said improvement should be assessed upon the property deemed to be benefited thereby within an area duly designated in said resolution.

5. That thereafter such proceedings were had, that Commissioners of Estimate and Assessment were duly appointed pursuant to the provision of chapter 17, title 4, Greater New York Charter, and said Commissioners duly filed a preliminary abstract of estimate and assessment on the third day of April, 1911, and gave notice of such filing pursuant to law.

6. That in and by their said report the said Commissioners have allowed the sum of twenty-one thousand five hundred dollars ($21,500) to the owner of the land to be acquired for said public place as the value of said land, and have assessed the same within the area heretofore duly designated by your Honorable Board as aforesaid.

7. That title to said public place has not yet vested in The City of New York.

8. That the assessments made upon the various parcels of land within the area of assessment aforesaid are excessive and far beyond any benefit or advantage to be derived by the owners of the parcels assessed from the acquisition of said public place.

9. That as your petitioners are informed and verily believe no public or private necessity requires the acquisition of said public place, and that there is no sentiment in favor of the same.

10. That in June, 1911, certain property owners petitioned your Honorable Board to have this proceeding discontinued, setting forth some of the foregoing reasons. Said petition was referred to the Engineer of your Honorable Board, and he reported that the petition should be denied unless the property owners reimbursed the City for the amount expended to date, for the reason that the proceeding had been pending twelve years and the petitioners were guilty of laches in not having filed a petition to discontinue sooner. This recommendation of the Engineer we consider works an injustice to your petitioners, and we feel that the same should be reconsidered by your Honorable Board.

11. The property owners did know that the proceeding had been pending twelve years, but they were not negligent in assuming that they would not be assessed for this plot. They had a right to assume that the law under which the proceeding was originally started was the law that would apply to the assessment. They thought it was perfectly natural that the City should desire this plot of land as an adjunct to the school building, and as it was being acquired for the sole benefit of the City at large, namely, one of its public buildings, they assumed that the City would pay for it. It is of no benefit whatever to the abutting property owners. Both of the streets intersecting at this point are extra wide streets, and there is plenty of light and air for all purposes for buildings that the character of the neighborhood would warrant any person in erecting.

12. That they had no notice of the application of the amendment of 1906 to this proceeding, except possibly an advertisement in the CITY RECORD, which laymen do not see, and which, if they did, would fail to understand the purport of such notice. And the first actual effective notice that the property owners received was when the report was made by the Commissioners and the assessment actually levied. They then got together at once and petitioned to have the proceeding discontinued.

Wherefore your petitioners herein pray that your Honorable Board reconsider its action of June 15, 1911, and have this proceeding discontinued without any charge to the property owners whatever, and that they may have such other and further relief as may be just and proper. A. LARSEN and twenty others.

Report No. 11092. May 13, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Under date of May 4, 1912, Mr. Abraham S. Gilbert has submitted a petition signed by A. Larsen and twenty others, asking that the Board reconsider its action of June 15, 1911, refusing to discontinue the proceedings to acquire title to the public place bounded by Van Alst avenue, Jackson avenue and 9th street, Long Island City, Borough of Queens, and that it now discontinue these proceedings without any charge to the property owners within the area of assessment.

In reporting upon the petition for the discontinuance of these proceedings which was denied on June 15, 1911, your Engineer pointed out that this public place was placed upon the map of the City on December 14, 1898, and that proceedings to acquire title to it were authorized by the Board of Public Improvements on November 1, 1899, twelve and a half years ago. The object of the proceedings appears to have been to create an open space in front of the public school located upon the adjacent block. The original proceedings appear to have been discontinued, but were again revived in 1908. It was pointed out in the report that the proposed awards for the property were $21,000, and that some $1,650 of expenses had been incurred by the Commission. According to the tentative assessment, the City, as the owner of the public school property, would be assessed $5,404.84, while other property owners who signed the petition for the discontinuance of the proceedings would be called upon to pay sums varying from $25.50 to $843.63. The Board, following the same action taken in other cases, held that the proceedings could only be discontinued if the expenses incurred by the City up to that time were paid by those who wished this action taken, although the petition was denied without prejudice and with the understanding that it might be acted upon favorably in case the City were reimbursed for expenses incurred.

It has been found impossible to collect sums sufficient to cover the expenses of the proceedings. There is one feature of this case which distinguishes it from others upon which the Board has taken similar action, and that is, that if the proceedings are consummated the City will be called upon to pay an assessment of some $5,405, so that if the proceedings were discontinued at the present time without exacting payment for expenses, the City would actually save $3,750, but would not have the open space in front of the public school. It may be that the Board will consider this open space sufficiently desirable to insist upon the consummation of the proceeding. If not, and if the City desires to save $3,750, that consideration might be sufficient to justify the Board in departing from its usual custom and discontinuing the proceedings without insisting upon the payment by other property owners of the expenses incurred to the present time.

The matter is submitted to the Board for its consideration. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 1000 of the Greater New York Charter, as amended, deeming it for the public interest so to do, hereby discontinues the proceeding instituted by the said Board on April 24, 1908, for acquiring title to the public place bounded by Van Alst avenue, 9th street and Jackson avenue, in the 1st Ward, Borough of Queens, City of New York; and be it further

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby rescinds the resolution adopted by the said Board on April 24, 1908, for acquiring title to the public place bounded by Van Alst avenue, 9th street and Jackson avenue, in the 1st Ward, Borough of Queens, City of New York.

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

EASEMENT FOR SEWER PURPOSES IN WINTHROP AVENUE, BETWEEN THE EAST RIVER AND THE BOULEVARD, AND CESSION OF LAND WITHIN THE STREET LINES TO THE CITY, BOROUGH OF QUEENS.

The following communication from Sherman & Sterling, proposed form of agreement and report of the Chief Engineer were presented:

Law Offices Shearman & Sterling, 55 Wall Street, New York, April 29, 1912.

Mr. JOSEPH HAAG, *Secretary*, 277 Broadway, City:

Dear Sir—Enclosed herewith we beg to hand you for approval proposed form of agreement embodying terms suggested by the Chief Engineer of your Board upon which the application of The Astoria Light, Heat and Power Company for an amendment of the proceeding to open Winthrop avenue, Borough of Queens, may be granted.

Upon return of the original to us,duly approved, we will forward the same to the company for execution. Very truly yours, SHEARMAN & STERLING.

This Indenture made the day of , in the year 1912, between The Astoria Light, Heat and Power Company, a corporation organized and existing under and by virtue of the laws of the State of New York, party of the first part, and The City of New York, a domestic municipal corporation, City Hall, Borough of Manhattan, party of the second part, witnesseth:

Whereas, The party of the first part is the sole owner in fee of all the lands embraced within the lines of Winthrop avenue as laid down and shown upon the Commissioners' map of Long Island City, adopted April 25, 1873, between the bulkhead line of the East River and the prolongation of the easterly side of the Boulevard, in the Borough of Queens, County of Queens, City and State of New York; and

Whereas, The Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter adopted resolutions on January 7, 1909, as amended June 30, 1910, to institute proceedings to legally open Winthrop avenue, from the bulkhead line of the East River to the easterly line of the Boulevard, and from the easterly line of Chauncey street to the old Bowery Bay road, in the Borough of Queens; and

Whereas, Thereafter and on or about December 28, 1911, the party of the first part petitioned the Board of Estimate and Apportionment of The City of New York to discontinue said proceeding as to all lands between the bulkhead line of the East River and the prolongation of the easterly line of the Boulevard, on the ground that said premises are temporarily occupied by a crib and floating dock, the use of which is required in connection with the construction, by the party of the first part, of a gas tunnel from its plant at Astoria, Borough of Queens, to 132d street, Borough of The Bronx, which said petition was duly granted upon condition that the party of the first part agree to cede said lands to the party of the second part for street purposes on the completion of the said tunnel, but not later than January 1, 1915; and grant to the party of the second part an easement for the construction of an outlet sewer through, under and along the centre line, or as near as may be, the lands withdrawn from the proceeding as aforesaid, from the easterly side of the Boulevard to the bulkhead line of the East River.

Now, therefore, in consideration of the withdrawal of the lands embraced within the lines of Winthrop avenue as laid out and shown on the Commissioners' map of Long Island City, adopted April 25, 1873, from the bulkhead line of the East River to the easterly line of the Boulevard, from the present proceeding to open Winthrop avenue, the party of the first part, for itself, its successors and assigns, has granted and released and by these presents does grant and release unto the party of the second part, for the purpose of constructing, laying and maintaining an outlet sewer, when required, for draining the adjacent area on the south of Winthrop avenue, a right of way through, under and along the centre line, or as near as may be, of the lands aforesaid, from the easterly side of the Boulevard to the bulkhead line of the East River, provided the construction and maintenance of such proposed sewer shall not in any way interfere with the present use of the said premises by the party of the first part.

And the party of the first part further convenants and agrees to and with the party of the second part that it will, upon the completion of the gas tunnel now being constructed from its plant at Astoria, Borough of Queens, to 132d street, Borough of The Bronx, in the City of New York, but not later than January 1, 1915, grant and release to the party of the second part, for street purposes, the lands excluded from the present proceeding to open Winthrop avenue as aforesaid.

In witness whereof, the party of the first part has caused these presents to be signed in its name, by its vice-president and its corporate seal to be hereto affixed the day and year first above written.

THE ASTORIA LIGHT, HEAT AND POWER COMPANY,

By .....

State of New York, County of New York.

On this day of , 1912, before me personally came , who, being by me duly sworn, did depose and say that he resided in ; that he is the of The Astoria Light, Heat and Power Company, the corporation described in and which executed the foregoing instrument; that he knew the seal of the said corporation; that the seal affixed to the said instrument was such corporate seal and was so affixed by order of the Board of Directors of the said corporation, and that he signed his name thereto by like order.

Report No. 11042. May 3, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment held on April 18 last, and on the recommendation of your Engineer, the Astoria Light, Heat and Power Company was informed that the proceeding for acquiring title to Winthrop avenue, from the bulkhead line of the East River to the easterly line of the Boulevard and from the easterly line of Chauncey street to the old Bowery Bay Road, Borough of Queens, would be amended in such a way as to exclude the section between the East River and the Boulevard with the understanding that the land here included within the street lines would be ceded to the City as soon as the construction of the new East River gas tunnel was completed, provided that an easement was executed by the company which would ensure to the City the right to occupy this land for the construction of a proposed sewer outlet.

With the accompanying communication from Messrs. Shearman and Sterling, bearing date of April 29, 1912, there is presented an instrument granting the suggested easement and undertaking to cede to the City not later than January 1, 1915, for street purposes, the area within the street lines west of the Boulevard.

I would recommend that this instrument be forwarded to the Corporation Counsel with the request that he advise the Board whether it carries all the rights which the City might reasonably demand, with the understanding that in case the form used is a satisfactory one and is executed by the petitioners, the proceeding will be amended as desired. Respectfully, NELSON P. LEWIS, Chief Engineer.

On motion the matter was then referred to the Corporation Counsel.

AMENDING THE PROCEEDING FOR ACQUIRING TITLE TO AMBOY ROAD, FROM GREAT KILLS ROAD TO OCEAN VIEW CEMETERY, SO AS TO CONFORM WITH THE LINES OF THIS STREET AS NOW LAID OUT, BOROUGH OF RICHMOND.

The following report of the Chief Engineer was presented:

Report No. 11062. May 9, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment held on June 1, 1911, a proceeding was instituted for acquiring title to Amboy road, from Great Kills road to Ocean View Cemetery, Borough of Richmond, but up to the present time the proceeding has not been materially advanced.

Under a plan recently approved the lines of Amboy road in the vicinity of the Staten Island Railway were shifted to a position about 150 feet east of the one originally occupied, and a corresponding amendment in the opening proceeding is necessary.

I would accordingly recommend that after a new public hearing has been given upon a modified district of assessment, the opening proceeding referred to be amended so as to relate to Amboy road between the limits named and as shown on a map bearing the signature of the Borough President and dated February 2, 1912, which was approved by the Board of Estimate and Apportionment at its meeting held on May 2 last.

The modified district of assessment is to include an area identical in description with the one heretofore fixed, although the position of some of the boundary lines is changed. Respectfully, NELSON P. LEWIS, Chief Engineer.

The President of the Borough of Richmond then presented the following communication:

The City of New York, Office of the President of the Borough, New Brighton, New York City, May 16, 1912.

Board of Estimate and Apportionment, No. 277 Broadway, New York:

Gentlemen—On May 2, 1912, the Board adopted our last filed map covering such portion of the Amboy road as would be a little more than sufficient for the elimination of the Crook's crossing on said Amboy road, with the tracks of the Staten Island Railway Company.

On June 1, 1911, the Board adopted a resolution requesting Corporation Counsel to institute proceedings to acquire title for the portion of Amboy road, as then mapped, to carry out the then considered plan for eliminating said grade crossing.

Our understanding is that Corporation Counsel has taken no steps in the matter, as shortly after the passage of the original resolution, circumstances pointed to the desirability of changing the plan.

The change of plan has been heartily approved by the Railway Company; in fact, was suggested by the same; and it is our belief that the Public Service Commission will amend its grade elimination order so as to make same applicable to the crossing in the new location.

The Commissioners who heard the case gave every evidence of intending to recommending the handing down of the essential order covering the case as outlined.

In view of these facts, we would ask the Board to rescind its resolution of June 1, 1911, and to pass a new resolution covering that portion of the Amboy road to be actually required for the grade crossing elimination in accordance with the following description, rather than in accordance with the limits of the map as filed.

While we would be glad to see the Amboy road widened throughout its whole length, or in as long portions as possible, our understanding with the Public Service Commission and with property owners interested is that only such portions as shall be needed for the crossing eliminations will be taken in the proceedings for such eliminations.

Description.

That portion of Amboy road between Great Kills road and Ocean View Cemetery, in the Borough of Richmond, City of New York: Beginning at a point on the northwest line of said Amboy road distant 481.83 feet from the southwest point of tangency of curve of radius 310 feet and south of Staten Island Railway; thence southwesterly along curve of radius 1,500 feet 50 feet; thence southeasterly on radial line of said curve of 1,500 feet radius 80 feet to southeasterly line of Amboy road, as shown on said map; thence in a northeasterly direction along the southeasterly line of Amboy road as shown on said map to the intersection of said line with the prolongation of southwesterly line of Ocean View Cemetery; thence northwesterly 80 feet to the northwesterly line of Amboy road at Ocean View Cemetery; thence in a southwesterly direction along the northwesterly line of said Amboy road to the point or place of beginning. Yours very truly,

GEORGE CROMWELL, President of the Borough.

On motion of the President of the Borough of Richmond the matter was laid over for one week and his communication was referred to the Chief Engineer with instructions to report at the meeting, May 23, 1912, on the area of assessment recommended therein.

VESTING TITLE TO THAT PORTION OF AMBOY ROAD, AT HUGUENOT, INCLUDED IN DAMAGE PARCELS NO. 22 TO NO. 44, INCLUSIVE, BOROUGH OF RICHMOND.

The following communication from the Acting President of the Borough of Richmond and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Richmond, Borough Hall, New Brighton, New York City, April 8, 1912.

Honorable Board of Estimate and Apportionment, 277 Broadway, New York City:

Gentlemen—In the matter of the proposed widening of Amboy road, from Huguenot avenue to Foster's road, in the 5th Ward, as shown on Draft Damage Map, dated March 1, 1912, and which you have approved, I herewith request that the necessary resolution be adopted vesting title in that portion designated by map Nos. 22 and 44 inclusive, there being no buildings affected on these properties, as soon as the Commissioners of Estimate and Assessment have filed their oaths of office.

As the Staten Island Railway Company is about to begin the construction of an undergrade crossing to eliminate the present grade crossing at Huguenot, and as the widened roadway becomes a portion of this elimination, title should be vested in the City, as above requested, as soon as possible. Very truly yours,

LOUIS L. TRIBUS, Acting President of the Borough.

Report No. 11058. May 8, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment held on June 1, 1911, a proceeding was instituted for acquiring title to Amboy road, from Fosters road to Huguenot avenue, in the Borough of Richmond.

The rule and damage maps in this proceeding were approved on March 21, 1912, but up to the present time the Commissioners of Estimate and Assessment have not been appointed, although motion has been made before the Supreme Court, returnable on May 10 next.

In a communication bearing date of April 8, 1912, which is herewith transmitted, the Borough President advises that the Staten Island Railway Company is about to begin the construction of a bridge eliminating the existing grade crossing at Huguenot, and that it will be necessary to transfer title to the City at as early a date as practicable, in the adjoining sections of Amboy road.

The portions of the street affected include a length of about 400 feet on each side of the railroad. The street is here free from incumbrances other than fences, and the way will be cleared for the important work contemplated as soon as the Commissioners have qualified in the opening proceeding.

In accordance with the request of the Borough President, I would recommend that upon the date of the filing of the oaths of the Commissioners of Estimate and Assessment in the proceeding referred to, title be vested in the City to that portion of Amboy road included within damage parcels No. 22 to No. 44, inclusive.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The President of the Borough of Richmond offered the following resolution:

Whereas, The Board of Estimate and Apportionment on the 1st day of June, 1911, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title, in fee, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of widening Amboy road, between Fosters road and Huguenot avenue, in the Borough of Richmond, City of New York.

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the date on which the oaths of the Commissioners of Estimate and Assessment shall have been filed the title in fee to each and every piece or parcel of land lying within the lines of said Amboy road between a line at right angles to the center line of the said Amboy road passing through a point distant 325 feet southwesterly from the intersection of the said center line of Amboy road with the center line of the right of way of the Staten Island Rapid Transit Railway Company, the said distance being measured along the said center line of Amboy road, and a line passing through a point at right angles to the center line of the Amboy road distant 250 feet northeasterly, from the intersection of the said center line of the

said Amboy road with the center line of the right of way of the Staten Island Rapid Transit Railway Company, the said distance being measured along the center line of the Amboy road, in the Borough of Richmond, City of New York, so required, shall be vested in The City of New York.

Which was adopted by the following vote:

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

RULE AND DAMAGE MAPS IN THE PROCEEDING FOR ACQUIRING TITLE TO WEST 27TH STREET, FROM NEPTUNE AVENUE TO SURF AVENUE, EXCEPTING THE RIGHT-OF-WAY OF THE NEW YORK AND CONEY ISLAND RAILROAD, BOROUGH OF BROOKLYN.

The following report of the Chief Engineer was presented:

Report No. 11030. May 3, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of Brooklyn, bearing date of April 24, 1912, presenting for consideration the rule map and damage map prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to West 27th street, from Neptune avenue to Surf avenue, excepting the right of way of the New York and Coney Island Railroad.

This proceeding was instituted by the Board of Estimate and Apportionment on February 8, 1912, and the maps indicate that it affects an area of 96,459.52 square feet. Of this area 4,800 square feet has been acquired in connection with Mermaid avenue, leaving a net area of 91,659.52 square feet to be acquired under the new proceeding. The street is in use through the greater portion of the block adjoining Surf avenue, and the abutting property is partially built upon. There are no encroachments other than steps and fences.

A portion of the street is shown on a map filed by the property owners on April 10, 1905.

I would recommend the approval of the maps, and that after certification they be forwarded to the Corporation Counsel. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of the City of New York hereby approves the rule map and damage map, submitted by the Commissioner of Public Works, Borough of Brooklyn, to be used by the Corporation Counsel in the proceeding instituted by said Board on February 8, 1912, for acquiring title to West 27th street from Neptune avenue to Surf avenue, excepting the right-of-way of the New York and Coney Island Railroad, Borough of Brooklyn.

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

RULE AND DAMAGE MAPS IN THE PROCEEDING FOR ACQUIRING TITLE TO 62D STREET, FROM 10TH AVENUE TO 18TH AVENUE, AND FROM BAY PARKWAY TO WEST STREET, EXCEPTING THE RIGHT-OF-WAY OF THE BROOKLYN, BATH AND WEST END RAILROAD, AND OF THE NEW YORK AND SEA BEACH RAILROAD, AND TO 24TH AVENUE, FROM 62D STREET TO WEST STREET, BOROUGH OF BROOKLYN.

The following report of the Chief Engineer was presented:

Report No. 11031. May 3, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of Brooklyn, bearing date of April 4, 1912, presenting for consideration the rule map and damage map prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to the following streets:

62d street, from 10th avenue to 18th avenue; and from Bay parkway to West street, excepting the right-of-way of the Brooklyn, Bath and West End Railroad, and of the New York and Sea Beach Railroad.

24th avenue, from 62d street to West street.

This proceeding was instituted by the Board of Estimate and Apportionment on April 6, 1911, and the maps indicate that it affects areas within the lines of these streets as shown in the following table, which also indicates the number of buildings affected:

Street.	Area Included in Other Opening Proceedings Now in Progress.	Area Heretofore Legally Acquired.	Net Area to Be Acquired Under This Proceeding.	Buildings Affected.
	(Square Feet.)	(Square Feet.)	(Square Feet.)	
62d street	4,800	26,391.98	439,543.88	6
24th avenue	.....	.....	13,868.89	..
Total	4,800	26,391.98	453,412.77	6

24th avenue is not in use but 62d street is in use in disconnected sections. In addition to the buildings above noted a number of porches, steps and fences encroach.

Portions of 62d street are shown on maps filed by the property owners between November 14, 1868, and December 28, 1908, and also upon various property maps not filed, and 24th avenue is shown on a map of property surveyed in June, 1905.

I would recommend the approval of the maps and that after certification they be forwarded to the Corporation Counsel. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of the City of New York hereby approves the rule map and damage map, submitted by the Commissioner of Public Works, Borough of Brooklyn, to be used by the Corporation Counsel in the proceeding instituted by said Board on April 6, 1911, for acquiring title to 62d street from 10th avenue to 18th avenue; and from Bay parkway to West street, excepting the right-of-way of the Brooklyn, Bath and West End Railroad, and of the New York and Sea Beach Railroad; and to 24th avenue from 62d street to West street, Borough of Brooklyn.

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

RULE MAP AND A PORTION OF THE DAMAGE MAPS IN THE PROCEEDING FOR ACQUIRING TITLE TO THE LANDS REQUIRED FOR A DRAINAGE DITCH OR CANAL LOCATED BETWEEN CANAL AVENUE NORTH AND CANAL AVENUE SOUTH, EXTENDING FROM GRAVESEND BAY TO SHEEPSHEAD BAY, AND BETWEEN WEST 10TH STREET AND WEST 11TH STREET, EXTENDING FROM CANAL AVENUE NORTH TO AVENUE V, BOROUGH OF BROOKLYN.

The following report of the Chief Engineer was presented:

Report No. 11088. May 13, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—At the meeting of the Board of Estimate and Apportionment held on July 6, 1911, a proceeding was instituted for acquiring title to the lands required for a drainage ditch or canal located between Canal Avenue North and Canal Avenue South, and extending from Gravesend Bay to Sheepshead Bay, and between West 10th street and West 11th street, extending from Canal Avenue North to Avenue V, in the Borough of Brooklyn.

The proceeding is deemed of an urgent character and to expedite the appointment of the Commissioners of Estimate and Assessment, the Borough President, in a communication bearing date of May 9, 1912, has presented for the consideration of the Board the rule map prepared for the court record, together with that portion of the damage maps covering the drainage ditch through that section of its length north of Canal Avenue North and west of Warehouse avenue.

These maps affect an aggregate of 2,207,841.5 square feet. Of this area 40,000 square feet at Avenue V has already been acquired for a pumping station site, leaving a net area of 2,167,841.5 square feet still to be acquired. Three buildings fall within the lines of the drainage ditch.

I would recommend the approval of the maps, and that after certification they be forwarded to the Corporation Counsel. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of the City of New York hereby approves the rule map, and that portion of the damage maps covering the drainage ditch through the section of its length north of Canal Avenue North and west of Warehouse avenue, to be used by the Corporation Counsel in the proceeding instituted by said Board on July 6, 1911, for acquiring title to the lands and premises required for a drainage ditch, or canal, located between Canal avenue North and Canal avenue South, and extending from Gravesend Bay to Sheepshead Bay, and between West 10th street and West 11th street, extending from Canal avenue North to Avenue V, in the Borough of Brooklyn.

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

RULE MAP, DAMAGE MAP AND PROFILE IN THE PROCEEDING FOR ACQUIRING TITLE TO WEST 254TH STREET, FROM BROADWAY TO FIELDSTON ROAD, BOROUGH OF THE BRONX.

The following report of the Chief Engineer was presented:

Report No. 11029. May 3, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of The Bronx, bearing date of April 27, 1912, presenting for consideration the rule map, damage map and profile prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to West 254th street, from Broadway to Fieldston road.

This proceeding was instituted by the Board of Estimate and Apportionment on October 19, 1911, and the maps indicate that it affects an area of 69,296.03 square feet, corresponding in dimensions with the plan under which the street was laid out. The street is roughly in use for a portion of its length, but the abutting property is generally unimproved. There are no encroachments other than fences.

A portion of the street is shown on a map filed by the property owners on September 28, 1909.

I would recommend the approval of the maps, and that after certification they be forwarded to the Corporation Counsel. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves the rule map, damage map and profile, submitted by the Commissioner of Public Works, Borough of The Bronx, to be used by the Corporation Counsel in the proceeding instituted by said Board on October 19, 1911, for acquiring title to West 254th street, from Broadway to Fieldston road, Borough of The Bronx.

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

RULE MAP, DAMAGE MAP AND PROFILE IN THE PROCEEDING FOR ACQUIRING TITLE TO WEST 172D STREET, FROM PLIMPTON AVENUE TO AQUEDUCT AVENUE, AND FROM SHAKESPEARE AVENUE TO JESUP AVENUE, BOROUGH OF THE BRONX.

The following report of the Chief Engineer was presented:

Report No. 11039. May 6, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of The Bronx, bearing date of May 2, 1912, presenting for consideration the rule map, damage map and profile prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to West 172d street, from Plimpton avenue to Aqueduct avenue and from Shakespeare avenue to Jesup avenue.

This proceeding was instituted by the Board of Estimate and Apportionment on December 14, 1911, and the maps indicate that it affects an area of 26,185.67 square feet, corresponding in dimensions with the plan under which the street was laid out. The street is not in use and the abutting property is almost entirely unimproved. There are no encroachments other than fences.

I would recommend that the maps be approved, and that they be forwarded to the Corporation Counsel after certification. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves the rule map, damage map and profile, submitted by the Commissioner of Public Works, Borough of The Bronx, to be used by the Corporation Counsel in the proceeding instituted by said Board on December 14, 1911, for acquiring title to West 172d street, from Plimpton avenue to Aqueduct avenue, and from Shakespeare avenue to Jesup avenue, Borough of The Bronx.

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

RULE MAP, DAMAGE MAP AND PROFILE IN THE PROCEEDING FOR ACQUIRING TITLE TO ST. RAYMOND AVENUE, FROM HOGUET AVENUE TO WILLIAMSBRIDGE ROAD, BOROUGH OF THE BRONX.

The following report of the Chief Engineer was presented:

Report No. 10968. April 20, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of The Bronx, bearing date of April 11, 1912, presenting for consideration the rule map, damage map and profile prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to St. Raymond avenue, from Hoguet avenue to Williamsbridge road.

This proceeding was instituted by the Board of Estimate and Apportionment on February 26, 1909, and was amended on March 21, 1912, by the inclusion of about 200 feet west of the former location of Protectory avenue.

The maps now presented conform in dimensions with the plan under which the street was laid out, and indicate that the proceeding affects an area of 212,728.11 square feet. Of this area 3,600 square feet has been acquired in connection with Parker street, and 14,940 square feet is included in opening proceedings now in progress relating to Olmstead avenue, Odell street, Purdy street and Glover street, leaving a net area of 194,188.11 square feet to be acquired under the new proceeding. The street is in use through the greater portion of the distance affected, and a large number of buildings have been erected upon the abutting property, 17 of which, together with a number of porches, steps and fences, encroach upon the land to be acquired.

Portions of the street are shown on maps filed by the property owners between July 26, 1852, and April 14, 1910.

I would recommend the approval of the maps, and that after certification they be forwarded to the Corporation Counsel. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves the rule map, damage map and profile, submitted by the Commissioner of Public Works, Borough of The Bronx, to be used by the Corporation Counsel in the proceeding instituted by said Board on February 26, 1909, for acquir-

ing title to St. Raymond avenue (4th street), between Protectory avenue and Williamsbridge road, Borough of The Bronx, which proceeding was amended on March 21, 1912, so as to relate to St. Raymond avenue, from Hoguet avenue to Williamsbridge road as then laid out.

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

RULE MAP, DAMAGE MAP AND PROFILE IN THE PROCEEDING FOR ACQUIRING TITLE TO ALSTYNE AVENUE, FROM CARD PLACE TO RADCLIFF STREET, BOROUGH OF QUEENS.

The following report of the Chief Engineer was presented:

Report No. 11008. April 27, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary of the Borough of Queens, bearing date of April 19, 1912, presenting for consideration the rule map, damage map and profile prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to Alstyne avenue, from Card place to Radcliff street.

This proceeding was instituted by the Board of Estimate and Apportionment on January 12, 1911, and was amended on March 21, 1912, to agree with certain map changes.

The maps now presented conform in dimensions with the plan under which the street was laid out and indicate that an area of 230,819.8 square feet is to be acquired. The street is in use through a portion of its length, and a number of buildings have been erected upon the abutting property, ten of which, together with a number of steps and fences, encroach upon the land to be acquired.

Portions of the streets are shown on maps filed by the property owners between September 24, 1853, and November 2, 1898, and also upon a property map not filed.

I would recommend that the maps be approved and forwarded to the Corporation Counsel after certification. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves the rule map, damage map and profile, submitted by the President of the Borough of Queens, to be used by the Corporation Counsel in the proceeding instituted by said Board on January 12, 1911, for acquiring title to Alstyne (Washington) avenue from Hanover avenue to Radcliff (Moore) street, Borough of Queens, which proceeding was amended on March 21, 1912, so as to relate to Alstyne avenue from Card place to Radcliff street, as shown upon a map or plan adopted by the Board of Estimate and Apportionment January 11, 1912, and approved by the Mayor January 17, 1912.

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

RULE MAP, DAMAGE MAP, AND PROFILE IN THE PROCEEDING FOR ACQUIRING TITLE TO PARSONS AVENUE, FROM QUEENS AVENUE TO ROSE STREET, BOROUGH OF QUEENS.

The following report of the Chief Engineer was presented:

Report No. 10893. April 12, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary of the Borough of Queens, bearing date of March 29, 1912, presenting for consideration the rule map, damage map and profile prepared for the court record and for the use of the Commissioners of Estimate and Assessment to be appointed in the proceeding for acquiring title to Parsons avenue, from Queens avenue to Rose street.

This proceeding was instituted by the Board of Estimate and Apportionment on April 6, 1911, and the maps indicate that it affects an area of 139,594.2 square feet. Of this area 4,239.5 square feet has been acquired in connection with an opening proceeding relating to Oak avenue, leaving a net area of 135,354.7 square feet to be acquired under the new proceeding.

The street is in use through the entire distance affected, and several buildings have been erected upon the abutting property, one of which falls slightly within the street lines.

Portions of the street are shown on maps filed by the property owners between April, 1906, and January, 1910.

I would recommend the approval of the maps, and that after certification they be forwarded to the Corporation Counsel. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves the rule map, damage map and profile, submitted by the President of the Borough of Queens, to be used by the Corporation Counsel in the proceeding instituted by said Board on April 6, 1911, for acquiring title to Parsons avenue from Queens avenue to Rose street, Borough of Queens.

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

MODIFICATION IN THE DRAINAGE PLAN FOR MAP W, DISTRICT 43, BOROUGH OF BROOKLYN.

The following communication from the Acting President of the Borough of Brooklyn and report of the Chief Engineer were presented:

The City of New York, office of the President of the Borough of Brooklyn, Brooklyn, December 22, 1911.

JOSEPH HAAG, ESQ., *Secretary, Board of Estimate and Apportionment:*

Dear Sir—I transmit herewith maps showing proposed change in drainage plan for sewers in Duryea court, Ovington court and Cameron court, between 66th and 67th streets. These courts were very recently placed upon the City map and have heretofore never been provided with a drainage plan.

Also change of plan for sewers in Louisa street, between Chester avenue and 36th street and in 61st street, between 14th and 16th avenues.

I transmit copies of report of the Bureau of Sewers setting forth the necessity for the proposed change of plan for sewers in Louisa street and 61st street, and would respectfully request that your Board give these matters early consideration.

Yours very truly, L. H. POUNDS, Acting Borough President.

Report No. 10840. April 10, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Acting President of the Borough of Brooklyn, bearing date of December 22, 1911, requesting the approval of a modification in the drainage plan for the district designated as Map W, District 43.

This plan provides for the inclusion on the drainage plan of the City of sewers in Duryea court, Ovington court and Cameron court, through the block between 66th street and 67th street. The three streets of reference have been placed upon the City map at a date subsequent to the adoption of the general plan.

The sewers to be provided are in each case intended to have a diameter of 12 inches.

I see no reason why the map should not be adopted and would recommend such action. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves the modified drainage plan for map "W," District 43, Borough of Brooklyn, showing location, sizes and grades of sewers in Duryea court, Ovington court and Cameron court, between 66th street and 67th street, bearing the signature of the President of the Borough, and dated December 15, 1911.

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

MODIFICATION IN THE DRAINAGE PLAN OF DISTRICTS NOS. 43-B-2, 43-C-1 AND 43-E-1, BOROUGH OF THE BRONX.

The following communication from the Commissioner of Public Works of the Borough of The Bronx and report of the Chief Engineer were presented:

City of New York, President of the Borough of The Bronx, 3d avenue and 177th street, February 24, 1912.

Mr. JOS. HAAG, *Secretary, Board of Estimate and Apportionment,* 277 Broadway, City:

Dear Sir—I forward herewith for approval a print of Modified Plan of Drainage for Sewerage Districts Nos. 43-B-2, C-1 and E-1.

This plan has been prepared on account of modifications in the street system, and the area affected contains about 250 acres and is bounded approximately by West Farms road, Castlehill avenue, Westchester avenue and White Plains road.

Respectfully, THOMAS W. WHITTLE, Commissioner of Public Works.

Report No. 11076. May 10, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Commissioner of Public Works, Borough of The Bronx, bearing date of February 24, 1912, requesting the approval of a modification in the drainage plan for Sewerage Districts 43B-2, 43C-1 and 43E-1.

This plan relates to an area of about 250 acres, comprising the territory bounded approximately by Westchester avenue, East 177th street, White Plains road, West Farms road, Castle Hill avenue, Parker street, St. Raymond avenue and Purdy street.

These changes include the readjustment of the plan heretofore adopted in such a way as to provide sewers for streets which have subsequently been incorporated upon the City Map, and for making minor changes in the plan heretofore adopted occasioned as a result of the amended street layout.

I see no reason why the map should not be adopted and would recommend such action. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves modified drainage plan showing location, sizes and grades of sewers in Sewerage Districts Nos. 43-B-2, 43-C-1, and 43-E-1, Borough of The Bronx, being the teritory bounded approximately by Westchester avenue, East 177th street, White Plains road, West Farms road, Castle Hill avenue, Parker street, St. Raymond avenue and Purdy street, bearing the signature of the President of the Borough and dated February 21, 1912.

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

TEMPORARY PLAN FOR A STORM WATER SEWER IN SEAGIRT AVENUE (SOUTH STREET), FROM BEACH 20TH STREET (CENTRAL AVENUE) TO BANNISTER CREEK, WITH A SPUR IN BEACH 9TH STREET, FROM SEAGIRT AVENUE TO THE HEAD OF BRIDGE CREEK, BOROUGH OF QUEENS.

The following communication from the Secretary of the Borough of Queens, and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Queens, Long Island City, April 26, 1912.

JOSEPH HAAG, Esq., *Secretary of the Board of Estimate and Apportionment:*

Dear Sir—By direction of President Connolly, I transmit herewith, for the approval of the Board of Estimate and Apportionment, a temporary drainage plan of Sewerage District No. 59, Far Rockaway, 5th Ward.

In connection with this plan, the Superintendent of the Bureau of Sewers, this Department, states:

"This plan shows a storm water sewer in Seagirt avenue (South street) to be built from Beach 20th street (Central avenue) to Beach 9th street (Jarvis lane), with a temporary outlet at Bannister Creek. This storm water sewer is of such capacity as to take care of the present conditions and to carry the storm water that may be collected under the stage of development that is at present existing in the territory to be drained. It is the intention to submit in the near future a plan showing all the lateral sewers, which will be designed of such capacities as to carry the run-off due to future development. By following such a scheme it will be only necessary to build another relief sewer in Seagirt avenue when this territory should reach a high degree of development."

On account of the disagreeable conditions that have existed in this section, the President desires me to ask that you kindly place this matter on an early calendar for the approval of your Board. Yours respectfully,

JOSEPH FLANAGAN, Secretary of the Borough of Queens.

Report No. 11077. May 10, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the Secretary of the Borough of Queens, bearing date of April 29, 1912, requesting the approval of a plan showing a temporary storm water sewer in Seagirt avenue (South street), extending from Beach 20th street (Central avenue) to Bannister Creek, with a temporary outlet into the head of the Bridge Creek at Beach 9th street (Jarvis lane).

This sewer is intended to form the permanent storm water trunk for District No. 59, this comprising the developments known as Ostend and Cedar Lawn in the Far Rockaway section of the Borough. A sanitary system of sewers has already been provided for a portion of the district, but owing to the admission of leader water, the use of catch basins, and leakage through manhole covers, the existing sewers are surcharged with every storm, and at these times it is claimed that the capacity of the ejector station located at the intersection of Seagirt avenue and Beach 16th street is overtaxed to such an extent as to result in the flooding of the streets with sewage.

It is understood that under the plan now proposed all of the storm water will be collected and permanently discharged into Bannister Creek at the city line. In order to permit of securing immediate relief from the existing unsanitary conditions it is proposed to provide a temporary connection into the Bridge Creek at Beach 9th street through a short spur, the use of which will avoid the immediate necessity of constructing several blocks of a sewer of large diameter.

In recognition of the large area of pervious surface which doubtless will obtain for many years to come, the plan has been prepared with provision for removing only a small portion of the storm water, this treatment resulting in greatly decreasing the expense to which the property owners will be now subjected, and at the same time permitting of carrying out the improvement much more quickly than would otherwise be the case.

I would recommend the approval of the plan, but with the distinct understanding that in case it is carried out steps will be at once taken for disconnecting all leaders from the existing sanitary sewers. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves the temporary drainage plan showing location, sizes and grades of storm water sewer in Seagirt avenue (South street), from Beach 20th street (Central avenue) to the City line, and in Beach 9th street, from Seagirt avenue to Bridge Creek, in the Far Rockaway section, Borough of Queens, bearing the signature of the President of the Borough, and dated April 12, 1912.

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

MODIFICATION IN THE TEMPORARY DRAINAGE PLAN FOR DISTRICT 5-A, BOROUGH OF RICHMOND.

The following communication from the President of the Borough of Richmond, and report of the Chief Engineer were presented:

The City of New York, Office of the President of the Borough of Richmond, Borough Hall, New Brighton, New York City, February 27, 1912.

Board of Estimate and Appportionment, 277 Broadway, New York:

Gentlemen—I send you herewith, for approval, modified plan of drainage, showing change of grade of sewers in Bay street, West street and New York avenue, in Sewer District 5-A, Borough of Richmond. Yours respectfully,

GEORGE CROMWELL, President of the Borough.

Report No. 10872. April 10, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication from the President of the Borough of Richmond, bearing date of February 27, 1912, requesting the approval of a modification in the temporary drainage plan for Sewerage District 5-A, in the 4th Ward.

This plan relates to the sewers in Bay street, between Maple avenue and West street; in West street, between Bay street and New York avenue, and in New York avenue, between Willow avenue and the sewer summit north of West street. The plan modifiies one which was adopted in 1909, under which the dry weather flow into the sewers shown upon the plan now presented was intended to discharge into a sanitary sewer, which has since been built within the lines of Maple avenue, while the storm flow was to spill over into an independent storm water sewer in the same street. It now appears that the grades fixed for the Bay street sewer at the junction with Maple avenue do not permit of the separation of the flow required to carry out the proposed treatment, and the necessary grade adjustment is to be now provided.

I see no reason why the map should not be adopted and would recommend such action. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves modified temporary drainage plan showing changes of grade of sewers in Bay street, between Maple avenue and West street; in West street, between Bay street and New York avenue, and in New York avenue, between Willow avenue and the sewer summit north of West street, Borough of Richmond, bearing the signature of the President of the Borough, and dated February 1, 1912.

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

LOCAL IMPROVEMENTS—BOROUGH OF MANHATTAN.

(Preliminary Authorization.)

SEWER IN WEST 173D STREET, FROM BROADWAY TO ST. NICHOLAS AVENUE, BOROUGH OF MANHATTAN.

The following resolution of the Local Board of the Washington Heights District, Borough of Manhattan, and report of the Chief Engineer were presented:

In the Local Board of the Washington Heights District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Manhattan; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now, therefore, it is

Resolved, by the Local Board of the Washington Heights District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct sewer in 173d street between Broadway and St. Nicholas avenue and all other work incidental thereto; and it is hereby further

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Washington Heights District on the 9th day of April, 1912, all the members present voting in favor thereof.

Attest: JULIAN B. BEATY, Secretary.

Approved this 11th day of April, 1912.

Estimated cost, $3,500. Assessed valuation, $396,000.

GEORGE McANENY, President of the Borough of Manhattan.

Report No. 11083. May 13, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Washington Heights District, Borough of Manhattan, adopted on April 9, 1912, initiating proceedings for constructing a sewer in West 173d street, from Broadway to St. Nicholas avenue.

This resolution affects one block or about 300 feet of West 173d street, title to which has been legally acquired. The street is graded, curbed and flagged but the abutting property is entirely unimproved. The outlet sewer is built.

The work is estimated to cost about $3,500, and the assessed valuation of the property to be benefited is $396,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract, with the understanding that the construction will then be authorized if provision has been made for incorporating this sewer upon the City drainage plan. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Manhattan has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Washington Heights District, duly adopted by said Board on the 9th day of April, 1912, and approved by the President of the Borough of Manhattan on the 11th day of April, 1912, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct sewer in 173d street between Broadway and St. Nicholas avenue and all other work incidental thereto,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Manhattan to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Manhattan has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

LOCAL IMPROVEMENTS—BOROUGH OF BROOKLYN.

(Preliminary Authorization.)

SEWER IN CENTRE STREET, FROM THE SEWER SUMMIT 110 FEET WEST OF CLINTON STREET TO HENRY STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after duly advertised hearing had this 14th day of March, 1912, hereby initiates proceedings to construct a sewer in Centre street, from the sewer summit 110 feet west of Clinton street to Henry street; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 14th day of March, 1912, Commissioner Pounds and Aldermen Molen, Kenney and Meagher voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 16, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11055. May 8, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on March 14, 1912, initiating proceedings for constructing a sewer in Centre street, from the sewer summit, 110 feet west of Clinton street, to Henry street.

This resolution affects a little less than one block, or about 400 feet, of Centre street, title to which has been legally acquired. An approximately graded roadway is in use but the abutting property is almost entirely unimproved. The outlet sewer is built.

The work is estimated to cost about $1,500, and the assessed valuation of the property to be benefited is $21,600.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 14th day of March, 1912, and approved by the President of the Borough of Brooklyn on the 16th day of April, 1912, as follows, to wit:

"Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after duly advertised hearing had this 14th day of March, 1912, hereby initiates proceedings to construct a sewer in Centre street, from the sewer summit 110 feet west of Clinton street to Henry street,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

SEWER IN MILL STREET, FROM CLINTON STREET TO HENRY STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after duly advertised hearing had this 14th day of March, 1912, hereby initiates proceedings to construct a sewer in Mill street, from Clinton street to Henry street; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 14th day of March, 1912, Commissioner Pounds and Aldermen Molen, Kenney and Meagher voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 16, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11054. May 8, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on March 14, 1912, initiating proceedings for constructing a sewer in Mill street, from Clinton street to Henry street.

This resolution affects one block, or about 500 feet, of Mill street, title to which has been legally acquired. A narrow roadway is in use but the abutting property is entirely unimproved. The outlet sewer is built.

The work is estimated to cost about $2,000, and the assessed valuation of the property to be benefited is $27,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 14th day of March, 1912, and approved by the President of the Borough of Brooklyn on the 16th day of April, 1912, as follows, to wit:

"Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after duly advertised hearing had this 14th day of March, 1912, hereby initiates proceedings to construct a sewer in Mill street, from Clinton street to Henry street";

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingen-

cies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

EXTENDING THE SEWER IN 71ST STREET FROM ITS PRESENT TERMINUS AT THE SHORE LINE OF NEW YORK BAY WESTWARDLY A DISTANCE OF ABOUT 230 FEET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after duly advertised hearing had this 7th day of February, 1912, hereby initiates proceedings to extend the 71st street sewer from its present terminus at or about the shore line, westerly into New York Bay about 230 feet; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 7th day of February, 1912, Commissioner Pounds and Aldermen Kenney and Meagher voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on February 16, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 10714. February 28, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on February 7, 1912, initiating proceedings for extending the sewer in 71st street, from its present terminus at the shore line of New York Bay westwardly a distance of about 230 feet.

This sewer was originally given a temporary outfall at the shore line but was recently extended to about the westerly limit of Shore road in a temporary box flume. The Department of Parks is at the present time engaged in widening and improving Shore road, and this makes it necessary to substitute a permanent structure.

The land traversed by the proposed extension was acquired by the Park Department in connection with Shore road.

The work is estimated to cost about $5,000, and the assessed valuation of the property to be benefited is $6,292,410.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 7th day of February, 1912, and approved by the President of the Borough of Brooklyn on the 16th day of February, 1912, as follows, to wit:

"Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after duly advertised hearing had this 7th day of February, 1912, hereby initiates proceedings to extend the 71st street sewer from its present terminus at or about the shore line, westerly into New York Bay about 230 feet,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

SEWER IN 16TH AVENUE, FROM 44TH STREET TO WEST STREET, AND FROM THE LONG ISLAND RAILROAD TO 60TH STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after duly advertised hearing had this 12th day of July, 1911, hereby initiates proceedings to construct sewers in 16th avenue, from 44th street to West street, and from the southerly side of the Long Island Railroad near 59th street to 60th street; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 12th day of July, 1911, Commissioner Pounds and Aldermen Potter, Esterbrook and Morrison voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 19, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11061. May 9, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on July 12, 1911, initiating proceedings for constructing a sewer in 16th avenue, from 44th street to West street, and from the Long Island Railroad to 60th street.

Title to this street south of the line between the former towns of Flatbush and New Utrecht has been legally acquired. An opening proceeding relating to the street, from West street to a line between the former towns of Flatbush and New Utrecht, together with 17th avenue between identical limits, was instituted by the Board of Estimate and Apportionment on March 23, 1911. The oaths of the Commissioners of Estimate and Assessment were filed on April 12, 1912, and title to the land can be vested in the City at any time.

The resolution now presented affects seven blocks, or about 1,600 feet, of 16th avenue. The street is not in use north of 40th street, but is approximately graded through the remaining distances where the abutting property is partially improved. The outlet sewers are provided.

The work is estimated to cost about $7,000, and the assessed valuation of the property to be benefited is $164,925.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 12th day of July 1911, and approved by the President of the Borough of Brooklyn on the 19th day of April, 1912, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after duly advertised hearing had this 12th day of July, 1911, hereby initiates proceedings to construct sewers in 16th avenue, from 44th street to West street, and from the southerly side of Long Island Railroad near 59th street to 60th street,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

SEWER IN AVENUE I, FROM CONEY ISLAND AVENUE TO EAST 15TH STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after duly advertised hearing had this 22d day of June, 1910, hereby initiates proceedings to construct sewers in Avenue I, from Coney Island avenue to East 15th street; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for approval.

Adopted by the Local Board of the Flatbush District on the 22d day of June, 1910, Commissioner Pounds and Aldermen Potter, Esterbrook and Morrison voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 23, 1912.

ALFRED E. STEERS, President, Borough of Brooklyn.

Report No. 11072. May 10, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on June 22, 1910, initiating proceedings for constructing a sewer in Avenue I, from Coney Island avenue to East 15th street.

An opening proceeding relating to this street, from Ocean parkway to East 15th street, and from the easterly property line of lands of the Long Island Railroad located within the limits of East 17th street to East 34th street, was instituted by the Board of Estimate and Apportionment on January 15, 1909. The oaths of the Commissioners of Estimate and Assessment were filed on March 7, 1912, and title to the land can be vested in the City at any time.

The resolution now presented affects four short blocks of Avenue I. An approximately graded roadway is in use and a few buildings have been erected upon the abutting property. The outlet sewer is provided for.

The work is estimated to cost about $4,000, and the assessed valuation of the property to be benefited is $87,100.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 22d day of June, 1910, and approved by the President of the Borough of Brooklyn on the 23d day of April, 1912, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after duly advertised hearing had this 22d day of June, 1910, hereby initiates proceedings to construct sewers in Avenue I, from Coney Island avenue to East 15th street,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

SEWERS IN CANARSIE LANE, FROM EAST 28TH STREET TO EAST 29TH STREET, AND IN EAST 28TH STREET FROM CANARSIE LANE TO CLARENDON ROAD, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement, to wit: To construct a sewer in East 28th street, between Canarsie lane and Clarendon road, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct a sewer in Canarsie avenue, from East 29th street to East 28th street, and in East 28th street, from Canarsie avenue to Clarendon road; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for approval.

Adopted by the Local Board of the Flatbush District on the 8th day of March, 1909, President Coler and Aldermen Potter, Esterbrook and Morrison voting in favor thereof.

Attest: CHARLES FREDERICK ADAMS, Secretary.

Approved this 26th day of March, 1909.

BIRD S. COLER, President, Borough of Brooklyn.

Report No. 10793. March 14, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn. adopted on March 8, 1909, initiating proceedings for constructing sewers in the following streets:

Canarsie avenue (lane), from East 28th street to East 29th street;

East 28th street, from Canarsie avenue (lane) to Clarendon road.

Title to East 28th street has been legally acquired.

An opening proceeding relating to Canarsie lane, from Flatbush avenue to Schenectady avenue was instituted by the Board of Estimate and Apportionment on April 20, 1911, but has not advanced sufficiently to permit of vesting title to the land in the City. The street, however, includes an old road which has been in use for many years, and the City undoubtedly owns an easement which will be adequate for the purposes of the desired construction.

The resolution now presented affects one block, or about 200 feet of Canarsie lane, and one block, or about 400 feet of East 28th street. The roadways are approximately graded and the abutting property in each case is largely improved. The outlet sewer is built.

The work is estimated to cost about $3,500, and the assessed valuation of the property to be benefited is $79,200.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 8th day of March, 1909, and approved by the President of the Borough of Brooklyn on the 26th day of March, 1909, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct a sewer in Canarsie avenue, from East 29th street to East 28th street, and in East 28th street, from Canarsie avenue to Clarendon road";

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

SEWERS IN BLAKE AVENUE, FROM SARATOGA AVENUE TO HOPKINSON AVENUE; IN DUMONT AVENUE, FROM AMES STREET TO BRISTOL STREET; IN LIVONIA AVENUE, FROM AMES STREET TO HOPKINSON AVENUE; IN RIVERDALE AVENUE, FROM AMES STREET TO AMBOY STREET; IN DOUGLASS STREET, FROM SUTTER AVENUE TO BLAKE AVENUE; IN AMES STREET, FROM BLAKE AVENUE TO EAST 98TH STREET; IN AMBOY STREET, FROM BLAKE AVENUE TO VIENNA AVENUE, AND IN HOPKINSON AVENUE, FROM BLAKE AVENUE TO LIVONIA AVENUE, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the New Lots District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the New Lots District.

Whereas, A petition for a local improvement, to wit: Construct a sewer in Douglass street, between Sutter and Blake avenues; in Hopkinson avenue, between Blake and Livonia avenues, and in Amboy street, between Blake avenue and East 98th street, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the New Lots District hereby initiates proceedings to construct a sewer in Blake avenue, between Saratoga and Hopkinson avenues; in Dumont avenue, between Ames and Bristol streets; in Livonia avenue, between Ames street and Hopkinson avenue; Riverdale avenue, between Ames and Amboy streets; Douglass street, between Sutter and Blake avenues; Ames street, between Blake avenue and East 98th street; Amboy street, between Blake and Vienna avenues, and in Hopkinson avenue, between Blake and Livonia avenues; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the New Lots District on the 4th day of May, 1911, Commissioner Pounds and Aldermen Grimm and Drescher voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on March 28, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11011. May 1, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the New Lots District, Borough of Brooklyn, adopted on May 4, 1911, initiating proceedings for constructing sewers in the following streets:

Blake avenue, from Saratoga avenue to Hopkinson avenue;

Dumont avenue, from Ames street to Bristol street;

Livonia avenue, from Ames street to Hopkinson avenue;

Riverdale avenue, from Ames street to Amboy street;

Douglass street, from Sutter avenue to Blake avenue;

Ames street, from Blake avenue to East 98th street;

Amboy street, from Blake avenue to Vienna avenue;

Hopkinson avenue, from Blake avenue to Livonia avenue.

Title to Blake avenue, Dumont avenue, Livonia avenue and Riverdale avenue has been legally acquired.

An opening proceeding relating to Amboy street, from Blake avenue to East 98th street; to Ames street, from Sutter avenue to East 98th street; to Douglass street, from Sutter avenue to East 98th street; and to Hopkinson avenue, from Blake avenue to East 98th street, together with a number of other streets, was instituted by the Board of Estimate and Apportionment on April 10, 1908. This proceeding was amended on February 23, 1911, and on June 29, 1911, by the exclusion of a portion of Saratoga avenue, and by the inclusion of an additional block of Amboy street. The oaths of the Commissioners of Estimate and Assessment were filed on March 7, 1912, and title to the land needed for the streets now under consideration can be vested in the City at any time except in the case of Amboy street, where the encroachment of a building will make it necessary to defer such action until September 7 next.

The resolution now presented affects lengths varying from one block, or about 200 feet, of Riverdale avenue, to seven blocks, or about 4,200 feet, of Amboy street, aggregating a little over two miles. The streets are in use through the greater portion of the distances affected, and a number of buildings have been erected upon the abutting property. The outlet sewers are built.

The work is estimated to cost about $78,000, and the assessed valuation of the property to be benefited is $734,745.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS. Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the New Lots District, duly adopted by said Board on the 4th day of May, 1911, and approved by the President of the Borough of Brooklyn on the 28th day of March, 1912, as follows, to wit:

"Resolved, That the Local Board of the New Lots District hereby initiates proceedings to construct a sewer in Blake avenue, between Saratoga and Hopkinson avenues; in Dumont avenue, between Ames and Bristol streets; in Livonia avenue, between Ames street and Hopkinson avenue; Riverdale avenue, between Ames and Amboy streets; Douglass street, between Sutter and Blake avenues; Ames street, between Blake avenue and East 98th street; Amboy street, between Blake and Vienna avenues, and in Hopkinson avenue, between Blake and Livonia avenues";

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING INDIA STREET, FROM OAKLAND STREET TO PROVOST STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Williamsburg District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Williamsburg District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice, and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now, therefore, it is

Resolved, by the Local Board of the Williamsburg District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate, grade, set curb on concrete and lay cement sidewalks on India street, between Oakland and Provost streets; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Williamsburg District on the 26th day of November, 1906, Commissioner Dunne and Aldermen Wright, Keely and Markert voting in favor thereof.

Attest: CHARLES FREDERICK ADAMS, Secretary.

Approved this 8th day of December, 1906.

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

Report No. 10779. March 13, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Williamsburg District, Borough of Brooklyn, adopted on November 26, 1906, initiating proceedings for grading, curbing and flagging India street, from Oakland street to Provost street.

This resolution affects one block, or about 600 feet of India street, which the Corporation Counsel has advised is dedicated to public use. The roadway is approximately graded and the abutting property is partially improved.

The work is estimated to cost about $2,900, and the assessed valuation of the land to be benefited is $41,300.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Williamsburg District, duly adopted by said Board on the 26th day of November, 1906, and approved by the President of the Borough of Brooklyn on the 8th day of December, 1906, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set curb on concrete and lay cement sidewalks on India street, between Oakland and Provost streets,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work

to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING NASSAU AVENUE, FROM APOLLO STREET TO VARICK AVENUE, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Williamsburg District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Williamsburg District.

Whereas, A petition for a local improvement, to wit: To set curb and lay sidewalks on Nassau avenue, from Apollo street to Varick street, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Williamsburg District, hereby initiates proceedings to regulate, grade, set stone curb on concrete foundation and lay cement sidewalks five feet in width on Nassau avenue, from Apollo street to Varick avenue; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Williamsburg District on the 14th day of March, 1912, Commissioner Pounds and Aldermen Moore, Dixson and McGarry voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on March 19, 1912.

L. H. POUNDS, Acting President, Borough of Brookljyn.

Report No. 10960. April 17, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Williamsburg District, Borough of Brooklyn, adopted on March 14, 1912, initiating proceedings for grading, curbing and flagging Nassau avenue, from Apollo street to Varick avenue.

This resolution affects two short blocks of Nassau avenue, title to which has been legally acquired. An approximately graded roadway is in use and a few buildings have been erected upon the abutting property.

The work is estimated to cost about about $1,900, and the assessed valuation of the property to be benefited is $65,500.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Williamsburg District, duly adopted by said Board on the 14th day of March, 1912, and approved by the President of the Borough of Brooklyn on the 19th day of March, 1912, as follows, to wit:

"Resolved, That the Local Board of the Williamsburg District hereby initiates proceedings to regulate, grade, set stone curb on concrete foundation and lay cement sidewalks five feet in width on Nassau avenue, from Apollo street to Varick avenue,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING TROUTMAN STREET, FROM IRVING AVENUE TO A POINT ABOUT 150 FEET EAST OF ST. NICHOLAS AVENUE, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Bushwick District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bushwick District.

Whereas, A petition for a local improvement, to wit: To amend resolution of November 26, 1906, initiating proceedings to regulate, grade, set curb on concrete, pave with granite block on concrete foundation and lay cement sidewalks on Troutman street, from Irving avenue to a point 150 feet, more or less, east of St. Nicholas avenue, by excluding from the provisions thereof the paving with granite on concrete foundation; and to adopt a separate resolution for paving with granite block on concrete foundation, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Bushwick District hereby amends resolution of November 26, 1906, initiating proceedings to regulate, grade, set curb on concrete, pave with granite block on concrete foundation and lay cement sidewalks on Troutman street, from Irving avenue to a point 150 feet, more or less, east of St. Nicholas avenue, by excluding therefrom provisions for paving with granite block on concrete foundation, the amended resolution to read as follows:

"To regulate, grade, set curb on concrete and lay cement sidewalks on Troutman street, from Irving avenue to a point 150 feet, more or less, east of St. Nicholas avenue"; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for approval.

Adopted by the Local Board of the Bushwick District on the 31st day of May, 1911, Commissioner Pounds and Aldermen Bent and Markert voting in favor thereof.

Attest: JOHN B. CREIGHTON, Acting Secretary.

Approved on June 28, 1911.

ALFRED E. STEERS, President, Borough of Brooklyn.

Report No. 11059. May 8, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Bushwick District, Borough of Brooklyn, adopted on May 31, 1911, initiating proceedings for grading, curbing and flagging Troutman street, from Irving avenue to a point about 150 feet east of St. Nicholas avenue.

This resolution affects a little more than two blocks, or about 1,400 feet of Troutman street, title to which has been legally acquired. An approximately graded roadway is in use and the abutting property is partially improved.

The Evergreen branch of the Long Island Railroad is located about midway between Irving avenue and Wyckoff avenue, and under a recent map change the grades of the street were so adjusted as to permit of the use of a grade crossing.

The work is estimated to cost about $5,400, and the assessed valuation of the land to be benefited is $124,300.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Bushwick District, duly adopted by said Board on the 31st day of May, 1911, and approved by the President of the Borough of Brooklyn on the 28th day of June, 1911, as follows, to wit:

"Resolved, That the Local Board of the Bushwick District hereby amends resolution of November 26, 1906, initiating proceedings to regulate, grade, set curb on concrete pave with granite block on concrete foundation and lay cement sidewalks on Troutman street, from Irving avenue to a point 150 feet, more or less, east of St. Nicholas avenue, by excluding therefrom provisions for paving with granite block on concrete foundation, the amended resolution to read as follows:

"To regulate, grade, set curb on concrete and lay cement sidewalks on Troutman street, from Irving avenue to a point 150 feet, more or less, east of St. Nicholas avenue,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING CENTRE STREET, FROM CLINTON STREET TO HENRY STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement, to wit: Opening, grading and paving Centre street, between Clinton street and Henry street, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Bay Ridge District hereby initiates proceedings to regulate, grade, set cement curb and lay cement sidewalks on Centre street, from Clinton street to Henry street; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 14th day of March, 1912, Commissioner Pounds and Aldermen Molen, Kenney and Meagher voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 16, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11057. May 8, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on March 14, 1912, initiating proceedings for grading, curbing and flagging Centre street, from Clinton street to Henry street.

This resolution affects one block, or about 500 feet, of Centre street, title to which has been legally acquired. An approximately graded roadway is in use, but the abutting property is almost entirely unimproved.

The work is estimated to cost about $1,400, and the assessed valuation of the land to be benefited is $42,150.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 14th day of March, 1912, and approved by the President of the Borough of Brooklyn on the 16th day of April, 1912, as follows, to wit:

"Resolved, That the Local Board of the Bay Ridge District hereby initiates proceedings to regulate, grade, set cement curb and lay cement sidewalks on Centre street, from Clinton street to Henry street,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING MILL STREET, FROM CLINTON STREET TO HENRY STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement, to wit: Opening, grading and paving Mill street, between Clinton street and Henry street, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Bay Ridge District, hereby initiates proceedings to regulate, grade, set cement curb and lay cement sidewalks on Mill street, from Clinton street to Henry street; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 14th day of March, 1912, Commissioner Pounds and Aldermen Molen, Kenney and Meagher voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 16, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11056. May 8, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor. Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on March 14, 1912, initiating proceedings for grading, curbing and flagging Mill street, from Clinton street to Henry street.

This resolution affects one block, or about 500 feet, of Mill street, title to which has been legally acquired. A narrow roadway is in use but the abutting property is entirely unimproved. The work is estimated to cost about $2,000, and the assessed valuation of the land to be benefited is $43,050.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 14th day of March, 1912, and approved by the President of the Borough of Brooklyn on the 16th day of April, 1912, as follows. to wit:

"Resolved, That the Local Board of the Bay Ridge District hereby initiates proceedings to regulate, grade. set cement curb and lay cement sidewalks on Mill street, from Clinton street to Henry street,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved. That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING WAKEMAN PLACE, FROM 1ST AVENUE TO 3D AVENUE, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Chief Engineer were presented.

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Bay Ridge District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, this 10th day of April, 1907, hereby initiates proceedings to regulate, grade, set curb on concrete and lay cement sidewalks on Wakeman place, between 1st and 3d avenues; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 10th day of April, 1907, Commissioner Dunne and Aldermen Linde and Potter voting in favor thereof.

Attest: CHARLES FREDERICK ADAMS, Secretary.

Approved this 31st day of May, 1907.

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

Report No. 10794. March 14, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on April 10, 1907, initiating proceedings for grading, curbing and flagging Wakeman place from 1st avenue to 3d avenue.

This resolution affects two blocks, or about 1,400 feet of Wakeman place, title to which has been legally acquired, excepting for a distance of 100 feet adjoining 3d avenue, where the Corporation Counsel has advised the street is dedicated to public use. The roadway is approximately graded and the property abutting on the southerly side is partially improved. The entire frontage on the north is occupied by Bay Ridge parkway.

The work is estimated to cost about $5,500, and the assessed valuation of the land to be benefited is $91,300.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 10th day of April, 1907, and approved by the President of the Borough of Brooklyn on the 31st day of May, 1907, as follows, to wit:

"Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, this 10th day of April, 1907, hereby initiates proceedings to regulate, grade, set curb on concrete and lay cement sidewalks on Wakeman place, between 1st and 3d avenues,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING CHURCH AVENUE, FROM OCEAN PARKWAY TO GRAVESEND AVENUE, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement, to wit: To regulate, grade, set cement curb and lay cement sidewalks on Church avenue, from Ocean parkway to Gravesend avenue, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set curb and lay cement sidewalks on Church avenue, from Ocean parkway to Gravesend avenue; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for approval.

Adopted by the Local Board of the Flatbush District on December 15, 1911, Commissioner Pounds and Aldermen Potter and Morrison voting in favor thereof.

Attest: REUBEN L. HASKELL Secretary.

Approved on April 16, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11009. May 1, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on December 15, 1911, initiating proceedings for grading, curbing and flagging Church avenue, from Ocean parkway to Gravesend avenue.

An opening proceeding relating to this street from 36th street to Ocean parkway was instituted by the Board of Estimate and Apportionment on February 11, 1910. The oaths of the Commissioners of Estimate and Assessment were filed on February 1, 1912, and title to the land can be vested in the City at any time after August 1 next.

The resolution now presented affects five blocks, or about 1,400 feet of Church avenue. An approximately graded roadway is in use and the abutting property is partially improved.

The central portion of the roadway is occupied by a double track trolley railroad which passes under Ocean parkway in tunnel.

The work is estimated to cost about $3,900, and the assessed valuation of the property to be benefited is $224,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 15th day of December, 1911, and approved by the President of the Borough of Brooklyn on the 16th day of April, 1912, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set curb and lay cement sidewalks on Church avenue, from Ocean parkway to Gravesend avenue,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING 57TH STREET, FROM 15TH AVENUE TO 16TH AVENUE, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Flatbush District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate, grade, set cement curb and lay cement sidewalks, where not already done, on 57th street, between 15th and 16th avenues; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 28th day of December, 1908, Commissioner Farrell and Aldermen Potter and Morrison voting in favor thereof.

Attest: CHARLES FREDERICK ADAMS, Secretary.

Approved this 6th day of January, 1909.

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

Report No. 10912. April 15, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on December 28, 1908, initiating proceedings for grading, curbing and flagging 57th street, from 15th avenue to 16th avenue.

This resolution affects one long block of 57th street which the Corporation Counsel has advised is dedicated to public use. The roadway is approximately graded and the abutting property is largely improved.

The work is estimated to cost about $2,100, and the assessed valuation of the property to be benefited is $35,800.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 28th day of December, 1908, and approved by the President of the Borough of Brooklyn on the 6th day of January, 1909, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set cement curb and lay cement sidewalks, where not already done, on 57th street, between 15th and 16th avenues,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING EAST 14TH STREET, FROM AVENUE H TO AVENUE I, EXCEPTING THE RIGHT OF WAY OF THE LONG ISLAND RAILROAD, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement, to wit: Sidewalks, curbing and gutters in Avenue I, from Coney Island avenue to the Brighton Beach Railroad; also East 15th street, East 14th street, East 13th street, East 12th street, from Avenue H to Avenue J, in the Borough of Brooklyn, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Flatbush District hereby amends resolution of October 31, 1906, initiating proceedings to regulate, grade, set curb on concrete, set brick gutters and lay cement sidewalks on East 14th street, between Avenues H and I, so as to make the amended resolution read as follows:

"To regulate, grade, set cement curb and lay cement sidewalks where necessary on East 14th street, from Avenue H to Avenue I, excepting the land occupied by the Long Island Railroad"; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for approval.

Adopted by the Local Board of the Flatbush District on the 15th day of December, 1911, Commissioner Pounds and Aldermen Potter and Morrison voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on December 23, 1911.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 10705. February 21, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on December 15, 1911, initiating proceedings for grading, curbing and flagging East 14th street, from Avenue H to Avenue I, excepting the right-of-way of the Long Island Railroad.

An opening proceeding relating to this street from Avenue D to Foster avenue; from Avenue H to Kings Highway; and from Avenue V to Gravesend Neck road, together with a number of other streets, excluding the right-of-way of the Long Island Railroad, was instituted by the Board of Estimate and Apportionment on February 28, 1908. The oaths of the Commissioners of Estimate and Assessment were filed on November 22, 1911, and title to the land can be vested in the City at any time.

The resolution now presented affects one block, or about 800 feet of East 14th street. An approximately graded roadway is in use and the abutting property is partially improved.

The Long Island Railroad is located in deep cut about midway between Avenue H and Avenue I, and a highway bridge has already been here erected.

The work is estimated to cost about $2,000, and the assessed valuation of the property to be benefited is $66,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 15th day of December, 1911, and approved by the President of the Borough of Brooklyn on the 23d day of December, 1911, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby amends resolution of October 31, 1906, initiating proceedings to regulate, grade, set curb on concrete, set brick gutters and lay cement sidewalks on East 14th street, between Avenues H and I, so as to make the amended resolution read as follows:

"To regulate, grade, set cement curb and lay cement sidewalks where necessary on East 14th street, from Avenue H to Avenue I, excepting the land occupied by the Long Island Railroad,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING KINGS HIGHWAY, FROM OCEAN AVENUE TO FLATBUSH AVENUE, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement, to wit: For laying cement curb and sidewalk on Kings highway, between Ocean avenue and Flatbush avenue, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set curbs and lay sidewalks on Kings highway, from Ocean avenue to Flatbush avenue; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 14th day of March, 1912, Commissioner Pounds and Aldermen Bosse, Esterbrook and Morrison voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on March 21, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 10858. April 11, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on March 14, 1912, initiating proceedings for grading, curbing and flagging Kings highway, from Ocean avenue to Flatbush avenue.

An opening proceeding relating to this street, from Ocean parkway to Flatbush avenue, together with a number of other streets, was instituted by the Board of Estimate and Apportionment on December 15, 1910. The oaths of the Commissioners of Estimate and Assessment were filed on November 22, 1911, and title to the land can be vested in the City at any time after May 22 next.

The resolution now presented affects twenty blocks, or about 6,400 feet, of Kings highway. A narrow macadamized roadway is in use, but the abutting property is generally unimproved.

The work is estimated to cost about $23,000, and the assessed valuation of the land to be benefited is $445,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 14th day of March, 1912, and approved by the President of the Borough of Brooklyn on the 21st day of March, 1912, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set curbs and lay sidewalks on Kings highway, from Ocean avenue to Flatbush avenue";

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING 16TH AVENUE, FROM WEST STREET TO 44TH STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after duly advertised hearing, had, this 13th day of September, 1911, hereby amends resolution of May 31, 1911, to regulate, grade, set curb on concrete foundation and lay cement sidewalks on 16th avenue, between West street and 45th street, by omitting therefrom the block between 44th and 45th streets, and to make the resolution read as follows:

"To regulate, grade, set curb on concrete foundation and lay cement sidewalks on 16th avenue, between West street and 44th streets"; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 13th day of September, 1911, Commissioner Pounds and Aldermen Potter and Morrison voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on March 28, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11028. May 2, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on September 13, 1911, initiating proceedings for grading, curbing and flagging 16th avenue, from West street to 44th street.

An opening proceeding relating to this street and to 17th avenue, from West street to the line between the former towns of Flatbush and New Utrecht, was instituted by the Board of Estimate and Apportionment on March 23, 1911. The oaths of the Commissioners of Estimate and Assessment were filed on April 12, 1912, and title to the land can be vested in the City at any time.

The resolution now presented affects six blocks or about 1,400 feet of 16th avenue. The street is not in use north of 40th street, but south of this point the roadway is approximately graded and is occupied by a double track trolley railroad. A few buildings have been erected upon the abutting property.

The work is estimated to cost about $5,900, and the assessed valuation of the land to be benefited is $196,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 13th day of September, 1911, and approved by the President of the Borough of Brooklyn on the 28th day of March, 1912, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after duly advertised hearing had this 13th day of September, 1911, hereby amends resolution of May 31, 1911, to regulate, grade, set curb on concrete foundation and lay cement sidewalks on 16th avenue, between West street and 45th street, by omitting therefrom the block between 44th and 45th streets, and to make the resolution read as follows:

"To regulate, grade, set curb on concrete foundation and lay cement sidewalks on 16th avenue, between West street and 44th street,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING 17TH AVENUE, FROM WEST STREET TO 53D STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement, to wit: To regulate and grade, set curb on concrete and lay cement sidewalks on 17th avenue, between West street and 53d street, has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board, at which meeting the said petition would be submitted by him to the said Local Board; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; now therefore it is

Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set curb on concrete and lay cement sidewalks on 17th avenue, from West street to 53d street; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 13th day of September, 1911, Commissioner Pounds and Aldermen Potter and Morrison voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 19, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11060. May 9, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on September 13, 1911, initiating proceedings for grading, curbing and flagging 17th avenue, from West street to 53d street.

Title to this street south of the line between the former towns of Flatbush and New Utrecht has been legally acquired. An opening proceeding relating to the street from West street to a line between the former towns of Flatbush and New Utrecht, together with 16th avenue, between identical limits, was instituted by the Board of Estimate and Apportionment on March 23, 1911. The oaths of the Commissioners of Estimate and Assessment were filed on April 12, 1912, and title to the land can be vested in the City at any time.

The resolution now presented affects eleven blocks, or about 2,900 feet, of 17th avenue. An approximately graded roadway is in use, excepting for a short distance adjoining 47th street on the south, and the abutting property is partially improved.

The work is estimated to cost about $11,400, and the assessed valuation of the land to be benefited is $746,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 13th day of September, 1911, and approved by the President of the Borough of Brooklyn on the 19th day of April, 1912, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set curb on concrete and lay cement sidewalks on 17th avenue, from West street to 53d street,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

STORM WATER AND SANITARY SEWER IN MASPETH AVENUE, FROM NEWTOWN CREEK TO VANDERVOORT AVENUE; SANITARY SEWER IN MASPETH AVENUE, FROM VANDERVOORT AVENUE TO MORGAN AVENUE; COMBINED SEWERS IN MASPETH AVENUE FROM MORGAN AVENUE TO CONSELYEA STREET AND IN CONSELYEA STREET FROM MASPETH AVENUE TO HUMBOLDT STREET; STORM WATER SEWER IN GARDNER AVENUE, FROM MASPETH AVENUE TO ENGLISH KILLS; SIPHON UNDER NEWTOWN CREEK ALONG THE LINE OF MASPETH AVENUE, FROM THE BOROUGH OF BROOKLYN TO THE BOROUGH OF QUEENS; TOGETHER WITH A PUMPING STATION ON THE EASTERLY SIDE OF MORGAN AVENUE, BETWEEN MASPETH AVENUE AND BULLION STREET, AND A FORCE MAIN AT MASPETH AVENUE AND MORGAN AVENUE, BOROUGHS OF BROOKLYN AND QUEENS.

The following resolution of the Local Board of the Williamsburg District, Borough of Brooklyn, resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Williamsburg District.

Resolved, That the Local Board of the Williamsburg District, Borough of Brooklyn, after duly advertised hearing had this 10th day of July, 1911, hereby initiates proceedings to construct storm sewers and sanitary sewers in Maspeth avenue, from Newtown Creek to Vandervoort avenue; sanitary sewer in Maspeth avenue, from Vandervoort avenue to Morgan avenue; combined sewers in Maspeth avenue, from Morgan avenue to Conselyea street; in Conselyea street, from Maspeth avenue to Humboldt street; storm sewer in Gardner avenue, from Maspeth avenue to the west branch of Newtown Creek, known as English Kills, and siphon under Newtown Creek; at Maspeth avenue, from the Borough of Brooklyn to the Borough of Queens, together with a pumping station and all appurtenances to be located on the site to be acquired by the City on the easterly side of Morgan avenue, between Maspeth avenue and Bullion street, and a force main and all appurtenances at Maspeth and Morgan avenues; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Williamsburg District on the 10th day of July, 1911, Commissioner Pounds and Alderman Finnigan voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 23, 1912.

ALFRED E. STEERS, President, Borough of Brooklyn.

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For the construction of storm water sewers and sanitary sewers in Maspeth avenue, from Newtown Creek to Vandervoort avenue; sanitary sewer in Maspeth avenue, from Vandervoort avenue to Morgan avenue; combined sewers in Maspeth avenue, from Morgan avenue to Conselyea street; in Conselyea street, from Maspeth avenue to Humboldt street; storm water sewer in Gardner avenue, from Maspeth avenue to the west branch of Newtown Creek, known as English Kills, and siphon under Newtown Creek at Maspeth avenue, from the Borough of Brooklyn to the Borough of Queens, together with a pumping station and all appurtenances to be located upon the site to be acquired by the City on the easterly side of Morgan avenue, between Maspeth avenue and Bullion street, and a force main and all appurtenances at Maspeth and Morgan avenues, Borough of Brooklyn; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 10th day of November, 1911, Aldermen Brady and Dujat, and Maurice E. Connolly, President of the Borough of Queens, voting in favor thereof.

Attest: DAVID W. MURPHY, Acting Secretary.

Approved November 17, 1911.

MAURICE E. CONNOLLY, President of the Borough of Queens.

Report No. 11032. May 3, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Williamsburg District, Borough of Brooklyn, adopted on July 10, 1911, initiating proceedings for constructing a storm water and a sanitary sewer in Maspeth avenue from Newtown Creek to Vandervoort avenue; a sanitary sewer in Maspeth avenue from Vandervoort avenue to Morgan avenue; combined sewers in the following streets:

Maspeth avenue, from Morgan avenue to Conselyea street; Conselyea street, from Maspeth avenue to Humboldt street; a storm water sewer in Gardner avenue, from Maspeth avenue to English Kills; a siphon under Newtown Creek along the line of Maspeth avenue, from the Borough of Brooklyn to the Borough of Queens; together with a pumping station on the easterly side of Morgan avenue, between Maspeth avenue and Bullion street, and a force main at Maspeth avenue and Morgan avenue.

A large portion of the area benefited by these sewers falls within the Borough of Queens, and on November 10, 1911, the Local Board of the Newtown District adopted a resolution, which is also herewith transmitted, ratifying the action of the Local Board of the Williamsburg District.

Title to the land needed for the pumping station site has been legally acquired, and the Corporation Counsel advises that instruments have been filed conveying an easement within the lines of Gardner avenue.

Maspeth avenue has a width of 70 feet. With the papers is submitted information showing that 66 feet on the southerly side forms a portion of an old turnpike extending across Newtown Creek into the Borough of Queens, title to which has reverted to the City, and that west of Vandervoort avenue the remaining area on the north has been acquired by condemnation proceedings. There can be no question therefore of the possession by the City of a sufficient easement in this street to permit of carrying out the desired improvement.

An opening proceeding relating to Conselyea street between the limits named was instituted by the Board of Estimate and Apportionment on October 21, 1910. The oaths of the Commissioners of Estimate and Assessment were filed on January 3, 1912, and title to the land can be vested in the City at any time after July 3 next.

The resolution now presented affects an aggregate length of about 4,600 feet of Maspeth avenue and about 400 feet of Gardner avenue and of Conselyea street. The two streets last named are not in use, and a large number of buildings fall within the lines of the latter. Maspeth avenue is paved through the greater portion of the

distance affected and is approximately graded through the remainder. A number of buildings have been erected upon the property abutting on this street, and between Olive street and Morgan avenue the entire frontage on the south is occupied by Cooper Park. The outlet sewer in Conselyea street was given preliminary authorization on November 29, 1911.

The work is estimated to cost about $430,000, and the assessed valuation of the property to be benefited is $13,116,610.

In my judgment these resolutions are proper, and I would recommend that the President of the Borough of Brooklyn be authorized to have the work performed which is required prior to placing the improvement under contract, with the understanding that the construction will then be authorized if the outlet sewer has been provided for. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Brooklyn has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Williamsburg District, duly adopted by said Board on the 10th day of July, 1911, and approved by the President of the Borough of Brooklyn on the 23d day of April, 1912, as follows, to wit:

"Resolved, That the Local Board of the Williamsburg District, Borough of Brooklyn, after duly advertised hearing had this 10th day of July, 1911, hereby initiates proceedings to construct storm sewers and sanitary sewers in Maspeth avenue, from Newtown Creek to Vandervoort avenue; sanitary sewer in Maspeth avenue, from Vandervoort avenue to Morgan avenue; combined sewers in Maspeth avenue, from Morgan avenue to Conselyea street; in Conselyea street, from Maspeth avenue to Humboldt street; storm sewer in Gardner avenue, from Maspeth avenue to the west branch of Newtown Creek, known as English Kills, and siphon under Newtown Creek; at Maspeth avenue, from the Borough of Brooklyn to the Borough of Queens, together with a pumping station and all appurtenances to be located on the site to be acquired by the City on the easterly side of Morgan avenue, between Maspeth avenue and Bullion street, and a force main and all appurtenances at Maspeth and Morgan avenues";

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Brooklyn to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Brooklyn has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

LOCAL IMPROVEMENTS—BOROUGH OF THE BRONX.

(Preliminary Authorization.)

SEWER IN EDGEWATER ROAD, FROM SENECA AVENUE TO GARRISON AVENUE, AND MODIFIED PLAN FOR THE DRAINAGE OF THIS STREET BETWEEN THE LIMITS NAMED, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Morrisania District, Borough of The Bronx, communication from the Commissioner of Public Works, and report of the Chief Engineer were presented:

In Local Board of Morrisania, Twenty-second District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board; which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved by the Local Board of Morrisania, 22d District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit: For constructing a sewer and appurtenances in Edgewater road, between Seneca avenue and Garrison avenue, in the Borough of The Bronx, City of New York, with the understanding that this sewer be constructed after the regulating and grading, etc., of said street is completed; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Morrisania, 22d District, on the 29th day of April, 1909, Alderman Brown and the President of the Borough of The Bronx voting in favor thereof. Negative, none.

Attest: HENRY A. GUMBLETON, Secretary.

Approved and certified this 4th day of May, 1909.

LOUIS F. HAFFEN, President of the Borough of The Bronx.

City of New York, President of the Borough of The Bronx, 3d Avenue and 177th Street, May 7, 1912.

Mr. Jos. HAAG, *Secretary, Board of Estimate and Apportionment,* 277 Broadway, City:

Dear Sir—I forward herewith lithoprint of modified drainage plan for Sewerage District No. 42-B2, showing the sewers in Edgewater road between Seneca avenue and Garrison avenue.

The original plan of drainage is modified because of the changes proposed to be made in the street surface grades. Respectfully,

THOMAS W. WHITTLE, Commissioner of Public Works.

Report No. 11078. May 10, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Morrisania District, Borough of The Bronx, adopted on April 29, 1909, initiating proceedings for constructing a sewer in Edgewater road, from Seneca avenue to Garrison avenue, together with a communication from the Commissioner of Public Works, bearing date of May 7, 1912, requesting the approval of a modified plan for the drainage of this street between the limits named.

This resolution affects one block, or about 800 feet, of Edgewater road, title to which has been legally acquired. The street is not in use and the abutting property is entirely unimproved. The outlet sewer is provided for.

The work is estimated to cost about $10,800, and the assessed valuation of the property to be benefited is $64,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract.

The plan herewith presented provides for a cover of about 2 feet at Garrison avenue and about 4 feet at Seneca avenue, under the street grades heretofore established, but it is understood that these are to be raised sufficiently to provide better conditions in this respect, and with this understanding approval is recommended.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Resolved, That the modified drainage plan for Sewerage District No. 42-B2, Borough of The Bronx, showing a sewer in Edgewater road between Garrison avenue and Seneca avenue, bearing the signature of the President of the Borough and dated April 27, 1912, be and the same hereby is approved.

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

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Morrisania District, duly adopted by said Board on the 29th day of April, 1909, and approved by the President of the Borough of The Bronx on the 4th day of May, 1909, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For constructing a sewer and appurtenances in Edgewater road between Seneca avenue and Garrison avenue, in the Borough of The Bronx, City of New York, with the understanding that this sewer be constructed after the regulating and grading, etc., of said street is completed,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

SEWERS IN WHITE PLAINS ROAD, FROM EAST 177TH STREET TO WALKER AVENUE; IN WOOD AVENUE, FROM WHITE PLAINS ROAD TO BEACH AVENUE; IN MCGRAW AVENUE, FROM WHITE PLAINS ROAD TO EAST 177TH STREET; IN EAST 177TH STREET, FROM MCGRAW AVENUE TO THERIOT AVENUE; IN LELAND AVENUE, FROM MCGRAW AVENUE TO WOOD AVENUE; AND IN THERIOT AVENUE, FROM EAST 177TH STREET TO WOOD AVENUE, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Chester District, Borough of The Bronx, and report of the Chief Engineer were presented:

In Local Board of Chester, Twenty-third District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days atfer the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, 23d District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For constructing a sewer and appurtenances in White Plains road, between East 177th street and Walker avenue; in Wood avenue, between White Plains road and Beach avenue; in McGraw avenue, between White Plains road and East 177th street; in East 177th street, between McGraw avenue and Theriot avenue; in Leland avenue, between McGraw avenue and Wood avenue; and in Theriot avenue, between East 177th street and Wood avenue, together with all work incidental thereto in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Chester, 23d District, on the 3d day of January, 1912, Aldermen Mulligan and O'Neil and the President of the Borough of The Bronx voting in favor thereof. Negative, none.

Attest: GEO. DONNELLY, Secretary.

Approved and certified this 15th day of April, 1912.

CYRUS C. MILLER, President of the Borough of The Bronx.

Report No. 11010. April 27, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Chester District, Borough of The Bronx, adopted on January 3, 1912, initiating proceedings for constructing sewers in the following streets:

White Plains road, from East 177th street to Walker avenue;
Wood avenue, from White Plains road to Beach avenue;
McGraw avenue, from White plains road to East 177th street;
East 177th street, from McGraw avenue to Theriot avenue;
Leland avenue, from McGraw avenue to Wood avenue;
Theriot avenue, from East 177th street to Wood avenue.

Title to White Plains road, East 177th street and Theriot avenue has been legally acquired.

An opening proceeding relating to Wood avenue, from Beach avenue to Storrow street, together with a number of other streets, was instituted by the Board of Estimate and Apportionment on May 8, 1908, and the oaths of the Commissioners of Estimate and Assessment were filed on March 31 of the following year. This proceeding was amended on June 29, 1911, and April 18, 1912, to conform with certain map changes, and by the inclusion of additional areas, but it will be unnecessary to defer vesting title to the land in the City until such a time as these amendments have been confirmed by the Supreme Court for the reason that Wood avenue is not affected.

An opening proceeding relating to McGraw avenue, from Beach avenue to Unionport road, was instituted on March 26, 1909. The oaths of the Commissioners of Estimate and Assessment were filed on May 4, 1911, and title to the land can be vested in the City at any time.

An opening proceeding relating to Leland avenue, from Westchester avenue to West Farms road, together with Theriot avenue, from Gleason avenue to West Farms road, was instituted on April 22, 1910. The oaths of the Commissioners of Estimate and Assessment were filed on April 27, 1911, and title to the land can be vested in the City at any time.

The resolution now presented affects lengths varying from one block, or about 100 feet, of East 177th street, to five blocks, or about 2,600 feet, of White Plains road, aggregating about 4,700 feet. The streets are in use and the abutting property in each case is partially improved. The outlet sewer has been provided for.

The approved drainage plan indicates that two sewers are to be built in East 177th street through that portion of its length affected by the resolution now under consideration. The resolution can, however, be interpreted as relating to the sewer on the northerly side of the street for the reason that all of the remaining construction has been heretofore provided for.

The work is estimated to cost about $100,900, and the assessed valuation of the property to be benefited is $2,323,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Chester District, duly adopted by said Board on the 3d day of January, 1912, and approved by the President of the Borough of The Bronx on the 15th day of April, 1912, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For constructing a sewer and appurtenances in White Plains road, between East 177th street and Walker avenue; in Wood avenue, between White Plains road and Beach avenue; in McGraw avenue, between White Plains road and East 177th street; in East 177th street, between McGraw avenue and Theriot avenue; in Leland avenue, between McGraw avenue and Wood avenue; and in Theriot avenue, between East 177th street and Wood avenue, together with all work incidental thereto, in the Borough of The Bronx, City of New York,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING FULLER STREET, FROM SEDDON STREET TO ZEREGA AVENUE, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Chester District, Borough of The Bronx, and report of the Chief Engineer were presented:

In Local Board of Chester, 23d District.

Whereas, On the 18th day of February, 1910, the Local Board of Chester, 23d District, initiated proceedings for "regulating and grading, setting curb stones and flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary in Fuller street, from Seddon street to Zerega avenue, and all work incidental thereto, in the Borough of The Bronx, City of New York"; and

Whereas, Under date of December 12, 1911, the Engineer in Charge of the Division of Public Improvements of the Board of Estimate and Apportionment informed the President of the Borough that since the adoption of the Local Board resolution the lines of the street have been changed so that it now occupies a position wholly outside the area to which the Local Board resolution was intended to relate, and in order to remove any question as to the desires of the owners of property who will be assessed for the improvement the said Engineeer suggested that a new resolution be adopted by the Local Board; therefore be it

Resolved, That proceedings be and the same hereby are initiated for regulating and grading, setting curb stones, flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary in Fuller street, from Seddon street to Zerega avenue, together with all work incidental thereto, Borough of The Bronx, City of New York, in accordance with the lines of the street as adopted by the Board of Estimate and Apportionment on March 23, 1911.

Adopted by the Local Board of Chester, 23d District, on the 3d day of January, 1912, Alderman O'Neil, Alderman Mulligan and the President of the Borough of The Bronx voting in favor thereof. Negative, none.

Attest: GEO. DONNELLY, Secretary.

Approved and certified this 12th day of January, 1912.

CYRUS C. MILLER, President of the Borough of The Bronx.

Report No. 10833. March 23, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Chester District, Borough of The Bronx, adopted on January 3, 1912, initiating proceedings for grading, curbing and flagging Fuller street, from Seddon street to Zerega avenue.

An opening proceeding relating to this street between the limits named, together with a number of other streets, was instituted by the Board of Estimate and Apportionment on May 3, 1907, and the oaths of the Commissioners of Estimate and Assessment were filed on January 25 of the following year. On May 4, 1911, this proceeding was amended to conform with changes made in the lines of some of the streets, and the court order confirming the amendment was filed on March 19, 1912. Title to the land can therefore be vested in the City at any time.

The resolution now presented affects the entire length of Fuller street, comprising one block, or about 600 feet. The street is not in use and the abutting property is almost entirely unimproved.

The work is estimated to cost about $3,400, and the assessed valuation of the property to be benefited is $49,350.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Chester District, duly adopted by said Board on the 3d day of January, 1912, and approved by the President of the Borough of The Bronx on the 12th day of January, 1912, as follows, to wit:

"Resolved, That proceedings be and the same hereby are initiated for regulating and grading, setting curb stones, flagging sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary in Fuller street, from Seddon street to Zerega avenue, together with all work incidental thereto, Borough of The Bronx, City of New York, in accordance with the lines of the street as adopted by the Board of Estimate and Apportionment on March 23, 1911."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING GLEBE AVENUE, FROM WESTCHESTER AVENUE TO ZEREGA AVENUE, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Chester District, Borough of The Bronx, and report of the Chief Engineer were presented:

In Local Board of Chester, Twenty-third District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice, and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, 23d District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For regulating, grading, setting curbstones, flagging the sidewalks a space 4 feet wide, laying crosswalks, building approaches and erecting fences where necessary in Glebe avenue, from Westchester avenue to Zerega avenue, together with all work incidental thereto, in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Chester, 23d District, on the 4th day of March, 1912, Aldermen Mulligan and O'Neill, and the President of the Borough of The Bronx voting in favor thereof. Negative, none.

Attest: GEO. DONNELLY, Secretary.

Approved and certified this 8th day of April, 1912.

CYRUS C. MILLER, President of the Borough of The Bronx.

Report No. 10963. April 19, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Chester District, Borough of The Bronx, adopted on March 4, 1912, initiating proceedings for grading, curbing and flagging Glebe avenue, from Westchester avenue to Zerega avenue.

This resolution affects five blocks, or about 1,400 feet, of Glebe avenue, title to which has been legally acquired. A macadamized roadway is in use and the abutting property is partially improved.

The work is estimated to cost about $14,000, and the assessed valuation of the property to be benefited is $357,800.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Chester District, duly adopted by said Board on the 4th day of March, 1912, and approved by the President of the Borough of The Bronx on the 8th day of April, 1912, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For regulating, grading, setting curbstones, flagging the sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary in Glebe avenue, from Westchester avenue to Zerega avenue, together with all work incidental thereto, in the Borough of The Bronx, City of New York,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

GRADING BEACH AVENUE, FROM BRONX RIVER AVENUE TO WESTCHESTER AVENUE, AND CURBING AND FLAGGING THIS STREET, FROM BRONX RIVER AVENUE TO CLASON POINT ROAD, BOROUGH OF THE BRONX.

The following resolution of the Local Board of the Chester District, Borough of The Bronx, and report of the Chief Engineer were presented:

In Local Board of Chester, Twenty-third District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice, and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Chester, 23d District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For regulating and grading Beach avenue, from Bronx River avenue to Westchester avenue, placing vitrified pipe, building walls where necessary and all work incidental thereto; and setting curbstones, flagging sidewalks a space 4 feet wide,

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laying crosswalks, building approaches, erecting fences where necessary, from Bronx River avenue to Clasons Point road only, in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Chester, 23d District, on the 4th day of May, 1910, Aldermen Mulhearn and Sheridan and the President of the Borough of The Bronx voting in favor thereof. Negative—None.

Attest: GEO. DONNELLY, Secretary.

Approved and certified this 10th day of May, 1910.

CYRUS C. MILLER, President of the Borough of The Bronx.

Report No. 11036. May 4, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Chester District, Borough of The Bronx, adopted on May 4, 1910, initiating proceedings for grading Beach avenue, from Bronx River avenue to Westchester avenue, and for curbing and flagging this street from Bronx River avenue to Clasons Point road.

An opening proceeding relating to this street, from Gleason avenue to West Farms road, together with Taylor avenue, from Westchester avenue to West Farms road, was instituted by the Board of Estimate and Apportionment on April 8, 1910. The oaths of the Commissioners of Estimate and Assessment were filed on April 2, 1912, and title to the land can be vested in the City at any time after October 2 next.

An opening proceeding relating to the street, from Gleason avenue to Bronx River avenue, was instituted on June 18, 1909. The oaths of the Commissioners of Estimate and Assessment were filed on May 13, 1911, and title to the land can be vested in the City at any time.

The resolution now presented affects ten blocks or about 7,600 feet of Beach avenue. The street is approximately graded for a distance of about 600 feet adjoining Westchester avenue and the abutting property is here largely improved. In the remaining portion of its length the street is not in use, and a number of buildings fall within its lines. Between Watson avenue and Story avenue and near Bronx River avenue the area traversed is low and partially swampy.

The work is estimated to cost about $107,900, and the assessed valuation of the property to be benefited is stated to be $413,890.

On the basis of the estimate furnished, the work north of Clasons Point road, where the improvement is limited to grading only, would cost about $61,900, requiring an assessed valuation of about $325 per city lot of 25 by 100 feet to permit of collecting the entire expense by assessment against the frontages. From information informally presented by the Department of Taxes and Assessments, it appears that in this section of the street the required value exists only in the two blocks north of Watson avenue and in the block between Lafayette avenue and Clasons Point road, averaging about $90 through the remaining distance where the expense involved will probably be greatest.

In the section south of Clasons Point road, where curbing and flagging is also to be provided, the work would cost about $46,000, requiring an assessed valuation of about $410 per city lot to permit of collecting the entire cost by assessment on the frontages. From available information it appears that this value exists only at Randall avenue, with a minimum value of $70 at Bronx River avenue and an average of about $373 through the remaining length.

It is probable that, with the exception of the three blocks between Watson avenue and Lafayette avenue and the half block adjoining Bronx River avenue, these comprising about one-third of the entire length affected, property values would be enhanced sufficiently through carrying out the improvement now under consideration to permit of collecting the entire expense by direct assessment. It is evident, however, that if the work is authorized a considerable portion of the cost in the zones of low value referred to will have to be borne by the City at large.

Under these circumstances the matter is presented to the Board for such action as may be deemed proper. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of The Bronx has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Chester District, duly adopted by said Board on the 4th day of May, 1910, and approved by the President of the Borough of The Bronx on the 10th day of May, 1910, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For regulating and grading Beach avenue, from Bronx River avenue to Westchester avenue, placing vitrified pipe, building walls where necessary and all work incidental thereto; and setting curbstones, flagging sidewalks a space 4 feet wide, laying crosswalks, building approaches, erecting fences where necessary, from Bronx River avenue to Clasons Point road only, in the Borough of The Bronx, City of New York,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of The Bronx to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of The Bronx has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

LOCAL IMPROVEMENTS—BOROUGH OF QUEENS.

(Preliminary Authorization.)

SEWER IN ELY AVENUE FROM JAMAICA AVENUE TO BROADWAY, BOROUGH OF QUEENS.

The following resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer and appurtenances in Ely avenue from Jamaica avenue to Broadway, 1st Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 29th day of December, 1911, Aldermen Ehntholt, Brady and Dujat voting in favor thereof, and Maurice E. Connolly, President of the Borough of Queens, not voting.

Attest: DAVID W. MURPHY, Acting Secretary.

Approved January 8, 1912.

MAURICE E. CONNOLLY, President of the Borough of Queens.

Report No. 10621. January 24, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on December 29, 1911, initiating proceedings for constructing a sewer in Ely avenue, from Jamaica avenue to Broadway, in the 1st Ward.

This resolution affects three blocks, or about 800 feet of Ely avenue, title to which has been legally acquired. The street has recently been graded and a few buildings have been erected upon the abutting property. The outlet sewer is built.

The work is estimated to cost about $1,400, and the assessed valuation of the property to be benefited is $27,600.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 29th day of December, 1911, and approved by the President of the Borough of Queens on the 8th day of January, 1912, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a sewer and appurtenances in Ely avenue, from Jamaica avenue to Broadway, First Ward, of the Borough of Queens."

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

SEWER IN HAMILTON STREET, FROM HARRIS AVENUE TO SOUTH JANE STREET, BOROUGH OF QUEENS.

The following resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer and appurtenances in Hamilton street, from Harris avenue to South Jane street, 1st Ward, of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 29th day of December, 1911, Aldermen Ehntholt, Brady and Dujat, and Maurice E. Connolly, President of the Borough of Queens, voting in favor thereof.

Attest: DAVID W. MURPHY, Acting Secretary.

Approved January 8, 1912.

MAURICE E. CONNOLLY, President of the Borough of Queens.

Report No. 10620. January 24, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on December 29, 1911, initiating proceedings for constructing a sewer in Hamilton street, from Harris avenue to South Jane street, in the 1st Ward.

This resolution affects one block, or about 500 feet, of Hamilton street, title to which has been legally acquired. The street is in use only in the southerly half of the block, where a few buildings have been erected upon the abutting property. The outlet sewer is built.

The work is estimated to cost about $6,400, and the assessed valuation of the property to be benefited is $90,900.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 29th day of December, 1911, and approved by the President of the Borough of Queens on the 8th day of January, 1912, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a sewer and appurtenances in Hamilton street, from Harris avenue, to South Jane street, 1st Ward, of the Borough of Queens,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the Presi-

dent of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

SEWER IN HULST STREET FROM GREENPOINT AVENUE TO ANABLE AVENUE, BOROUGH OF QUEENS.

The following resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For the construction of a sewer and appurtenances in Hulst street, from Greenpoint avenue to Anable avenue, 1st Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on January 26, 1912, Aldermen O'Connor, Dujat and Gelbke, and Denis O'Leary, Commissioner of Public Works, voting in favor thereof.

Attest: DAVID W. MURPHY, Acting Secretary.

Approved February 13, 1912.

DENIS O'LEARY, Acting President of the Borough of Queens.

Report No. 10716. February 27, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on January 26, 1912, initiating proceedings for constructing a sewer in Hulst street, from Greenpoint avenue to Anable avenue, in the 1st Ward.

This resolution affects one block or about 900 feet of Hulst street, title to which has been legally acquired. The street is graded, curbed and flagged and the abutting property is partially improved. The Borough President was recently authorized to do the preliminary work relating to the continuing outlet in Greenpoint avenue.

The work is estimated to cost about $2,100, and the assessed valuation of the property to be benefited is $72,500.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract, with the understanding that the construction will then be authorized if the outlet sewer has been provided for.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 26th day of January, 1912, and approved by the President of the Borough of Queens on the 13th day of February, 1912, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For the construction of a sewer and appurtenances in Hulst street, from Greenpoint avenue to Anable avenue, 1st Ward of the Borough of Queens,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

SEWER IN POLK AVENUE, FROM 51ST STREET TO JUNCTION AVENUE, BOROUGH OF QUEENS.

The following resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For the construction of a sewer and appurtenances in Polk avenue, from 51st street to Junction avenue, 2d Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 16th day of February, 1912, Aldermen Dujat and O'Connor and Denis O'Leary, Commissioner of Public Works, voting in favor thereof.

Attest: JOSEPH FLANAGAN, Secretary.

Approved February 23, 1912.

MAURICE E. CONNOLLY, President of the Borough of Queens.

Report No. 10986. April 23, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on February 16, 1912, initiating proceedings for constructing a sewer in Polk avenue, from 51st street to Junction avenue.

This resolution affects twelve blocks or about 3,000 feet of Polk avenue, which the Corporation Counsel advises is a legal highway of the City. The roadway is macadamized and the abutting property is partially improved. Preliminary authorization was recently given for the outlet sewer in 51st street.

The work is estimated to cost about $27,100, and the assessed valuation of the property to be benefited is $2,000,595.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract, with the understanding that the construction will then be authorized if the outlet sewer has been provided for.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 16th day of February, 1912, and approved by the President of the Borough of Queens on the 23d day of February, 1912, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For the construction of a sewer and appurtenances in Polk avenue, from 51st street to Junction avenue, 2d Ward of the Borough of Queens,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

TEMPORARY SEWERS IN 7TH AVENUE, FROM 21ST STREET TO 22D STREET, AND IN 22D STREET, FROM 6TH AVENUE TO 7TH AVENUE, AT WHITESTONE, BOROUGH OF QUEENS.

The following resolution of the Local Board of the Jamaica District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Jamaica District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has apopinted a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Jamaica District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a temporary sewer and appurtenances for the purpose of abating a nuisance or to prevent damage to property in 7th avenue, from 21st street to 22d street, and in 22d street, from 7th avenue to 6th avenue, at Whitestone, 3d Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Jamaica District on the 16th day of June, 1911, Aldermen Snell and Shipley and Lawrence Gresser, President of the Borough of Queens, voting in favor thereof.

Attest: JOHN N. BOOTH, Secretary.

Approved June 20, 1911.

LAWRENCE GRESSER, President of the Borough of Queens.

Report No. 10815. April 12, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Jamaica District, Borough of Queens, adopted on June 16, 1911, initiating proceedings for constructing temporary sewers in the following streets at Whitestone:

7th avenue, from 21st street to 22d street;

22d street, from 6th avenue to 7th avenue.

Title to these streets has not been acquired under formal opening proceedings, but with the papers are submitted affidavits from residents of the vicinity certifying that they have been in use for more than twenty years and during that period have been maintained by the public authorities.

The resolution affects one blocks, or about 300 feet of each street. The roadways are macadamized and the abutting property is largely improved. The outlet sewer is built.

The work is estimated to cost about $1,600, and the assessed valuation of the property to be benefited is $43,055.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Jamaica District, duly adopted by said Board on the 16th day of June, 1911, and approved by the President of the Borough of Queens on the 20th day of June, 1911, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a temporary sewer and appurtenances for the purpose of abating a nuisance or to prevent damage to property in 7th avenue, from 21st

street to 22d street, and in 22d street, from 7th avenue to 6th avenue, at Whitestone, 3d Ward of the Borough of Queens,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING JACKSON AVENUE, FROM JUNCTION AVENUE TO 54TH STREET, BOROUGH OF QUEENS.

The following resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board, at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, that the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For regulating, grading the sidewalk spaces, curbing and laying sidewalks (where not already laid to grade and in good condition), and all work incidental thereto in Jackson avenue, from Junction avenue to 54th street, 2d Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 16th day of February, 1912, Aldermen Dujat and O'Connor, and Denis O'Leary, Commissioner of Public Works, voting in favor thereof.

Attest: JOSEPH FLANAGAN, Secretary.

Approved February 23, 1912.

MAURICE E. CONNOLLY, President of the Borough of Queens.

Report No. 10751. March 6, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on February 16, 1912, initiating proceedings for grading, curbing and flagging Jackson avenue, from Junction avenue to 54th street, in the 2d Ward.

This resolution affects seventeen blocks, or about 4,500 feet of Jackson avenue, title to which has been legally acquired. A macadamized roadway is in use and the abutting property is partially improved.

The central portion of the roadway is occupied by a double-track trolley railroad.

The work is estimated to cost about $19,500, and the assessed valuation of the property to be benefited is $1,000,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 16th day of February, 1912, and approved by the President of the Borough of Queens on the 23d day of February, 1912, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For regulating, grading the sidewalk spaces, curbing and laying sidewalks (where not already laid to grade and in good condition), and all work incidental thereto in Jackson avenue, from Junction avenue to 54th street, 2d Ward of the Borough of Queens,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING THE NORTHERLY SIDE OF POLK AVENUE, FROM ALBURTIS AVENUE TO JUNCTION AVENUE, BOROUGH OF QUEENS

The following resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate, grade, lay bluestone curb and cement sidewalks on the north side of Polk avenue (Newtown and Flushing turnpike), from Alburtis avenue (Sycamore avenue) to Junction avenue, 2d Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 10th day of June, 1909, Aldermen Flanagan, Quinn and Emener, and Alfred Denton, Commissioner of Public Works, voting in favor thereof.

Attest: JOHN M. CRAGEN, Secretary.

Approved this 10th day of June, 1909.

LAWRENCE GRESSER, President of the Borough of Queens.

Report No. 10987. April 23, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on June 10, 1909, initiating proceedings for grading, curbing and flagging the northerly side of Polk avenue, from Alburtis avenue to Junction avenue.

This resolution affects eight blocks or about 2,100 feet of Polk avenue, which the Corporation Counsel advises is a legal highway of the City. A macadamized roadway is in use and the abutting property is partially improved.

The work is estimated to cost about $4,700, and the assessed valuation of the property to be benefited is $82,000.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 10th day of June, 1909, and approved by the President of the Borough of Queens on the 10th day of June, 1909, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, lay bluestone curb and cement sidewalks on the north side of Polk avenue (Newtown and Flushing turnpike), from Alburtis avenue (Sycamore avenue) to Junction avenue, 2d Ward of the Borough of Queens,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

REGULATING AND GRADING SHERMAN STREET, FROM RIDGE STREET TO GRAND AVENUE, BOROUGH OF QUEENS.

The following resolution of the Local Board of the Newtown District, Borough of Queens, and report of the Chief Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate, grade, curb and flag with bluestone Sherman street, from Ridge street to Grand avenue, 1st Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 1st day of July, 1909, Aldermen Quinn, Emener and Flanagan, and Lawrence Gresser, President of the Borough of Queens, voting in favor thereof.

Attest: JOHN M. CRAGEN, Secretary.

Approved this 1st day of July, 1909.

LAWRENCE GRESSER, President of the Borough of Queens.

Report No. 10983. April 23, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on July 1, 1909, initiating proceedings for grading, curbing and flagging Sherman street, from Ridge street to Grand avenue.

An opening proceeding relating to this street, from 14th street to Grand avenue, together with Marion street, from 14th street to Ridge street, was instituted by the Board of Estimate and Apportionment on November 18, 1910; the oaths of the Commissioners of Estimate and Assessment were filed on January 6, 1912, and title to the land can be vested in the City at any time after July 6 next.

The resolution now presented affects six blocks or about 2,100 feet of Sherman street. A narrow roadway is in use and the abutting property is partially improved.

The work is estimated to cost about $11,100, and the assessed valuation of the property to be benefited is $321,450.

In my judgment the resolution is a proper one, and I would recommend that the Borough President be authorized to have the work performed which is required prior to placing the improvement under contract. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Whereas, The President of the Borough of Queens has transmitted to the Board of Estimate and Apportionment a copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 1st day of July, 1909, and approved by the President of the Borough of Queens on the 1st day of July, 1909, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, curb and flag with bluestone Sherman street, from Ridge street to Grand avenue, 1st Ward of the Borough of Queens,"

—and which resolution is accompanied with an approximate estimate of the cost of the work and the assessed value of the property benefited.

Resolved, That the Board of Estimate and Apportionment hereby authorizes the President of the Borough of Queens to prepare plans, specifications and an estimate of cost based on actual survey, and also to secure a determination of the boundary of the district of assessment; the entire expense of the work done subsequent to the date of this authorization to be charged against the Street Improvement Fund and later included in the assessment.

Resolved, That the Board of Estimate and Apportionment will consider the authorization of the construction of the said proposed improvement after the President of the Borough of Queens has submitted a statement showing that all of the above described work has been done, that he has secured the approval of the form of contract by the Corporation Counsel, that he is prepared to place the improvement under contract as soon as he receives the consent of the Board, and that the assessment map will be completed on or before the date of payment on acceptance; this report being accompanied by a further statement showing the quantity of work to be performed under each item and the unit price thereof, the expense incurred for preliminary work, the allowance to be made for additional engineering and contingencies, the total probable cost, and the number of working days to be allowed the contractor for carrying out the work.

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

LOCAL IMPROVEMENTS—BOROUGH OF BROOKLYN.

(Final Authorization.)

The following report of the Chief Engineer was presented:

Report No. 11070. May 13, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith are transmitted communications from the President of the Borough of Brooklyn, advising that all of the conditions imposed by the Board prior to the authorization of the following local improvements have been complied with.

1. Grading, curbing and flagging 68th street, from 12th avenue to 13th avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on January 12, 1911, at which time information was presented to show that its probable cost would be about $3,600. The Borough President states that the time to be allowed for the completion of the improvement is 35 days, and that the expense incurred for the preliminary work amounts to $47.34.

The work to be done comprises the following: 2,820 cubic yards excavation; 1,400 linear feet cement curbing; 7,270 square feet cement sidewalk.

The cost of the improvement is now estimated to be $3,100.

2. Grading, curbing and flagging West 2d street, from Neptune avenue to West avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $1,700. The Borough President states that the time to be allowed for the completion of the improvement is 20 days, and that the expense incurred for the preliminary work amounts to $34.68.

The work to be done comprises the following: 210 cubic yards excavation; 1,040 linear feet cement curbing; 5,000 square feet cement sidewalk.

The cost of the improvement is now estimated to be $1,600.

3. Grading, curbing and flagging 78th street, from 12th avenue to 15th avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on March 21, 1912, at which time information was presented to show that its probable cost would be about $14,400. The Borough President states that the time to be allowed for the completion of the improvement is 75 days, and that the expense incurred for the preliminary work amounts to $91.55.

The work to be done comprises the following: 4,370 linear feet curbing; 11,840 cubic yards excavation; 18,000 square feet cement sidewalk.

The cost of the improvement is now estimated to be $12,700.

4. Grading, curbing and flagging East 15th street, from Avenue O to Kings highway.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $3,000. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $60.07.

The work to be done comprises the following: 1,040 cubic yards excavation; 2,440 linear feet cement curb; 9,010 square feet cement sidewalk.

The cost of the improvement is now estimated to be $3,200.

5. Grading, curbing and flagging West 36th street, from Surf avenue to Neptune avenue, excepting the right-of-way of the New York and Coney Island Railroad.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on May 2, 1912, at which time information was presented to show that its probable cost would be about $3,700. The Borough President states that the time to be allowed for the completion of the improvement is 35 days, and that the expense incurred for the preliminary work amounts to $66.57.

The work to be done comprises the following: 990 cubic yards excavation; 1,620 cubic yards filling; 2,550 linear feet cement curbing; 10,140 square feet cement sidewalk.

The cost of the improvement is now estimated to be $5,200.

6. Paving with asphalt Brooklyn avenue, from Avenue G to Avenue I.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on May 2, 1912, at which time information was presented to show that its probable cost would be about $18,900. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $11.55.

The work to be done comprises the laying of 6,870 square yards of asphalt pavement.

The cost of the improvement is now estimated to be $12,400.

7. Grading, curbing and flagging Avenue M, from Coney Island avenue to Ocean parkway.

The preliminary work for this improvement was authorized by the Board of Estimate and Appportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $5,100. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $50.79.

The work to be done comprises the following: 1,280 cubic yards filling; 2,730 linear feet cement curbing; 11,100 square feet cement sidewalk.

The cost of the improvement is now estimated to be $4,100.

8. Paving with asphalt Montrose avenue, from Union avenue to Broadway.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on May 2, 1912, at which time information was presented to show that its probable cost would be about $4,800. The Borough President states that the time to be allowed for the completion of the improvement is 25 days, and that the expense incurred for the preliminary work amounts to $5.41.

The work to be done comprises the laying of 2,210 square yards asphalt pavement.

The cost of the improvement is now estimated to be $4,100.

9. Paving with asphalt Lawrence avenue, from 3d street to Gravesend avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on May 2, 1912, at which time information was presented to show that its probable cost would be about $3,500. The Borough President states that the time to be allowed for the completion of the improvement is 20 days, and that the expense incurred for the preliminary work amounts to $4.30.

The work to be done comprises the laying of 1,880 square yards of asphalt pavement.

The cost of the improvement is now estimated to be $3,600.

10. Paving with asphalt Avenue C, from Ocean parkway to East 3d street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on May 2, 1912, at which time information was presented to show that its probable cost would be about $7,700. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $5.45.

The work to be done comprises the laying of 3,420 square yards of asphalt pavement.

The cost of the improvement is now estimated to be $6,200.

11. Paving with asphalt 72d street, from 14th avenue to New Utrecht avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on May 2, 1912, at which time information was presented to show that its probable cost would be about $9,500. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary works amounts to $9.65.

The work to be done comprises the laying of 4,820 square yards of asphalt pavement.

The cost of the improvement is now estimated to be $8,700.

12. Paving with asphalt East 31st street, from Canarsie lane to Clarendon road.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on May 2, 1912, at which time information was presented to show that its probable cost would be about $2,600. The Borough President states that the time to be allowed for the completion of the improvement is 20 days, and that the expense incurred for the preliminary work amounts to $2.88.

The work to be done comprises the laying of 1,245 square yards of asphalt pavement.

The cost of the improvement is now estimated to be $2,400.

13. Paving with second-hand granite block (Class B) North Henry street, from Norman avenue to Greenpoint avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on May 2, 1912, at which time information was presented to show that its probable cost would be about $6,000. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $6.51.

The work to be done comprises the laying of 5,460 square yards of second-hand granite block pavement.

The cost of the improvement is now estimated to be $6,400.

14. Grading, curbing, flagging and paving with asphalt Livonia avenue, from Powell street to Junius street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $2,500. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $22.43.

The work to be done comprises the following: 970 cubic yards excavation; 500 linear feet cement curbing; 2,280 square feet cement sidewalk; 1,090 square yards asphalt pavement.

The cost of the improvement is now estimated to be $3,300.

15. Paving with asphalt St. Johns place, from Plaza street to Underhill avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on May 2, 1912, at which time information was presented to show that its probable cost would be about $5,900. The Borough President states that the time to be allowed for the completion of the improvement is 25 days, and that the expense incurred for the preliminary work amounts to $4.34.

The work to be done comprises the laying of 2,690 square yards of asphalt pavement.

The cost of the improvement is now estimated to be $5,000.

16. Paving with asphalt Richmond street, from Fulton street to Dinsmore place.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment May 2, 1912, at which time information was presented to show that its probable cost would be about $2,900. The Borough President states that the time to be allowed for the completion of the improvement is 20 days, and that the expense incurred for the preliminary work amounts to $6.57.

The work to be done comprises the laying of 1,235 square yards of asphalt pavement.

The cost of the improvement is now estimated to be $2,400.

17. Sewer in Newkirk avenue, from Coney Island avenue to 1st street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $3,200. The Borough President states that the time to be allowed for the completion of the improvement is 40 days, and that the expense incurred for the preliminary work amounts to $47.38.

The work to be done comprises the following: 530 linear feet 12-inch pipe sewer; 5 manholes; 2 receiving basins.

The cost of the improvement is now estimated to be $2,100.

18. Sewer in 66th street, from 13th avenue to New Utrecht avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $8,000. The Borough President states that the time to be allowed for the completion of the improvement is 60 days, and that the expense incurred for the preliminary work amounts to $36.33.

The work to be done comprises the following: 85 linear feet 15-inch pipe sewer; 1,285 linear feet 12-inch pipe sewer; 13 manholes.

The cost of the improvement is now estimated to be $4,800.

19. Sewer in 66th street, from 12th avenue to 13th avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $3,200. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $36.90.

The work to be done comprises the following: 43 linear feet of 15-inch pipe sewer, 687 linear feet of 12-inch pipe sewer, 7 manholes.

The cost of the improvement is now estimated to be $2,700.

20. Sewer in 81st street, from Fort Hamilton avenue to the summit easterly therefrom.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $900. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $35.

The work to be done comprises the following: 218 linear feet of 12-inch pipe sewer, 2 manholes, 1 receiving basin.

The cost of the improvement is now estimated to be $900.

21. Sewer in 38th street, from 10th avenue to Fort Hamilton avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $3,600. The Borough President states that the time to be allowed for the completion of the improvement is 40 days, and that the expense incurred for the preliminary work amounts to $32.55.

The work to be done comprises the following: 895 linear feet of 12-inch pipe sewer, 7 manholes.

The cost of the improvement is now estimated to be $3,100.

22. Sewer in Chester avenue, from Louisa street to Fort Hamilton parkway.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $7,400. The Borough President states that the time to be allowed for the completion of the improvement is 50 days, and that the expense incurred for the preliminary work amounts to $63.38.

The work to be done comprises the following: 536 linear feet of 24-inch pipe sewer, 260 linear feet of 18-inch pipe sewer, 527 linear feet of 15-inch pipe sewer, 10 manholes, 6 receiving basins.

The cost of the improvement is now estimated to be $6,800.

23. Grading, curbing and flagging Barbey street, from Belmont avenue to New Lots avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on March 7, 1912, at which time information was presented to show that its probable cost would be about $7,000. The Borough President states that the time to be allowed for the completion of the improvement is 40 days, and that the expense incurred for the preliminary work amounts to $80.82.

The work to be done comprises the following: 780 cubic yards of excavation, 760 cubic yards of filling, 4,530 linear feet of cement curbing, 21,410 square feet of cement sidewalk.

The cost of the improvement is now estimated to be $6,600.

24. Grading, curbing and flagging East 15th street, from Avenue R to a point 320 feet southerly therefrom.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $1,000. The Borough President states that the time to be allowed for the completion of the improvement is 15 days, and that the expense incurred for the preliminary work amounts to $15.98.

The work to be done comprises the following: 210 cubic yards of excavation, 685 linear feet of cement curbing, 3,310 square feet of cement sidewalk.

The cost of the improvement is now estimated to be $1,100.

25. Sewer in 83d street, from 20th avenue to 21st avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $3,100. The Borough President states that the time to be allowed for the completion of the improvement is 40 days, and that the expense incurred for the preliminary work amounts to $41.66.

The work to be done comprises the following: 43 linear feet of 15-inch pipe sewer, 755 linear feet of 12-inch pipe sewer, 7 manholes.

The cost of the improvement is now estimated to be $2,500.

I see no reason why the construction work required to carry out these improvements should not be authorized and would recommend such action.

I would also recommend that title be vested in the City on July 1, 1912, to East 15th street, from the northerly line of Avenue O to Kings highway, except where already ceded; to West 36th street, from Neptune avenue to Mermaid avenue; to 78th street, from 12th avenue to 15th avenue; and to Barbey street, from Belmont avenue to New Lots avenue: on July 15, 1912, to 66th street, from 12th avenue to New Utrecht avenue; and on August 1, 1912, to Chester avenue, from Fort Hamilton parkway to the southerly line of Louisa street. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

REGULATING AND GRADING 68TH STREET FROM 12TH AVENUE TO 13TH AVENUE, BROOKLYN.

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 27th day of October, 1910, and approved by the President of the Borough of Brooklyn on the 4th day of November, 1910, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Bay Ridge District hereby initiates proceedings to regulate, grade, set cement curb and lay cement sidewalks on 68th street, between 12th and 13th avenues."

—and thereupon, on the 12th day of January, 1911, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $3,100; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $40,300, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

REGULATING AND GRADING WEST 2D STREET FROM NEPTUNE AVENUE TO WEST AVENUE, BROOKLYN.

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 9th day of June, 1909, and approved by the President of the Borough of Brooklyn on the 17th day of June, 1909, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set cement curb and lay cement sidewalks on West 2d street, between Neptune and West avenues";

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $1,600; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $22,000; having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

REGULATING AND GRADING 78TH STREET FROM 12TH AVENUE TO 15TH AVENUE, BROOKLYN.

Vesting Title to 78th Street from 12th Avenue to 15th Avenue, Brooklyn.

Whereas, The Board of Estimate and Apportionment on the 26th day of March, 1909, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title in fee, wherever the same has not heretofore been acquired for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending 78th street, from Narrows avenue to the westerly line of New Utrecht avenue, and from the easterly line of New Utrecht avenue to Stillwell avenue, in the Borough of Brooklyn, City of New York, and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said street, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 23d day of August, 1911; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 1st day of July, 1912, the title in fee to each and every piece or parcel of land lying within the lines of said 78th street, from 12th avenue to 15th avenue, in the Borough of Brooklyn, City of New York, so required, shall be vested in The City of New York.

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

A copy of a resolution of the Local Boards of the Bay Ridge and Flatbush Districts, duly adopted by said Boards on the 21st day of December, 1908, and approved by the President of the Borough of Brooklyn on the 28th day of December, 1908, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That these Boards do hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set curb on concrete and lay cement sidewalks on 78th street, between 12th and 15th avenues."

—and thereupon, on the 21st day of March, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn, to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $12,700; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $48,700, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

REGULATING AND GRADING EAST 15TH STREET, FROM AVENUE O TO KINGS HIGHWAY, BROOKLYN.

Vesting Title to East 15th Street, from the Northerly Line of Avenue O to Kings Highway, Brooklyn.

Whereas, The Board of Estimate and Apportionment on the 28th day of February, 1908, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title in fee, wherever the same has not heretofore been acquired for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending East 12th street, from Avenue H to Avenue T, excluding the land occupied by the tracks of the Long Island Railroad; East 13th street, from Avenue H to Avenue T, and from Gravesend Neck road to Neptune avenue, excluding the land occupied by the tracks of the Long Island Railroad and the Brooklyn and Brighton Beach Railroad; East 14th street (now Rugby road), from Avenue D, or Dorchester road, to Foster avenue, and from Avenue H to Kings highway, and from Avenue V to Gravesend Neck road, excluding the land occupied by the tracks of the Long Island Railroad: and East 15th street, from Avenue H to Kings highway, excluding the land occupied by the tracks of the Long Island Railroad, and from Avenue V to Emmons avenue, excluding the land occupied by the tracks of the Brooklyn and Brighton Beach Railroad and the Long Island Railroad, in the Borough of Brooklyn, City of New York, and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said streets, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 22d day of November, 1911; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 1st day of July, 1912, the title in fee to each and every piece or parcel of land lying within the lines of said East 15th street, from the northerly line of Avenue O to Kings highway, in the Borough of Brooklyn, City of New York, so required, shall be vested in The City of New York.

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

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 4th day of December, 1911, and approved by the President of the Borough of Brooklyn on the 16th day of January, 1912, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after duly advertised hearing had this 4th day of December, 1911, hereby amends resolution of December 28, 1908, initiating proceedings to regulate, grade, set cement curb and lay cement sidewalks on East 15th street, from Avenue O to Avenue R and from Avenue S to Gravesend Neck road, where not already done, by excluding from the provisions thereof that portion of East 15th street between Kings Highway and Avenue R, and from Avenue S to Gravesend Neck road, the amended resolution to read as follows:

"To regulate, grade, set cement curb and lay cement sidewalks on East 15th street, from Avenue O to Kings Highway, where not already done,"

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $3,200; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $160,000, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

REGULATING AND GRADING WEST 36TH STREET, FROM SURF AVENUE TO NEPTUNE AVENUE, EXCEPTING THE RIGHT-OF-WAY OF THE NEW YORK AND CONEY ISLAND RAILROAD, BROOKLYN.

Vesting Title to West 36th Street from Neptune Avenue to Mermaid Avenue, Brooklyn.

Whereas, The Board of Estimate and Apportionment on the 9th day of March, 1911, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title in fee, wherever the same has not heretofore been acquired for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending West 32d street from Neptune avenue to the mean high-water line of the Atlantic Ocean; West 33d street, from Neptune avenue to Surf avenue; West 35th street, from Canal avenue to Surf avenue; and West 36th street, from Canal avenue to Surf avenue, excepting in each case the right-of-way of the New York and Coney Island Railroad, in the Borough of Brooklyn, City of New York; and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said streets, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 1st day of February, 1912; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 1st day of July, 1912, the title in fee to each and every piece or parcel of land lying within the lines of said West 36th street from Neptune avenue to Mermaid avenue in the Borough of Brooklyn, City of New York, so required, shall be vested in The City of New York.

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

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 14th day of March, 1912, and approved by the President of the Borough of Brooklyn on the 21st day of March, 1912, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set curb and lay cement sidewalks on West 36th street, from Surf avenue to Neptune avenue, excluding the right-of-way of the New York and Coney Island Railroad Company,"

—and thereupon, on the 2d day of May, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $5,200; and a statement of the assessed value acording to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $88,500, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

REGULATING AND GRADING AVENUE M, FROM CONEY ISLAND AVENUE TO OCEAN PARKWAY, BROOKLYN.

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 7th day of February, 1912, and approved by the President of the Borough of Brooklyn on the 16th day of February, 1912, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set cement curb and lay cement sidewalks on Avenue M, from Coney Island avenue to Ocean parkway, where not already laid,"

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $4,100; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $353,800, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

SEWER IN NEWKIRK AVENUE, FROM CONEY ISLAND AVENUE TO 1ST STREET, BROOKLYN.

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 8th day of June, 1908, and approved by the President of the Borough of Brooklyn on the 30th day of June, 1908, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a sewer in Newkirk avenue, between Coney Island avenue and 1st street,"

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $2,100; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $36,000, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

SEWER IN 66TH STREET, FROM 13TH AVENUE TO NEW UTRECHT AVENUE, BROOKLYN.

Vesting Title to 66th Street, from 12th Avenue to New Utrecht Avenue, Brooklyn.

Whereas, The Board of Estimate and Apportionment on the 18th day of June, 1909, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title in fee, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending 66th street, from 4th avenue to the westerly line of New Utrecht avenue, and from the easterly line of New Utretcht avenue to 22d avenue, excluding the land of the New York and Sea Beach Railroad, in the Borough of Brooklyn, City of New York; and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said street, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 3d day of January, 1912; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 15th day of July, 1912, the title in fee to each and every piece or parcel of land lying within the lines of said 66th street from 12th avenue to New Utrecht avenue, in the Borough of Brooklyn, City of New York, so required, shall be vested in The City of New York.

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

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 8th day of June, 1908, and approved by the President of the Borough of Brooklyn on the 30th day of June, 1908, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had this 8th day of June, 1908, hereby initiates proceedings to construct sewers in 66th street, between 13th and 14th avenues, and between 14th and New Utrecht avenues,"

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $4,800; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $111,080, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

SEWER IN 66TH STREET, FROM 12TH AVENUE TO 13TH AVENUE, BROOKLYN.

A copy of a resolution of the Local Boards of the Bay Ridge and Flatbush Districts, duly adopted by said Boards on the 27th day of October, 1910, and approved by the President of the Borough of Brooklyn on the 4th day of January, 1912, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Boards of the Bay Ridge and Flatbush Districts hereby amend resolution of October 31, 1906, initiating proceedings to construct a sewer in 66th street, between 12th and 13th avenues, and an outlet sewer in 13th avenue, between 66th and 67th streets, by excluding therefrom the outlet sewer in 13th avenue, between 66th street and 67th street, the amended resolution to read as follows:

"To construct a sewer in 66th street, between 12th and 13th avenues,"

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $2,700; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $48,825, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

SEWER IN 81ST STREET, FROM FORT HAMILTON AVENUE TO THE SUMMIT EASTERLY THEREFROM, BROOKLYN.

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 7th day of February, 1912, and approved by the President of the Borough of Brooklyn on the 23d day of February, 1912, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Bay Ridge District hereby initiates proceedings to construct a sewer in 81st street, from Fort Hamilton avenue southeasterly to the sewer summit between Fort Hamilton avenue and 7th avenue,"

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of

$900; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $23,250, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

SEWER IN 38TH STREET, FROM 10TH AVENUE TO FORT HAMILTON AVENUE, BROOKLYN.

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 4th day of December, 1911, and approved by the President of the Borough of Brooklyn on the 16th day of January, 1912, having been transmitted to the Board of Estimate and Apportionment, as follows to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct a sewer in 38th street, between 10th and Fort Hamilton avenues,"

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $3,100; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $133,473, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

SEWER IN CHESTER AVENUE, FROM LOUISA STREET TO FORT HAMILTON PARKWAY, BROOKLYN.

Vesting Title to Chester Avenue, from Fort Hamilton Parkway to the Southerly Line of Louisa Street, Brooklyn.

Whereas, The Board of Estimate and Apportionment, on the 9th day of March, 1911, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title in fee, wherever the same has not heretofore been acquired for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Chester avenue, from Church avenue to Fort Hamilton avenue, in the Borough of Brooklyn, City of New York, and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said street, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 1st day of February, 1912; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 1st day of August, 1912, the title in fee to each and every piece or parcel of land lying within the lines of said Chester avenue, from Fort Hamilton parkway to the southerly line of Louisa street, in the Borough of Brooklyn, City of New York, so required, shall be vested in The City of New York.

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

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 12th day of January, 1912, and approved by the President of the Borough of Brooklyn on the 27th day of February, 1912, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to construct a sewer in Chester avenue, from Louisa street to Fort Hamilton parkway";

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $6,800; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $160,435, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

REGULATING AND GRADING BARBEY STREET, FROM BELMONT AVENUE TO NEW LOTS AVENUE, BROOKLYN.

Vesting Title to Barbey Street, from Belmont Avenue to New Lots Avenue, Brooklyn.

Whereas, The Board of Estimate and Apportionment on the 26th day of March, 1909, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title in fee, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Barbey street, from Belmont avenue to New Lots road, in the Borough of Brooklyn, City of New York, and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said street, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 1st day of April, 1911; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 1st day of July, 1912, the title in fee to each and every piece or parcel of land lying within the lines of said Barbey street, from Belmont avenue to New Lots avenue, in the Borough of Brooklyn, City of New York, so required, shall be vested in The City of New York.

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

A copy of a resolution of the Local Board of the New Lots District, duly adopted by said Board on the 14th day of June, 1909, and approved by the President of the Borough of Brooklyn on the 21st day of June, 1909, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the New Lots District hereby initiates proceedings to regulate, grade, set cement curb and lay cement sidewalks 5 feet wide on Barbey street, from Belmont avenue to New Lots avenue";

—and thereupon, on the 7th day of March, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $6,600; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $189,700, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

REGULATING AND GRADING EAST 15TH STREET, FROM AVENUE R TO A POINT 320 FEET SOUTHERLY THEREFROM, BROOKLYN.

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 15th day of December, 1911, and approved by the President of the Borough of Brooklyn on the 23d day of December, 1911, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District hereby initiates proceedings to regulate, grade, set cement curb and lay cement sidewalks where not already laid on East 15th street, from Avenue R to a point 320 feet southerly";

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey, and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $1,100; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $19,000, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by said local improvement.

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

SEWER IN 83D STREET, FROM 20TH AVENUE TO 21ST AVENUE, BROOKLYN.

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 22d day of June, 1910, and approved by the President of the Borough of Brooklyn on the 30th day of October, 1911, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, after duly advertised hearing had this 22d day of June, 1910, hereby initiates proceedings to construct a sewer in 83d street, from 20th avenue to 21st avenue,"

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $2,500; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $142,100, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

SEWERS IN THE FOLLOWING STREETS: CONSELYEA STREET, FROM HUMBOLDT STREET TO GRAHAM AVENUE; GRAHAM AVENUE, FROM CONSELYEA STREET TO RICHARDSON STREET; RICHARDSON STREET, FROM GRAHAM AVENUE TO UNION AVENUE; UNION AVENUE, FROM RICHARDSON STREET TO NORTH 12TH STREET; NORTH 12TH STREET, FROM UNION AVENUE TO THE END OF THE EXISTING PIER AT THE EAST RIVER, BROOKLYN.

The following report of the Chief Engineer was presented:

Report No. 11087. May 13, 1912.

Hon. WILLIAM J. GAYNOR, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Acting President of the Borough of Brooklyn, bearing date of May 10, 1912, advising that all of the conditions imposed by the Board prior to the authorization of the following local improvement have been complied with:

Sewers in the following streets:
Conselyea street, from Humboldt street to Graham avenue.
Graham avenue, from Conselyea street to Richardson street.
Richardson street, from Graham avenue to Union avenue.
Union avenue, from Richardson street to North 12th street.
North 12th street, from Union avenue to the end of the existing pier at the East River.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on November 29, 1911, at which time information was presented to show that its probable cost would be about $420,000. The Borough President now states that the time to be allowed for the completion of the improvement is 425 days, and that the expense incurred for the preliminary work amounts to $1,388.25.

The work to be done comprises the following: 189 linear feet 156-inch sewer, outlet section; 1,473 linear feet 156-inch sewer, 520 linear feet 138-inch sewer, 1,635 linear feet 132-inch sewer, 601 linear feet 114-inch sewer, 924 linear feet 102-inch sewer, 500 linear feet 96-inch sewer, 1,003 linear feet 90-inch sewer, 703 linear feet 84-inch sewer, 1 connecting chamber, 21 manholes, 7 receiving basins rebuilt.

The cost of the improvement is now estimated to be $550,000.

When the preliminary authorization was given, the attention of the Borough President was called to the desirability of providing for at least screening the flow before discharging it into the East River. In the communication now presented he states that in his judgment it would be impracticable to construct a screening chamber or to install other means for purifying the sewage at the point of discharge, but that it would be practicable at a later date if conditions should develop necessitating treatment of the sewage to divert the dry weather flow to a point where treatment could more advantageously be applied. He states that the introduction of the appliances required to carry out the suggestion would cost more than $250,000, and that in his judgment this expenditure is not required at the present time.

The construction plans require the occupancy of a parcel of property nine feet wide immediately on the south of the center line of North 12th street, extending from the bulkhead line into the East River a distance of about 165 feet. This property is owned by the Brooklyn Union Gas Company and is occupied in part by a pier used for delivering coal to its plant located on the property immediately adjoining. Negotiations have been entered into with the company relative to the acquisition of the necessary rights to permit of the construction of the sewer, and there seems to be reason for believing that these can be acquired at a reasonable expense.

I would recommend the final authorization of the improvement and that the map presented by the Borough President showing the property in which an easement is needed be approved. I would also recommend that the Comptroller be authorized to negotiate with the Brooklyn Union Gas Company relative to the terms under which this property can be acquired, with the understanding that in case the price fixed is a reasonable one the expense involved will be charged to the Street Improvement Fund and assessed as a part of the construction expense, following a procedure similar to that heretofore used in making provision for the purchase of the site for the Morgan avenue pumping station, which also forms a portion of this improvement.

Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby approves the map submitted by the President of the Borough of Brooklyn, entitled:

"Map showing land in which it is necessary to acquire a title of perpetual easement for the purpose of constructing and maintaining a sewer outlet at the foot of North 12th street; being a portion of Lot 1, Block 2287, Section 8 of the Land Map of Kings County, Borough of Brooklyn,"

—bearing date of May 13, 1912, and signed by the President of the Borough.

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

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Whereas, At the meeting of the Board of Estimate and Apportionment held on May 16, 1912, resolutions were adopted authorizing the President of the Borough of Brooklyn to construct sewers in Conselyea street, from Humboldt street to Graham avenue; in Graham avenue, from Conselyea street to Richardson street; in Richardson street, from Graham avenue to Union avenue; in Union avenue, from Richardson street to North 12th street; and in North 12th street, from Union avenue to the end of the existing pier at the East River; and

Whereas, The sewer construction plans require the occupancy of a parcel of property 9 feet wide on the south of the centre line of North 12th street, extending from the bulkhead line into the East River a distance of about 165 feet, and which property is owned by the Brooklyn Union Gas Company; and

Whereas, At the meeting of the Board held on May 16, 1912, a resolution was adopted approving a map showing the land in which it is necessary to acquire a title of perpetual easement for the purpose of constructing and maintaining a sewer outlet at the foot of North 12th street; being a portion of Lot 1, Block 2287, Section 8 of the land map of Kings County, Borough of Brooklyn, bearing date of May 13, 1912, and signed by the President of the Borough; be it

Resolved, That the Board hereby authorizes the Comptroller of The City of New York to negotiate with the Brooklyn Union Gas Company relative to the terms under which a perpetual easement in the aforesaid property can be acquired, with the understanding, in case the negotiations are successful, the expense involved will be charged to the Street Improvement Fund and assessed as a part of the construction of the sewers in the aforesaid streets.

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

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A copy of a resolution of the Local Board of the Williamsburg District, duly adopted by said Board on the 10th day of July, 1911, and approved by the President of the Borough of Brooklyn on the 1st day of August, 1911, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Williamsburg District, Borough of Brooklyn, after duly advertised hearing had this 10th day of July, 1911, hereby initiates proceedings to construct sewers in Conselyea street, from Humboldt street to Graham avenue; in Graham avenue, from Conselyea street to Richardson street; in Richardson street, from Graham avenue to Union avenue; in Union avenue, from Richardson street to North 12th street; and in North 12th street, from Union avenue to the end of the existing pier in the East River,"

—and thereupon, on the 29th day of November, 1911, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of Brooklyn to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of Brooklyn had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of Brooklyn, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $550,000; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $65,470,785, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

LOCAL IMPROVEMENTS—BOROUGH OF THE BRONX.

(Final Authorization.)

The following report of the Chief Engineer was presented:

Report No. 11071. May 13, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith are transmitted communications from the President of the Borough of The Bronx advising that all of the conditions imposed by the Board prior to the authorization of the following local improvements have been complied with:

1. Grading, curbing and flagging Zerega avenue, from Ludlow avenue to Westchester avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on June 1, 1911, at which time information was presented to show that its probable cost would be about $72,200. The Borough President states that the time to be allowed for the completion of the improvement is 300 days and that the expense incurred for the preliminary work amounts to $490.21.

The work to be done comprises the following: 350 cubic yards excavation, 45,600 cubic yards filling, 6,250 linear feet curbing, 22,800 square feet flagging.

The cost of the improvement is now estimated to be $48,900.

2. Grading, curbing and flagging Leland avenue, from Walker avenue to Westchester avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on March 21, 1912, at which time information was presented to show that its probable cost would be about $35,000. The Borough President states that the time to be allowed for the completion of the improvement is 250 days, and that the expense incurred for the preliminary work amounts to $119.22.

The work to be done comprises the following: 9,400 cubic yards earth and rock excavation, 23,300 cubic yards filling, 5,750 linear feet curbing, 22,300 square feet cement sidewalk.

The cost of the improvement is now estimated to be $39,400.

3. Grading, curbing and flagging West 235th street, from Spuyten Duyvil parkway to Riverdale avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on February 8, 1912, at which time information was presented to show that its probable cost would be about $25,200. The Borough President states that the time to be allowed for the completion of the improvement is 125 days and that the expense incurred for the preliminary work amounts to $83.92.

The work to be done comprises the following: 9,500 cubic yards earth and rock excavation, 11,250 cubic yards filling, 2,800 linear feet curbing, 10,600 square feet flagging.

The cost of the improvement is now estimated to be $24,100.

4. Paving with asphalt block and curbing and recurbing Teller avenue, from East 164th street to East 167th street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $15,600. The Borough President states that the time to be allowed for the completion of the improvement is 40 days, and that the expense incurred for the preliminary work amounts to $32.23.

The work to be done comprises the following: 4,350 square yards asphalt block pavement, 2,575 linear feet new and old curbing.

The cost of the improvement is now estimated to be $15,600.

5. Paving with asphalt block and curbing where necessary West 231st street, from Corlear avenue to Bailey avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on January 25, 1912, at which time information was presented to show that its probable cost would be about $22,100. The Borough President states that the time to be allowed for the completion of the improvement is 40 days, and that the expense incurred for the preliminary work amounts to $51.07.

The work to be done comprises the following: 7,330 square yards asphalt block pavement, 2,910 linear feet new and old curbing.

The cost of the improvement is now estimated to be $22,200.

6. Laying a bituminous pavement on a concrete foundation (Class B) and adjusting the curbing where necessary on Coster street, from Lafayette avenue to Randall avenue.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on March 21, 1912, at which time information was presented to show that its probable cost would be about $8,000. The Borough President states that the time to be allowed for the completion of the improvement is 40 days, and that the expense incurred for the preliminary work amounts to $54.16.

The work to be done comprises the following: 5,300 square yards bituminous pavement, 110 linear feet old curb adjusted.

The cost of the improvement is now estimated to be $8,000.

7. Laying a bituminous pavement on a concrete foundation (Class B) and adjusting the curbing where necessary on Commonwealth avenue, from Walker avenue to Merrill street.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on March 7, 1912, at which time information was presented to show that its probable cost would be about $5,100. The Borough President states that the time to be allowed for the completion of the improvement is 30 days, and that the expense incurred for the preliminary work amounts to $49.99.

The work to be done comprises the following: 3,385 square yards bituminous pavement, 600 linear feet old curb adjusted.

The cost of the improvement is now estimated to be $5,300.

8. Temporary sewer in White Plains road, both sides, from East 242d street to the City line.

The preliminary work for this improvement was authorized by the Board of Estimate and Apportionment on April 18, 1912, at which time information was presented to show that its probable cost would be about $5,500. The Borough President states that the time to be allowed for the completion of the improvement is 90 days, and that the expense incurred for the preliminary work amounts to $31.25.

The work to be done comprises the following: 861 linear feet 8-inch pipe sewer, 10 manholes.

The cost of the improvement is now estimated to be $5,000.

I see no reason why the construction work required to carry out these improvements should not be authorized and would recommend such action.

I would also recommend that title be vested in the City on July 1, 1912, to the following streets:

Zerega avenue, from Haviland avenue to Westchester avenue.

Leland avenue, from Walker avenue to East 177th street, unless previously confirmed.

West 235th street, from Spuyten Duyvil parkway to Riverdale avenue, unless previously confirmed. Respectfully, NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

REGULATING AND GRADING ZEREGA AVENUE, FROM LUDLOW AVENUE TO WESTCHESTER AVENUE, THE BRONX.

Vesting Title to Zerega Avenue, from Haviland Avenue to Westchester Avenue, The Bronx.

Whereas, The Board of Estimate and Apportionment on the 16th day of November, 1906, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title, in fee, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Zerega avenue, from Castle Hill avenue, near Hart street, to Castle Hill avenue at or near West Farms road, being the whole length of Zerega avenue (including Avenue A and Green lane), in the Borough of The Bronx, City of New York; and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said street, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 25th day of January, 1908; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 1st day of July, 1912, the title in fee to each and every piece

or parcel of land lying within the lines of said Zerega avenue, from Haviland avenue to Westchester avenue, in the Borough of The Bronx, City of New York, so required, shall be vested in The City of New York.

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

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A copy of a resolution of the Local Board of the Chester District, duly adopted by said Board on the 30th day of March, 1911, and approved by the President of the Borough of The Bronx on the 8th day of April, 1911, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For regulating, grading, setting curbstones, flagging the sidewalks a space four feet wide, laying crosswalks, building approaches, erecting fences where necessary in Zerega avenue, from Ludlow avenue to Westchester avenue, together with all work incidental thereto, in the Borough of The Bronx, City of New York,"

—and thereupon, on the 1st day of June, 1911, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of The Bronx to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of The Bronx had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of The Bronx, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $48,900, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $885,700, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

REGULATING AND GRADING LELAND AVENUE, FROM WALKER AVENUE TO WESTCHESTER AVENUE, THE BRONX.

Vesting Title to Leland Avenue, from Walker Avenue to East 177th Street, The Bronx.

Whereas, The Board of Estimate and Apportionment on the 22d day of April, 1910, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title, in fee, wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Theriot avenue, from Gleason avenue to West Farms road; and Leland avenue, from Westchester avenue to West Farms road, in the Borough of The Bronx, City of New York; and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said streets, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 27th day of April, 1911; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 1st day of July, 1912, the title in fee to each and every piece or parcel of land lying within the lines of said Leland avenue, from Walker avenue (West Farms road) to East 177th street, in the Borough of The Bronx, City of New York, so required, shall be vested in The City of New York.

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

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A copy of a resolution of the Local Board of the Chester District, duly adopted by said Board on the 19th day of June, 1911, and approved by the President of the Borough of The Bronx on the 7th day of February, 1912, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For regulating, grading, setting curbstones, flagging the sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary in Leland avenue, from Walker avenue to Westchester avenue, together with all work incidental thereto, in the Borough of The Bronx, City of New York,"

—and thereupon, on the 21st day of March, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of The Bronx to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of The Bronx had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of The Bronx, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $39,400, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $179,600, having also been presented, it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

REGULATING AND GRADING WEST 235TH STREET, FROM SPUYTEN DUYVIL PARKWAY TO RIVERDALE AVENUE, THE BRONX.

Vesting Title to West 235th Street, from Spuyten Duyvil Parkway to Riverdale Avenue, The Bronx.

Whereas, The Board of Estimate and Apportionment on the 5th day of June, 1908, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title, in fee wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending West 235th street, from Spuyten Duyvil parkway to Riverdale avenue; Cambridge avenue, from West 235th street to West 236th street, and West 236th street, from Cambridge avenue to Riverdale avenue, in the Borough of The Bronx, City of New York; and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court in proceedings to acquire title to said streets, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 24th day of October, 1910; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 1st day of July, 1912, the title in fee to each and every piece or parcel of land lying within the lines of said West 235th street, from Spuyten Duyvil parkway to Riverdale avenue, in the Borough of The Bronx, City of New York, so required, shall be vested in The City of New York.

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

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A copy of a resolution of the Local Board of the Van Cortlandt District, duly adopted by said Board on the 28th day of November, 1911, and approved by the President of the Borough of The Bronx on the 20th day of December, 1911, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For regulating and grading, setting curb stones, flagging the sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary in West 235th street, from Spuyten Duyvil Parkway to Riverdale avenue, and all work incidental thereto, in the Borough of The Bronx, City of New York,"

—and thereupon, on the 8th day of February, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of The Bronx to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of The Bronx had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of The Bronx, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $24,100; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $173,500 having also been presented; it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

TEMPORARY SEWER IN WHITE PLAINS ROAD, BOTH SIDES, FROM EAST 242D STREET TO THE CITY LINE, THE BRONX.

A copy of a resolution of the Local Board of the Chester District, duly adopted by said Board on the 14th day of February, 1912, and approved by the President of the Borough of The Bronx on the 21st day of March, 1912, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That proceedings be and the same hereby are initiated for constructing a temporary sewer and appurtenances on both sides of White Plains avenue, between East 242d street and the City line, together with all work incidental thereto, in the Borough of The Bronx, City of New York,"

—and thereupon, on the 18th day of April, 1912, resolutions having been adopted by the Board of Estimate and Apportionment authorizing the President of the Borough of The Bronx to prepare the necessary plans, specifications and an estimate of the cost of the proposed improvement based on actual survey and further resolving that the Board of Estimate and Apportionment will consider the authorization of the construction of the proposed improvement after the President of the Borough of The Bronx had submitted certain statements as provided in the said resolution, and the said resolution having been duly complied with by the President of the Borough of The Bronx, as appears by papers and documents on the files of the Board of Estimate and Apportionment, and there having been presented to the Board of Estimate and Apportionment an estimate in writing in such detail as the Board has directed that the cost of the proposed work or improvement, together with the preliminary expenses, will be the sum of $5,000; and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $91,400 having also been presented; and

Whereas, It has become necessary to construct this temporary sewer and appurtenances for the purpose of preventing damage to property, or to abate a nuisance, and it is impracticable to proceed immediately to the construction of the same in accordance with any plan already adopted; it is

Resolved, That the said resolution of the Local Board be and the same is hereby approved and the construction of the local improvement therein provided for is hereby authorized. This Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the aforesaid preliminary expenses, shall be assessed upon the property deemed to be benefited by the said local improvement.

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

FIXING THE ROADWAY WIDTH OF AMSTERDAM AVENUE, FROM WEST 155TH STREET TO ITS NORTHERLY TERMINUS AT 60 FEET, BOROUGH OF MANHATTAN.

The following resolution of the Local Board of the Washington Heights District, Borough of Manhattan, and report of the Chief Engineer were presented:

In the Local Board of the Washington Heights District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Manhattan; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Washington Heights District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby recommend to the Board of Estimate and Apportionment that the width of the roadway of Amsterdam avenue, from West 155th street to its northerly terminus be fixed at sixty (60) feet and the width of the sidewalks at twenty (20) feet, said roadway to be centrally located; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Washington Heights District on the 26th day of March, 1912, all the members present voting in favor thereof.

Attest: JULIAN B. BEATY, Secretary.

Approved this 28th day of March, 1912.

GEORGE McANENY, President of the Borough of Manhattan.

Report No. 11080. May 11, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Washington Heights District, Borough of Manhattan, adopted on March 26, 1912, recommending

that the roadway width of Amsterdam avenue, from West 155th street to its northerly terminus, be fixed at 60 feet, centrally located.

From information informally obtained from the Topographical Bureau, it appears that from West 155th street to a point between West 170th street and West 171st street and north of the northerly line of West 175th street, Amsterdam avenue has been laid out to have a width of 100 feet, but that through the intervening distance the street is 110 feet wide.

Under the general ordinances now effective, a roadway of 60 feet is provided for a street 100 feet wide, but for a street 110 feet wide this increases to 68 feet. It therefore appears that excepting in the latter section no further action is necessary by the Board of Estimate.

In case the Local Board recommendation is applied to the section between West 171st street and West 175th street the effect would be to create an offset in the curb lines, the widening being here located on the easterly side of the street.

In view of the uncertainty as to the treatment desired, I would recommend that the resolution be referred back to the Local Board with the suggestion that it be amended so as to relate only to the section of the street where a special ordinance is needed, and that the change here desired be clearly indicated. Respectfully,

NELSON P. LEWIS, Chief Engineer.

On motion, the matter was then referred back to the President of the Borough of Manhattan.

FIXING THE ROADWAY WIDTH OF CENTRE STREET, FROM CLINTON STREET TO HENRY STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after duly advertised hearing had this 14th day of March, 1912, hereby recommends to the Board of Estimate and Apportionment that the roadway width of Centre street, between Clinton and Henry streets, be fixed at 24 feet; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 14th day of March, 1912, Commissioner Pounds and Aldermen Molen, Kenney and Meagher voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 16, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11052. May 8, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on March 14, 1912, recommending that the roadway width of Centre street, from Clinton street to Henry street, be fixed at 24 feet.

This street has been laid out upon the City Map to have a width of 50 feet, and under the general ordinance should have a roadway 30 feet wide.

Information is presented with the papers showing that in the adjoining sections the street has been paved with a roadway width of 24 feet, and that in the block now under consideration curb returns and receiving basins have been set in harmony with this treatment.

I can see no objection to the desired ordinance, and would recommend the adoption of a resolution fixing the roadway width of Centre street between the limits named at 24 feet, the roadway to be centrally located. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, by the Board of Estimate and Apportionment of The City of New York, That the roadway of Centre street, from Clinton street to Henry street, Borough of Brooklyn, is to be centrally located, and the width thereof between the limits mentioned is hereby fixed at 24 feet.

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

FIXING THE ROADWAY WIDTH OF MILL STREET, FROM CLINTON STREET TO HENRY STREET, BOROUGH OF BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Chief Engineer were presented:

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after duly advertised hearing had this 14th day of March, 1912, hereby recommends to the Board of Estimate and Apportionment that the roadway width of Mill street, between Clinton and Henry streets, be fixed at 24 feet; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 14th day of March, 1912, Commissioner Pounds and Aldermen Molen, Kenney and Meagher voting in favor thereof.

Attest: REUBEN L. HASKELL, Secretary.

Approved on April 16, 1912.

L. H. POUNDS, Acting President, Borough of Brooklyn.

Report No. 11051. May 8, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on March 14, 1912, recommending that the roadway width of Mill street, from Clinton street to Henry street, be fixed at 24 feet.

This street has been laid out upon the City Map to have a width of 50 feet, and under the general ordinance should have a roadway 30 feet wide.

Information is presented with the papers showing that in the adjoining sections the street has been paved with a roadway width of 24 feet, and that in the block now under consideration curb returns and receiving basins have been set in harmony with this treatment.

I can see no objection to the desired ordinance, and would recommend the adoption of a resolution fixing the roadway width of Mill street between the limits named at 24 feet, the roadway to be centrally located. Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, by the Board of Estimate and Apportionment of The City of New York, That the roadway of Mill street, between Clinton street and Henry street, Borough of Brooklyn, is to be centrally located and the width thereof between the limits mentioned is hereby fixed at 24 feet.

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

PLANS OF PROPOSED VIADUCT OVER 42D STREET AND ALONG THE CENTER OF PARK AVENUE TO 40TH STREET, BOROUGH OF MANHATTAN.

(*At the meeting of the Board on May 9, 1912, this matter was laid over for one week.*)

After hearing Mr. Lloyd Collis; Mr. Hugh Hewson, representing the Murray Hill and Belmont Hotels, and Mr. William N. Coleman, representing New York Railways Company, the following resolution was adopted:

Resolved, That the Board of Estimate and Apportionment hereby approves the working plans, elevations and details of, and the specifications for, the proposed viaduct or bridge to be constructed by The City of New York, carrying the central portion of Park avenue, from the northerly line of 40th street to the northerly line of 42d street and to connect with the elevated roadway or driveway provided for in chapter 425 of the Laws of 1903, as amended by chapter 555 of the Laws of 1910, which said working plans, elevations and details and specifications were transmitted to the Board by the President of the Borough of Manhattan, by communication dated May 7, 1912.

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

A written protest from Mr. Collis was placed on file.

RELIEF FROM ASSESSMENT FOR GRADING AND PAVING GRAND STREET, FROM HOOPER STREET TO THE PLAZA OF THE WILLIAMSBURG BRIDGE, BOROUGH OF BROOKLYN.

The following petition of the Grand Street and Extension Taxpayers' Association and report of the Chief Engineer were presented:

In the matter of the assessment for regulating, grading and paving the Grand street extension, in the Borough of Brooklyn, City of New York.

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

Honorable Sirs—A copy of a resolution of the Local Boards of Bedford and Williamsburg, adopted by said Boards on the 11th day of February, 1907, and approved by the President of the Borough of Brooklyn on the 28th day of February, 1907, was transmitted to the Board of Estimate and Apportionment, as follows, to wit:

Resolved, That the Local Boards of the Bedford and Williamsburg Districts, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had the 11th day of February, 1907, hereby initiate proceedings to regulate, grade, set bluestone curb and lay cement sidewalks between curb and building lines on Grand street, as extended from Hooper street to Bridge plaza.

There was also presented to the said Board of Estimate and Apportionment an estimate in writing that the cost of the proposed work or improvement would be the sum of $16,700, and a statement of the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment, to wit, the sum of $635,000.

Thereafter, and on the 5th day of April, 1907, the Board of Estimate and Apportionment adopted the following resolution:

Resolved, That the said resolution of the said Local Boards be and the same hereby is approved and the local improvement therein provided for is hereby authorized. And this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

A further resolution of the Local Boards of Bedford and Williamsburg adopted by the said Boards on the 11th day of February, 1907, and approved by the President of the Borough of Brooklyn on the 28th day of February, 1907, was transmitted to the Board of Estimate and Apportionment as follows, to wit:

Resolved, That the Local Boards of the Bedford and Williamsburg Districts, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 11th day of February, 1907, hereby initiate proceedings to pave with granite block on concrete foundation Grand street as extended, between Hooper street and Bridge plaza.

The cost of the proposed work was estimated at $30,500, and the assessed value according to the last preceding tax roll of the real estate included within the probable area of assessment was $635,000.

The Board of Estimate and Apportionment determined that no portion of the cost and expense of the said improvement shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited.

The area of assessment for the proposed improvement was thereafter fixed and confirmed by the Board of Revision and Assessments on September 22, 1910, as follows:

Both sides of Grand street, from Havemeyer street to English Kill and to the extent of half the block at the intersecting streets or avenues.

The property owners who have been assessed for the foregoing improvements have formed an organization for the purpose of seeking relief from the said assessments and hereby make application to the Board of Estimate and Apportionment to reconsider its determination under the authority conferred upon it by chapter 444 of the Laws of 1907, and to direct that the entire cost and expense of the improvements hereinbefore mentioned shall be borne and paid by The City of New York.

Chapter 444 of the Laws of 1907 reads as follows:

"Wherever any street, avenue or public thoroughfare in the city of New York shall heretofore have been opened, extended or widened for the purpose of creating an approach to any bridge, connecting two or more of the boroughs of said city, or wherever any street, so opened, extended or widened shall be used for the purpose of such bridge approach, or for the purpose of affording access to such bridge, the board of estimate and apportionment in said city, notwithstanding the provisions of chapter four hundred and sixty-six of the laws of 1901 and the provisions of acts amendatory thereof, and notwithstanding any previous action taken by the board of estimate and apportionment in connection with the opening, extending or widening of such street, is hereby authorized and empowered in its discretion to direct that the entire cost and expense of opening, extending or widening such street shall be borne and paid by the city of New York."

This application is made for the reasons following:

First—This improvement is an approach to a bridge connecting two boroughs, differing therein from the ordinary street opening which may justly be the subject of local assessment.

Second—This new approach to the Williamsburg Bridge has not proven itself a benefit to the property assessed. It may here be noted that although the Grand street extension has been completed about five years, not one building has been erected upon the abutting property up to this time. Furthermore, the property which has been assessed and which does not abut the Grand street extension has diminished instead of increased in value. It is true that the assessed valuation of such property has been increased, much to the detriment of the owners, yet the market value has suffered a decline. This is most unfortunate for the owners and an additional burden upon them.

The fundamental reason for levying local assessments is that the property assessed has received a benefit, but, as appears above, no benefit has resulted to the property assessed by reason of the opening of the Grand street extension, and therefore local assessments ought not be levied against it.

Third—The Grand street extension is a benefit to The City of New York in that it affords a direct approach to the Williamsburg Bridge. It attracts the traffic of the outlying districts. Furthermore, it is the main avenue of travel for vehicles coming across the Williamsburg Bridge from the Borough of Manhattan, and having for their destination the sections known as Williamsburg, Greenpoint and the outlying districts.

Fourth—An approach to a bridge plaza is in fact a part of such plaza extending therefrom like the finger from the palm of the hand. It is created for the purpose of affording easy access to and egress from the bridge, and as such it is a necessary part thereof, and not of benefit to the abutting property but to the many inhabitants of the City who find it necessary or expedient to use such approach in going to and from the bridge.

Fifth—By enacting chapter 444 of the Laws of 1907, the Legislature has evidenced its disposition to consider such approaches as improvements which affect the entire City.

The Grand Street and Extension Taxpayers' Association therefore make this application to the Board of Estimate and Apportionment to reconsider its determination herein, and to direct that the entire cost and expense of the improvements hereinbefore referred to shall be borne and paid by The City of New York, and that it direct further that any moneys which had been paid for or on account of such assessments shall be refunded to all persons or corporations entitled thereto.

The Grand Street and Extension Taxpayers' Association further requests that it be granted a hearing on this application.

Dated Brooklyn, N. Y., April 2, 1912.

Respectfully submitted,

GRAND STREET AND EXTENSION TAXPAYERS' ASSOCIATION,
JOHN F. GABRIEL, President, 197 Havemeyer Street, Brooklyn, N. Y.

Report No. 11037. May 3, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted the petition of the Grand Street and Extension Taxpayers' Association, bearing date of April 2, 1912, requesting that provision be made

for placing the entire cost of grading and paving Grand street, from Hooper street to the plaza of the Williamsburg Bridge, Borough of Brooklyn, upon The City of New York, and for refunding such assessments as have been paid.

The grading and paving of the Grand street extension was authorized under resolutions adopted by the Board on April 5, 1907, and October 9, 1908, and provision was made for assessing the cost of each upon the adjoining area. The records of the Board of Assessors show that the assessment lists were confirmed on September 22, 1910, these lists, for both improvements, and after ten per cent. had been placed upon the City at large by the Board of Revision of Assessments, aggregating $47,233.37.

The petitioners now allege that the assessment area has been construed by the Board of Assessors to be the property abutting upon Grand street, between the bridge plaza and English Kills; that the improvement is in the nature of a bridge approach and is of no benefit to the area which has been assessed; that only one building has been erected upon the abutting property since the street was extended; that property values in the vicinity have decreased since the improvement was made; and that by enacting chapter 444 of the Laws of 1907 the Legislature expressed views indicating that bridge approaches should be treated as improvements for the benefit of the entire City.

The acquisition of title to the extension of Grand street, from Hooper street to the bridge plaza was authorized by the Board on March 3, 1905, and in accordance with the policy then observed the entire expense of the opening proceeding was placed upon the City at large, as was also the case in the similar proceeding carried out for widening Roebling street, north of the plaza, and for the connecting street on the Manhattan side. The records show that the cost of the Grand street opening proceeding was $982,318.80, or more than twenty times that of the physical improvement which the property owners are asked to pay for.

In an opinion presented to the Board at its meeting of February 29, 1912, the Corporation Counsel advised that a determination reached by the Board concerning the distribution of the expense of a local improvement could not be reconsidered unless request for such reconsideration was presented within six months after the assessment had been imposed, by the majority of property owners assessed, this prohibition being contained in section 436 of the Charter as amended by chapter 678 of the Laws of 1907. It is therefore evident that if the grading and paving improvements are treated as local improvements there is no provision in law for granting the request now made.

The reference by the petitioners to chapter 444 of the Laws of 1907 might be construed as indicating a belief on their part that its terms permit the Board to reopen the matter. The language of this act makes it relate to "the opening, extending or widening" of streets created for the purpose of affording access to any bridge, which language is almost identical with that used in section 978 of the Charter, which relates only to opening proceedings. In my judgment the provisions of this act are not applicable to local improvements.

The area of assessment fixed by the Board of Assessors appears to have been a generous one, and I believe that the property in this vicinity has already been more than liberally treated by the City under the policy which has been followed in assessing for benefits given, and particularly in comparison with the change in procedure adopted since the street was acquired, which modification, it might be noted, had it then been applied, would have also required the local area to bear all or a substantial portion of the expense of acquiring the land.

I would recommend that the petition be denied. Respectfully,

NELSON P. LEWIS, Chief Engineer.

After hearing Mr. John F. Gabriel in support of the petition, the following resolution was adopted:

Resolved, That the Board of Estimate and Apportionment hereby denies the petition of Grand Street and Taxpayers' Association, bearing date of April 2, 1912, requesting that provision be made placing the entire cost of grading and paving Grand street, from Hooper street to the plaza of the Williamsburg Bridge, Borough of Brooklyn, upon The City of New York, and for refunding such assessments as have been paid.

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

RELIEF FROM ASSESSMENT IN THE PROCEEDING FOR REGULATING AND GRADING CITY ISLAND AVENUE (MAIN STREET), FROM THE APPROACH TO THE CITY ISLAND BRIDGE TO THE LONG ISLAND SOUND, BOROUGH OF THE BRONX.

The following petition from property owners and report of the Chief Engineer were presented:

> In the matter of regulating, grading, setting curbstones, flagging the sidewalks, laying crosswalks, building approaches and placing fences in City Island avenue (Main street), from the approach to the bridge, 300 feet north of Elizabeth street to the Long Island Sound, at the southerly end of City Island.

To the Board of Estimate and Apportionment:

Gentlemen—We, the undersigned, owners of property within the area of assessment for the above-entitled improvement, which assessment was confirmed on the 1st day of March, 1912, and being a majority of the owners assessed for the said improvement, respectfully show:

That City Island avenue was originally of a width varying from 33 to 50 feet, and was quite sufficient to accommodate all the local traffic on the island comfortably, but the same was widened by the City some five years ago to a width of not less than 80 feet throughout, mainly to accommodate summer excursionists or summer traffic. That the same is practically a continuation of the Pelham Park driveway, and is so recognized, as the bed of the driveway is 50 feet in width and the sidewalks only 15 feet. That at the time of widening it the City recognized the fact that it was a general improvement, and the City assumed 50 per cent. of the cost of such widening. The area of the island is very limited, and for that reason, as well as the fact that it is cut off from the rest of The Bronx by Pelham Bay Park, it cannot be developed, especially on account of the lack of transit facilities. The monorail is not operating satisfactorily, and there is no way of reaching the island from Bartow at present except by walking, resulting in an absolute inability of the property to earn any rental at all and preventing any general improvement. That the present proposed assessment is for the sum of about $90,000, and if the property owners have to pay the same, together with other legal burdens upon their property, it will amount to a confiscation of thier property practically.

We therefore respectfully ask that the City assume a reasonable proportion of the above-mentioned assessment.

Dated New York, March 27, 1912.

M. J. CARTEY, JOHN W. MILLER, ESTATE OF WM. R. FORDHAM, J. ALFRED FORDHAM, Executor, and Others.

Report No. 11089. May 13, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman of the Board of Estimate and Apportionment:*

Sir—Herewith is transmitted a communication, dated March 27, 1912, bearing seventy-two signatures, which are claimed to represent the majority of owners of property who have been assessed for the regulating and grading of City Island avenue (Main street), from the approach to the City Island bridge about 300 feet north of Elizabeth street to the Long Island Sound, in the Borough of The Bronx.

The petitioners claim that City Island avenue originally had a width ranging from 33 feet to 50 feet, and that the widening to 80 feet was planned to accommodate other interests than those of the locality, and that this view was recognized at the time when the opening proceeding was instituted through the assumption by the City at large of 50 per cent. of the expense involved. They state that if they are required to pay the assessment to which their application relates it will mean a confiscation of their property, and they ask that a reasonable proportion of it be assumed by the City.

The regulating and grading of City Island avenue, between the limits named in the petition, these comprising the entire length of the street, or about 7,000 feet, was authorized on June 28, 1907, at which time it was determined that no portion of the expense should be assumed by the City at large. The proceeding was confirmed on March 1, 1912, at a total cost of $93,287.25, which has been assessed upon the entire area of City Island. I am informed at the office of the Board of Assessors that approximately 75 per cent. of the total expense was placed upon the abutting property, the assessment here being made on the basis of about $6 per foot of frontage, or at the rate of about $150 per city lot.

The proceeding for acquiring title to the widening of this street was authorized on May 26, 1905, at which time provision was made for placing 50 per cent. of the cost of the proceeding upon the entire City, and the remainder upon the locality deemed specially benefited. The street has a width of 80 feet, and the relief determined upon under the rules which were then observed was increased from 33 1-3 per cent. to 50 per cent., in recognition of the isolation of the island, the low property values in comparison with the expense involved in the widening, and the occasional congestion of vehicular traffic which it was expected would not have a local origin.

Title to the land was vested in the City on August 1, 1907, to clear the way for carrying out the grading improvement. The final report of the Commissioners of Estimate and Assessment, which was confirmed on March 30, 1912, shows that the entire expense involved in the opening proceeding was $535,188.16, of which one-half, or $267,594.08, has been charged against the City, and the remainder upon the entire area of the island. From the records on file in the office of the Assistant Corporation Counsel in charge of the Bureau of Street Openings, it appears that about 50 per cent. of the local assessment has been placed upon the frontage property, the assessments here ranging from about $130 to about $275 per lot.

It would therefore appear that the total cost of opening and grading the street, both of which were confirmed at approximately the same time, amounts to $628,475.41, of which the City has assumed over 42 per cent., while of the remainder about 32 per cent. is to be placed upon the abutting property. The record of assessed valuations for the year 1911 indicates that the frontage values on City Island avenue range from about $900 to about $1,350 per lot. The assessments which have been placed upon these lots for the widening of the street will, therefore, range from about 14 per cent. to about 20 per cent., while those for grading will range from 11 per cent. to about 17 per cent., the combined assessments for both improvements aggregating about 31 per cent. of the lot value.

Under the provisions of chapter 399 of the Laws of 1912, owners of property which is assessed at more than five per cent. of its valuation are given the privilege of paying such assessments in ten annual installments. Under these conditions it does not appear reaonable to assume that any of the property affected by the assessments now under consideration would be confiscated.

I am also of the opinion that the property owners in this vicinity have already been liberally treated in the relief extended to them in connection with the opening proceeding, and that they should be called upon to bear the burden which has now been imposed.

It is understood that the application is made under the provisions of section 436 of the charter, as amended by chapter 678 of the Laws of 1907, under which the Board of Estimate and Apportionment is authorized to reconsider a determination relative to the assessment for a local improvement within six months after it has been imposed, providing that such reconsideration is petitioned for by "a majority of property owners whose property has been assessed because deemed to be benefited by such local improvement." No proof has been submitted which would establish the identity of the signers of this petition with those assessed in the proceeding, or to show that they represent one-half of the property owners of City Island. Irrespective of this lack of proof, I would recommend, for the reasons above enumerated, that the petition be denied. Respectfully,

NELSON P. LEWIS, Chief Engineer.

A resolution from the City Island Board of Trade asking for relief from the assessment in this matter, was presented.

After hearing Mr. John C. Shaw and Mr. H. S. Sayres in support of the petition and resolution, on motion of the President of the Borough of The Bronx, the matter was laid over for three weeks (June 6, 1912).

IMPROVEMENT OF THE WATERFRONT AT RIVERSIDE DRIVE BETWEEN WEST 116TH STREET AND WEST 120TH STREET, BOROUGH OF MANHATTAN.

The following communication from the Commissioner of Docks was presented:

Department of Docks and Ferries, City of New York, Pier A, North River, New York, May 3, 1912.

Hon. WILLIAM J. GAYNOR, *Mayor, and Chairman of the Board of Estimate and Apportionment:*

Sir—Chapter 304 of the Laws of 1906 authorizes The City of New York to fill in and improve the land and land under water fronting on Riverside Park between the northerly line of West 116th street and the southerly line of West 120th street and extending from the present right-of-way of the New York Central and Hudson River Railroad Company westerly to the United States bulkhead line; provided, however, that no filling in or improvement shall be made under authority of the act except in pursuance of some agreement to be entered into under the provisions thereof.

The Board of Estimate and Apportionment is authorized to make an agreement with the Trustees of Columbia College in reference to the filling in and improving of the property, which agreement may provide that portions of Riverside Park lying westerly of the New York Central right-of-way may be enclosed and set apart as an athletic field and for a boat landing and boat house for the use of Columbia College.

I have been informed that it is proposed to proceed with the construction of the athletic field, etc., for Columbia College under the provisions of this act and I beg to call attention to the fact that there is now before your Board a new layout for the tracks of the New York Central & Hudson River Railroad Company, which, within the limits of the proposed Columbia College scheme, calls for an extension of the right-of-way westerly for a width varying from 26 to 44 feet outside of the company's present right-of-way.

The plans of this Department for the improvement of the waterfront at this locality reserve for public use between West 116th street and West 120th street a marginal street 100 feet wide measured inshore from the bulkhead line of 1868, which is part of the comprehensive improvement proposed for this section of the North River waterfront.

I beg to request that no action be taken in regard to the athletic field without consulting this Department. Yours respectfully,

CALVIN TOMKINS, Commissioner of Docks.

P. S.—Copy of this letter has been sent to Commissioner Stover under date of May 3d.

The Secretary was directed to send copy to the Committee on the relocation of the New York Central tracks (President of the Board of Aldermen, Comptroller, President of the Borough of Manhattan and Chief Engineer of the Board).

CLASSIFYING PAVEMENTS INTO PERMANENT AND PRELIMINARY PAVEMENTS, AS REQUIRED BY SECTION 948 OF THE GREATER NEW YORK CHARTER, AS AMENDED BY CHAPTER 484 OF THE LAWS OF 1912.

The following report of the Chief Engineer of the Board and the Consulting Engineers of the several Boroughs was presented:

Board of Estimate and Apportionment, City of New York, May 13, 1912.

To the Honorable the Board of Estimate and Apportionment:

Gentlemen—The Chief Engineer of the Board of Estimate and Apportionment and the Consulting Engineers of the several Boroughs, to whom was referred the proposed amendment to the resolution of August 3, 1911, classifying pavements, reported to the Board that inasmuch as section 948 of the Greater New York Charter has been amended, there is no occasion for amending the resolution of August 3, 1911.

This section of the Charter, as amended by chapter 484 of the Laws of 1912, which became a law on April 18 last, directs that "The Board of Estimate and Apportionment, as to pavements which shall be laid hereafter, shall from time to time designate the kinds of pavements to constitute each class."

We have therefore prepared and recommend for adoption by the Board resolutions making such classification. Our object has been to insure for permanent pavements a substantial and durable foundation which can be used for subsequent renewals and a type of surface construction which under ordinary conditions will last as long as the best pavements of their class.

Such resolution is herewith submitted, with the recommendation that it be adopted by the Board to be effective as of April 18, 1912. Respectfully,

NELSON P. LEWIS, Chief Engineer, Board of Estimate and Apportionment; E. P. GOODRICH, Consulting Engineer, Borough of Manhattan; AMOS L. SCHAEFFER, Consulting Engineer, Borough of The Bronx; GEO. W. TILLSON, Consulting Engineer, Borough of Brooklyn; FOSTER CROWELL, Consulting Engineer, Borough of Queens; LOUIS L. TRIBUS, Consulting Engineer, Borough of Richmond.

The following resolution was then offered:

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 948 of the Charter, as amended by Chapter 484 of the Laws of

1912, designate as permanent pavements, to be effective as of April 18, 1912, the following pavements laid on a foundation of Portland cement concrete, 6 inches or more in thickness:

Stone block.

Wood block.

Asphalt block, not less than three (3) inches in thickness.

Sheet asphalt, with wearing surface not less than two (2) inches thick and binder not less than one (1) inch thick.

Vitrified brick.

Iron slag.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 948 of the Charter, as amended by chapter 484 of the Laws of 1912, designate the following as preliminary pavements, to be effective as of April 18, 1912:

Stone block on sand foundation.

Asphalt block not less than two (2) inches in thickness laid on a concrete foundation not less than four (4) inches in thickness.

Sheet asphalt laid on a concrete foundation not less than four (4) inches in thickness.

Bituminous concrete.

Bituminous macadam.

Which failed of adoption by the following vote:

Affirmative—The Acting Mayor, the Presidents of the Boroughs of Manhattan, The Bronx, the Acting President of the Borough of Queens, and the President of the Borough of Richmond—8.

Negative—The Comptroller, the Acting President of the Board of Aldermen, and the President of the Borough of Brooklyn—8.

The Secretary was then directed to place the matter on the calendar for the next meeting (May 23, 1912).

RESCISSION OF THE RESOLUTION VESTING TITLE TO WEST 168TH STREET, FROM AMSTERDAM AVENUE TO JUMEL PLACE, BOROUGH OF MANHATTAN.

The following communication from the Acting Corporation Counsel was presented:

City of New York, Law Department, Office of the Corporation Counsel, New York, May 14, 1912.

JOSEPH HAAG, Esq., *Secretary, Board of Estimate and Apportionment:*

Sir—I am in receipt of a letter, dated April 30, 1912, signed by William M. Lawrence, Assistant Secretary, transmitting a certified copy of resolution adopted by the Board of Estimate and Apportionment on April 18, 1912, directing that on June 1, 1912, title to West 168th street, from Amsterdam avenue to Jumel place, Borough of Manhattan, shall be vested in The City of New York.

In the preparation of the preliminary abstract of the Commissioner of Assessment in the aforesaid proceeding, it is found that to assess all property within the area of assessment similarly situated at a uniform rate, lots abutting the improvement on Jumel place would be assessed more than one-half of their value; this would be contrary to section 980 of the Greater New York Charter, as amended. To raise the necessary amount of money, the assessment on the lots immediately abutting on the improvement would amount to about $9,000. As the lots abutting the improvement and fronting on Jumel place are valued at about $10,000 each as corner lots, they could only be assessed the sum of $5,000 each, thus leaving a deficit of about $4,000 each on these two corner lots. To reassess this amount on other property within the area of assessment might result in many cases in the properties being assessed more than the court would deem them benefited.

Until this matter can be further investigated, I would suggest that the resolution vesting title in this proceeding be rescinded, and the vesting of title await further information from this office. Very respectfully,

G. L. STERLING, Acting Corporation Counsel.

The following resolution was then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York hereby rescinds the resolution adopted by said Board on April 18, 1912, directing that on June 1, 1912, title to West 168th street, from Amsterdam avenue to Jumel place, Borough of Manhattan, shall be vested in The City of New York.

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

RELIEF FROM ASSESSMENT IN THE MATTER OF ACQUIRING TITLE TO EAST 205TH STREET (ADEE AVENUE), FROM WHITE PLAINS AVENUE TO BOSTON ROAD, BOROUGH OF THE BRONX.

The following communication and petition of property owners were presented:

Francis J. Keurzi, Counsellor at Law, 32 Nassau Street, May 14, 1912.

Board of Estimate and Apportionment of The City of New York, 277 Broadway, New York:

Honorable Dear Sirs—I herewith enclose for filing petition in an application by property owners affected by assessment in proceedings for the opening of East 205th street from White Plains avenue to Boston road, in Bronx Borough, to have a part of said assessment paid by the City, pursuant to chapter 679, Laws 1911. We respectfully ask that, pursuant to the provisions of law, an opportunity be given us to be heard in support of the application. Respectfully,

FRANCIS J. KUERZI.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired of the lands, tenements and hereditaments required for the opening and widening of East 205th street (Adee avenue), from White Plains road to Boston Post road, in the 24th Ward, Borough of The Bronx, City of New York.

To the Honorable the Board of Estimate and Apportionment:

The undersigned petitioners, being attorneys for owners of property within the area of assessment for the above entitled proceeding, do hereby, under paragraph of chapter 6 of the Greater New York Charter, as reenacted by chapter 466 of the Laws of 1901, and as amended by chapter 679 of the Laws of 1911, to be known as section 247, which reads as follows:

"Upon affording persons interested an opportunity to be heard as herein provided, the Board of Estimate and Apportionment may in its discretion reconsider its action with respect to proceedings now pending involving an estimated expenditure of upward of $50,000, the assessment for which has not been confirmed, and may make a new determination concerning the same, in conformity with the provisions of this section";

—pray that the Honorable Board will rehear and redetermine the proportion of cost to be borne by The City of New York for the above improvement, and allege upon information and belief:

That the cost of the improvement is upward of $50,000, namely, $60,816.58; that the report of the Commissioners of Estimate and Assessment has not yet been confirmed, and that the above proceeding is still pending.

That the whole of said cost and expense is laid upon the property within the area of assessment.

That the area has been fixed by this Board, and the Commissioners are helpless to extend the same and thereby give relief.

That the area is practically confined to one-half the block on each side of this proposed street, with the result that the property abutting on this street bears the burden of this proceeding.

That this area should be relieved by your Honorable Board for the following reasons:

First—The whole street here to be acquired is substantially 2,640 feet long by 80 feet wide, containing 211,200 square feet. Of this total surface 28,800 square feet, or damage numbers, 1, 3, 3A, 4, 4A, 5A, 6A, 7A, 8A, 9A, 10A, 11A, 12 are the beds of intersecting streets for which the awards here are $1 or 0.00.

Of the total surface taken, 59,040 square feet, or damage numbers 6, 8, 10, 14 are the old bed, 60 feet wide, of this very street here acquired, for which the awards here are $1 each.

That leaves, therefore, 123,360 square feet of land, or an actual parcel of land 1,542 linear feet by 80 feet wide, with one building on damage number 2, that had to be actually considered by these Commissioners and passed upon.

Namely, out of a total of 27 parcels only ten required any consideration as to its value and damage, to wit, damage numbers 2, 5, 7, 9, 11, 12A, 13, 15, 16.

The Commisssioners were appointed on February 17, 1909.

It has therefore taken three years and three months to consider a little over one-quarter of a mile of land and one substantial building, at a cost of $6,485.58 (taxed costs).

The total awards are only $54,331.

The expense of acquiring this property directly and in the open market, at a liberal expense charge of 5 per cent. on this valuation would have been only $2,216.55. Condemnation thus carried on is rather expensive, especially where those who are to pay for it have no practical control over its procedure.

Second—The land acquired here for this 80 foot street was already—for 60 feet in width thereof—an open, used and ceded street, from Cruger to Matthews, some 980 feet in length, and the improvement includes an extension of this street by an opening to Boston Post road.

As a result of charging the entire expense against the present assessment area and the method adopted by the Commissioners, the interior land along the easterly portion of the whole improvement (on the basis of the assessment as now laid) bears a specially heavy burden which is inequitable and disproportionate to the benefit and is excessive by reason of the fact that a large part of the expense of the widening of the westerly part (where the values are high), in addition to the entire costs of the whole improvement and all the awards for the easterly interior land (the opening) have been charged against the easterly part of the assessment area.

Wherefore, your petitioners pray that this Honorable Board will redetermine the costs to be borne by The City of New York for this improvement and place the cost for such proportion thereof as they may now deem just, after hearing, upon The City of New York, or upon the entire Borough of The Bronx.

Dated May 9, 1912.

MILLER, KING, LANE & TRAFFORD, Attorneys for Property Owners; and others.

On motion the matter was referred to the President of the Borough of The Bronx.

WIDENING THE ROADWAY OF 5TH AVENUE, BETWEEN 14TH STREET AND 23D STREET, BOROUGH OF MANHATTAN.

The following communication from the Secretary to the President of the Borough of Manhattan was presented:

City of New York, Office of the President of the Borough of Manhattan, City Hall, May 13, 1912.

Hon. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment:*

Dear Sir—President McAneny asks me to transmit the enclosed resolution for this week's calendar. It provides for the widening of the roadway of 5th avenue, between 14th and 23d streets. The resolution recently passed by the Board covered only the removal of the sidewalk encroachments, and it is the desire of the Department to proceed with all of the improvement work at the same time. Yours very truly,

JULIAN B. BEATY, Secretary to the President.

The President of the Borough of Manhattan then offered the following:

Resolved, That the widths of the roadway and sidewalks on 5th avenue, Borough of Manhattan, between the northerly side of 14th street and the southerly side of 23d street, be and they are hereby established as follows:

The width of said roadway shall be fifty-five (55) feet;

The width of said sidewalks shall be twenty-two and one-half (22½) feet;

—and be it further

Resolved, That the President of the Borough of Manhattan be and he is hereby directed to construct said roadway to the said width of fifty-five (55) feet, and the said sidewalks to the said width of twenty-two and one-half (22½) feet from the curb line, in accordance with the foregoing resolution; and he is further hereby authorized and directed to remove or cause to be removed all portions of vaults which may be found to exist below the elevation of the curb and extending beyond the new curb line, as above established, which are not altered by the occupants of said vaults, or the owners of the adjoining property, so as to make possible the physical change in roadway and sidewalk widths in conformity with the requirements of this resolution, and to the satisfaction of the Borough President.

Which was adopted by the following vote:

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

APPROVED PAPERS.

The following communication from the Secretary was ordered printed in the minutes and placed on file:

Board of Estimate and Apportionment, City of New York, Office of the Secretary, 277 Broadway, May 16, 1912.

To the Board of Estimate and Apportionment:

Gentlemen—I beg to inform you that his Honor the Mayor has returned to this office resolutions, adopted by the Board of Estimate and Apportionment and approved by him on the dates mentioned below, changing the map or plan of The City of New York, viz.:

(The following resolutions were adopted on May 2, 1912, and approved on May 8, 1912.)

384. By laying out a public park in Peck slip, between Front street and South street, Borough of Manhattan.

385. By laying out the lines and grades of the tunnel street extending from Riverside drive to Bennett avenue, Borough of Manhattan.

386. By changing the grades of the street system bounded by Snyder avenue, Brooklyn avenue, Beverly road and East 32d street, Borough of Brooklyn.

387. By changing the grades of the street system bounded approximately by Varick avenue, Harrison place, Stewart avenue, Ingraham street, Gardner avenue, Johnson avenue, Cypress avenue, Hart street, Irving avenue and Flushing avenue, Borough of Brooklyn.

388. By changing the grade of the platform at the junction of Popham avenue and Palisade place, the grade of Palisade place between Popham avenue and the steps about 330 feet to the north, and the grade of Popham avenue between Palisade place and Montgomery avenue, Borough of The Bronx.

389. By changing the grade of East 135th street between Willow avenue and the New York, New Haven and Hartford Railroad, Borough of The Bronx.

390. By changing the lines of the street system bounded by Westchester avenue, Noble avenue, East 174th street, St. Lawrence avenue, East 177th street and Beach avenue, Borough of The Bronx.

391. By changing the grades of Flushing avenue between 2d avenue and 5th avenue, of Hoyt avenue between Flushing avenue and a point 100 feet easterly from 2d avenue, of 4th avenue between Vandeventer avenue and Woolsey avenue, of 6th avenue between a point 300 feet westerly from Vandeventer avenue and a point 275 feet easterly from Vandeventer avenue, and of Vandeventer avenue between 5th avenue and 7th avenue, Borough of Queens.

392. By changing the grades of Orchard street between Jackson avenue and the Long Island Railroad, 1st Ward, Borough of Queens.

393. By laying out the lines and grades of section 63 of the Final Maps, being largely a part of the old Village of Flushing, bounded approximately by Haight street, Sanford avenue, Lawrence street, Applegate street, Frame place, Bradford avenue, Jaggar avenue, Main street, Burcker street, Union street, Lingard street, Bowne avenue, Marston avenue, Parsons avenue, Bayreuth street, Percy street, Delaware street, Parsons avenue, Erie place, Burling avenue, Franconia avenue, Underhill avenue, Holly street, Isaac street, Peck avenue, Saull street, Crommelin street, Blossom street, Lawrence street and Muhlenberg avenue, Borough of Queens.

394. By changing the lines and grades of Amboy road from Great Kills road to the line of the Ocean View Cemetery, 4th Ward, Borough of Richmond.

Adopted on May 2, 1912, and approved on May 7, 1912.

395. By laying out the lines and grades of Quebec street (Lincoln avenue), from Richmond road to the Staten Island Railway, 4th Ward, Borough of Richmond.

Adopted on May 2, 1912, and approved on May 8, 1912.

Respectfully, JOSEPH HAAG, Secretary.

After disposing of the Financial and Franchise Calendars, on motion of the Comptroller the Board adjourned to meet Thursday, May 23, 1912, at 10.30 o'clock a. m.

JOSEPH HAAG, Secretary.

BOARD OF ESTIMATE AND APPORTIONMENT.

Minutes of Special Meeting of Board of Estimate and Apportionment, Held in Room 16, City Hall, Wednesday, May 22, 1912.

FRANCHISE MATTERS.

Present—William J. Gaynor, Mayor; William A. Prendergast, Comptroller; John Purroy Mitchel, President, Board of Aldermen; George McAneny, President, Borough of Manhattan; Alfred E. Steers, President, Borough of Brooklyn; Cyrus C. Miller, President, Borough of The Bronx; Denis O'Leary, Acting President, Borough of Queens, and George Cromwell, President, Borough of Richmond.

The Mayor, Hon. William J. Gaynor, presided.

RAPID TRANSIT RAILWAYS.

ONE HUNDRED AND FORTY-NINTH STREET AND MOTT AVENUE SUBWAY CONNECTION IN THE BOROUGH OF THE BRONX—NEW UTRECHT AVENUE ELEVATED LINE IN THE BOROUGH OF BROOKLYN—EASTERN DISTRICT ROUTE IN THE BOROUGHS OF BROOKLYN AND QUEENS—BOSTON ROAD AND WHITE PLAINS ROAD CONNECTION IN THE BOROUGH OF THE BRONX—BROAD STREET AND WHITEHALL STREET TUNNEL CONNECTION IN THE BOROUGH OF MANHATTAN—FLATBUSH AVENUE, ST. FELIX STREET, FULTON STREET ROUTE IN THE BOROUGH OF BROOKLYN—GRAVESEND AVENUE ROUTE IN THE BOROUGH OF BROOKLYN—STEINWAY TUNNEL AND QUEENSBORO PLAZA ROUTE IN THE BOROUGH OF QUEENS.

The Secretary presented the following:

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

The Public Service Commission for the First District herewith transmits to your Honorable Board for your approval and the approval of the Mayor of the City as required by law certified copies of resolutions adopted by it on May 17 and May 20, 1912, determining and establishing routes and general plans of construction for eight new rapid transit railroads in the Boroughs of Manhattan, Brooklyn, Bronx and Queens. These lines are all included in the proposed dual system of subways and were adopted after a joint meeting of the Special Committee on Transit of your Board and the Commission. All these routes, with the exception of the Broad Street and Whitehall Street Tunnel Connection, have been laid out for a portion of their length through private property. In certain cases this was practically unavoidable; but in others it was done in order to secure the most advantageous layout. If, however, the property through which or over which these routes have been laid out cannot be acquired at reasonable terms, modifications may need to be adopted, but the Commission feels that the possibility of such changes should not prevent the adoption of these routes. The Commission may then proceed at once to have them legalized, and to negotiate the terms upon which the private rights may be secured.

The routes herewith transmitted are as follows:

149th Street and Mott Avenue Subway Connection in the Borough of The Bronx (Route No. 27): This route provides a connection between the Lexington Avenue Subway now under construction along Mott Avenue and the present Manhattan-Bronx Subway in 149th Street.

New Utrecht Avenue Elevated Line in the Borough of Brooklyn (Route No. 39): This route runs from Fourth Avenue and 38th Street, where a connection can be made with the Fourth Avenue Subway, through the property of the South Brooklyn Railway Company to Tenth Avenue as a subway, and thence continues as an elevated road over Tenth Avenue and New Utrecht Avenue to 81st Street, thence over private property and cross streets to 86th Street, and thence over 86th Street to Bay 37th Street, where a connection can be made with the Bensonhurst, Bath Beach and Coney Island Route as already legalized.

Eastern District Route in the Boroughs of Brooklyn and Queens (Route No. 41): This route runs as an elevated road from Bushwick and Johnson Avenues in the Borough of Brooklyn, where a connection can be made with the Brooklyn, Manhattan and Long Island City Route running under the East River from 14th Street in the Borough of Manhattan as already legalized, over Johnson Avenue to Wyckoff Avenue, and over Wyckoff Avenue, private property and intersecting streets to a connection with the existing elevated railroad on Broadway, East New York.

Boston Road and White Plains Road Connection in the Borough of The Bronx (Route No. 44): This route runs as an elevated road from Boston Road and East 179th Street, where a connection can be made with the present Manhattan-Bronx Rapid Transit Railroad in Boston Road, through private property and intersecting streets and between the tracks of the New York, Westchester and Boston Railroad and Bronx Park, to White Plains Road and over White Plains Road to Astor Avenue, where a connection can be made with the West Farms Road and White Plains Road Route as already legalized.

Broad Street and Whitehall Street Tunnel Connection in the Borough of Manhattan (Route No. 49): This route provides a connection through Broad Street between the present route along Nassau and Broad Streets already legalized as part of the Third Avenue Route and the Whitehall Street-East River-Montague Street Route heretofore adopted by the Commission and now awaiting the action of your Board.

Flatbush Avenue, St. Felix Street, Fulton Street Route in the Borough of Brooklyn (Route No. 46): This route, running from Flatbush Avenue under private property, the Long Island Railroad Station at Atlantic Avenue, and St. Felix street to Fulton Street, provides a connection between the Eastern Parkway Route on Flatbush Avenue and the Fourth Avenue Subway in Fulton Street.

Gravesend Avenue Route in the Borough of Brooklyn (Route No. 49): This route runs from 38th Street and Ninth Avenue, where a connection can be made with the New Utrecht Avenue Elevated Line, along private property south of 37th Street to Gravesend Avenue as an elevated railroad, and thence continues as an elevated railroad over Gravesend Avenue, Shell Road, West 6th Street and private property to Surf Avenue at Coney Island.

Steinway Tunnel and Queensboro Plaza Route in the Borough of Queens (Route No. 50): This route runs from the present terminus of the Steinway Tunnel at Fourth Street and Van Alst Avenue through private property and intersecting streets, as a subway, to the Sunnyside Yard, where it becomes an elevated railroad, thence continuing as an elevated railroad over Davis Street and Ely Avenue to the Queensboro Bridge Plaza.

Dated, May 20, 1912.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

[SEAL OF THE COMMISSION] By W. R. WILLCOX, Chairman.

Attest: TRAVIS H. WHITNEY, Secretary.

The following was offered:

Resolved, That the communication be received and in pursuance of law, this Board fixes Friday, the 31st day of May, 1912, at 10.30 o'clock a. m., and Room 16, City Hall, Borough of Manhattan, as the time and place when and where such plans and conclusions will be considered; and be it further

Resolved, That the Secretary of this Board be and he is hereby directed to publish notice of such consideration in the CITY RECORD.

Which was adopted by the following vote:

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

The matter was then referred to the Transit Committee.

RAPID TRANSIT RAILWAYS.

In the matter of the communication from the Public Service Commission for the First District relative to the construction, maintenance and operation of additional rapid transit railways and requesting a statement of the position of this Board on the subject.

The President of the Borough of Manhattan, Chairman of the Committee on pending transit proposals, presented the following:

May 22, 1912.

To the Honorable Board of Estimate and Apportionment:

Dear Sirs—Your Committee was appointed under a resolution adopted January 19, 1911, to confer with the members of the Public Service Commission for the First District upon the then pending proposition of the Interborough Rapid Transit Company for the construction and operation of additional rapid transit lines "or upon any proposed modification thereof, or upon any alternative plan that the Public Service Commission may present, or that may be presented to it."

In resolutions subsequently adopted, your Committee was also empowered to confer, in conjunction with the Public Service Commission, with the officers of the Interborough Company or with the representatives of other companies presenting plans for the construction, equipment and operation of rapid transit railways, in order that it might advise the Board with relation to the details of pending propositions, and to submit its recommendations with relation to such action as the Board, under the provisions of the Rapid Transit Act and of the Charter, might be required to take.

While your Committee was in conference with the Public Service Commission upon the proposals of the Interborough Company, a proposition was received from the Brooklyn Rapid Transit Company to construct, in part, and to equip and operate certain rapid transit lines in connection with its existing elevated railway system.

Under date of June 13, 1911, your Committee and the Public Service Commission submitted a joint report, proposing that the City enter into contracts with both the Interborough Rapid Transit Company and the Brooklyn Rapid Transit Company for the construction, in part, and for the equipment and operation of various rapid transit railways to be operated under a dual plan by the respective companies and upon terms which, in the judgment of the conferees, would furnish a basis for such operation just both to the companies in question and the City.

Certain alternatives were also submitted, so that in case either or both the companies declined to accept the terms and conditions set forth in the report, provision would automatically be made for the operation of a complete system by the company agreeing to accept the lines assigned it, or, if both declined to accept, by the City itself upon an independent basis.

Your Honorable Board, on June 21, 1911, unanimously accepted the joint report and, with certain minor changes, approved of its recommendations. The Brooklyn Rapid Transit Company, under date of June 27, 1911, accepted the lines assigned it, provided certain modifications were made in the financial and operating terms. The Interborough Rapid Transit Company, in a letter of the same date, declined to accept the terms outlined as a basis for the operation of the routes assigned to it, and by the same letter withdrew its then pending offers—dated June 10th and December 5th, 1910, and May 9th, 1911—for the operation of either subway and elevated lines, upon any basis theretofore considered.

Shortly afterward, upon the statement of the Interborough Company that with certain modifications of terms it would still be inclined to take the lines originally assigned to it, conferences with that company were resumed, leading to the submission of its supplementary offer under date of July 19, 1911. In this communication the Interborough Company offered to accept a part in the operation of a dual system if it might be given terms that would furnish certain margins of financial protection upon which its bankers had insisted.

Under date of July 20, 1911, your Committee and a majority of the Public Service Commission presented a report recommending the adoption of this amended offer of the Interborough Company as a part of the dual plan; but your Board, at the meeting held July 21, 1911, declined to accept this recommendation.

Upon the same day your Board accepted the plan presented by the conferees as an alternative, in the event of the failure of the dual plan, and agreed to approve contracts with the Brooklyn Rapid Transit Company for the operation not only of the system it had originally proposed to operate, but of those additional lines, originally assigned for operation by the Interborough Company, that would be in any way contiguous to its system and that could be operated as part of a generally coherent plan.

Accepting this as the approved program of the Board, the Public Service Commission proceeded to award contracts for the construction of various routes that would enter into the plan approved, and also to prepare the forms of the contract for equipment and operation. Before the preparation of such forms had been completed, informal conferences between representatives of the Board and of the Commission, and of the Interborough Company and its bankers, were resumed, with the result that under date of February 27, 1912, the Interborough Company submitted a new proposition for the operation of the routes originally assigned to it in the dual plan, agreeing to accept terms far more favorable to the City than those that had been rejected in July. During the course of these informal conferences, the officers of the Brooklyn Company advised the Chairman of your Committee and the Chairman of the Public Service Commission that while that company would prefer to take over and to operate the expanded plan approved in July, it would, on the other hand, be willing to take its part in a readjusted dual plan and to co-operate with the City in working out such a plan if the representatives of the City so desired, and if the Brooklyn Company might be assured of an adequate operating basis covering the territory it will serve.

The Interborough Company's offer of February 27, 1912, has been formally approved by the Public Service Commission. On March 15 it was transmitted by the Commission to your Board for consideration, and referred in turn to your Committee for report.

Since the latter date, certain amendments to the Rapid Transit Act, prepared by the Public Service Commission and extending the powers of the Commission and the Board of Estimate and Apportionment, so as to permit the approval of contracts upon the principles proposed, have been passed by the legislature and approved by the Governor. Within the same period, the decision of Mr. Justice Blackmar in the Supreme Court, upholding the constitutionality of certain of the proposed financial and operating terms, has been upheld by the unanimous judgment of the Appellate Division for the Second Department. Although the questions involved in the cases upon which these decisions have been given will now be taken to the Court of Appeals, it is expected that an early decision will be given there. The actual work of construction upon the Broadway and Lexington Avenue lines, as well as upon the completion of the Fourth Avenue and Bridge Loop Lines, in anticipation of the letting of operating contracts, has been under way for some months. As the question at issue in the courts has no relation to the merit of the plans proposed, and has to do solely with construction of the law, your Committee is of the opinion that if the proposed operating plans are to receive the approval of your Honorable Board, it will prove ultimately an economy of time if action is taken at once, and if the Public Service Commission may thus be enabled to proceed with the completion of the proposed operating contracts with the assurance that its action will be ratified by the Board of Estimate and Apportionment when presented for the Board's final consideration.

CHARACTER OF THE DUAL SYSTEM PROPOSED.

Throughout the negotiations that have led to the presentation of the pending plans, the Public Service Commission and the members of your Committee have kept in mind the need of providing not merely a series of roads for the convenience of the travelling public, but a basis for the future development of the city, along logical and well-ordered lines. The need of a system that will serve this purpose need not be argued. The present congestion of traffic upon all rapid transit lines is great, and the lack of facilities for distributing population through sections that offer an abundance of opportunity for home building and other development, within comparatively short distances of the center of the city, is also clearly apparent. Stagnation of the real estate market in various parts of the city is a reflection of this condition. The assessment of real estate for taxing purposes in the year 1912 shows, for the first time in many years, practically no increase. Although this result is attributable in some degree to other causes, there can be no doubt that it is due, in the main, to the causes to which we refer. The city's prime interest in the building of new transit lines is not, in short, to make money through successful railroading, in the commercial sense, but to lay a basis for city expansion and city growth.

The conferees have also been convinced that the best interest of the city will not be served if new rapid transit lines are built only where they will yield an immediate profit from operation. The single offer for construction and operation pending at the time your Committee was appointed, that of the Interborough Company dated December 5, 1910, was framed upon this principle. It has been the conviction of the conferees that it is far better to establish a system that will penetrate to all parts of the city at approximately the same time, in this way compelling the richer short haul lines to support the less profitable extensions, and, incidentally, keeping the development of outlying localities in all of the boroughs in a proper state of balance. It is their belief that the creation of such a system, having in it as well in an important degree the element of competition, will amply justify the cost to the city of carrying such incidental deficiencies as may occur in the earlier years of operation. It is, however, also their opinion that the period of deficiencies will be brief, and that if the plans now pending be adopted the city will within a few years realize a sufficient margin of profit to exempt its entire new investment from the constitutional debt limit. Through this and other means, the city will, after the statutory period of ten years has passed, assume an absolute

control of the new lines now to be built, and of all future extensions; reserving the right to recapture any or all of them for combination in an independently operated or municipally operated system, whenever the taking of either course might seem wise.

Your Committee has never doubted that in order to secure the greatest future benefit, the existing subway and elevated lines should be used as a nucleus for future growth. The city and the Interborough Company combined have an investment of $100,000,000 in the present subway, and the Brooklyn Company has a private investment, in plant and equipment, estimated at $60,000,000. The two systems embrace 66.9 miles of road and 178 miles of track. A failure to utilize these lines, or to properly articulate them with others in a manner that will offer the best basis for the development of the city plan, and avoid economic waste, would, in the judgment of your Committee be indefensible; certainly, so long as the right to the city to recapture and readapt any of the additional lines now to be built, if it so desires, stand undisturbed.

Instead of three or four separate systems, it has seemed better to so group the lines, new and old, that all would come within two great systems, each offering within its bounds universal carriage or transfer for a five-cent fare, and so adjusted that, together, they will bring the benefits of the five-cent fare zone to all but a slight percentage of the people who ride. This was the theory underlying the joint report of the conferees, submitted in June last. We believe it fortunate that through the negotiations that have since proceeded, it is again possible to secure the dual plan, and upon terms distinctly more advantageous to the city than those at first considered.

It is understood that a new company, under a title sufficiently broad to cover its city-wide activities, will be organized by the Brooklyn Rapid Transit Company to take its part in the plan proposed. The Interborough Company is prepared to proceed under its present organization.

ROUTING TERMS.

Your Committee and the Public Service Commission, as well as the representatives of the Interborough Rapid Transit Company and of the Brooklyn Rapid Transit Company, have agreed upon the determination of the new lines to be allotted to the respective operators, and upon the extension and improvement of certain existing lines, as follows:

LINES TO BE OPERATED BY THE INTERBOROUGH RAPID TRANSIT COMPANY AND TO BE CONSTRUCTED FROM FUNDS FURNISHED JOINTLY BY THE CITY AND THE OPERATOR IN THE PROPORTIONS HEREINAFTER INDICATED:

(1) A four-track subway proceeding southerly from Times Square under Seventh avenue to Varick street, West Broadway and Greenwich street to Park place, thence as a two-track subway under Greenwich street to the Battery.

(2) A two-track subway proceeding from Greenwich street through Park place, Mail street or the City Hall Park and either Spruce or Beekman street to William street, thence through William street to Hanover Square and Old Slip and under the East River to Clark street in Brooklyn, thence along Clark and Fulton streets to a connection with the present Interborough line at Borough Hall.

(3) A four-track subway from the terminus of the existing Interborough system at Atlantic avenue, Brooklyn, under Flatbush avenue to Prospect Park Circle, and thnce under the Eastern Parkway to Buffalo avenue.

(4) A two-track subway running southerly from the Eastern Parkway under Nostrand avenue to Flatbush avenue.

(5) A two or three-track elevated line running easterly from the Eastern Parkway by way of East Ninety-eighth street and Livonia avenue, through the Brownsville District, to New Lots road.

(6) A four-track subway line proceeding from Park avenue—at some point between Thirty-second and Forty-second streets—to Lexington avenue; thence under Lexington avenue and the Harlem River to about One Hundred and Thirty-fifth street in The Bronx; thence via Park avenue, private property and Mott avenue with three or four tracks to a point of connection with the West Farms Division of the present subway at One Hundred and Forty-ninth street, thence three tracks, part subway and part elevated, to One Hundred and Sixty-second street and River avenue.

(7) A three-track subway diverging from the Lexington avenue line at or about One Hundred and Thirty-fifth street in The Bronx; running thence under private property and through One Hundred and Thirty-eighth street to Southern Boulevard, thence under Whitlock avenue to Westchester avenue and thence as a two-track and three-track elevated line through Westchester avenue to Pelham Bay Park.

(8) A three-track elevated line from the junction of One Hundred and Sixty-second street and River avenue via River and Jerome avenues to Woodlawn road adjoining Woodlawn Cemetery.

(9) A two and three-track elevated line proceeding from a connection with the West Farms division of the present subway in Boston road, near One Hundred and Seventy-ninth street, thence over private property and intersecting streets and along the west side of the New York, Westchester & Boston Railway to White Plains avenue, and thence via White Plains avenue to a projected terminus at Becker avenue, near the City line.

(10) A two-track subway line running easterly under Forty-second street, from Times Square to a point of conjunction with the Belmont tunnel at the Grand Central station.

(11) The Belmont tunnel, continued as a two-track subway and elevated line through and over the Sunnyside Yard of the Long Island Railroad Company, thence as a two and three-track elevated line curving into Davis street, Long Island City, thence via Davis street and Ely avenue, William street and such private property as may be necessary to Queensboro Bridge Plaza.

(12) A two and three-track elevated line from the Queensboro Bridge Plaza via Jackson avenue, Long Island City, and Debevoise avenue to Ditmars avenue in Astoria.

(13) A two and three-track elevated line from the Queensboro Bridge Plaza to Jackson avenue, Long Island City, and Diagonal street; thence via Diagonal street, Thompson avenue and Greenpoint avenue to Woodside, and to Sycamore avenue in Corona.

LINES TO BE OPERATED BY THE BROOKLYN RAPID TRANSIT COMPANY OR BY A COMPANY TO BE ORGANIZED IN ITS INTEREST:

(A) To be constructed from funds furnished jointly by the City and operator in the proportions hereinafter indicated:

(1) A two track subway line from Whitehall street at the Battery in Manhattan, through Whitehall and Morris streets, Trinity place, Church and Vesey streets to Broadway; thence as a four track subway in Broadway to Forty-second street, and from Forty-second street through Seventh avenue to Fifty-ninth street; thence as a two track subway through Fifty-ninth and Sixtieth streets to the Queensboro Bridge and by two tracks over the bridge to a point of connection with the lines converging at Queensboro Plaza in Long Island City.

(2) A two track tunnel line from Whitehall street at the Battery under the East River to Montague street, Brooklyn; thence under Montague street to the Borough Hall; under Borough Hall Square and Fulton street to Willoughby street, and under Willoughby street to a point of connection with the Fourth avenue subway in Flatbush avenue.

(3) A two track subway from a point of connection with the Fourth avenue subway tracks in Fulton street, Brooklyn, through Saint Felix street and under the station of the Long Island Railroad Company to Flatbush avenue, at about Fifth avenue; thence through Flatbush avenue to Prospect Park Circle, and thence to a point of connection with the tracks of the Brighton Beach line at Malbone street.

(4) A two track subway in Canal street, Manhattan, connecting with the tracks of the Manhattan Bridge line and proceeding westerly to a point of physical connection with the Broadway line at Canal street and Broadway.

(5) The completion of the Centre Street Loop Line to the Brooklyn Bridge, and an extension of two tracks from the said loop southerly through Nassau street and Broad street to a point of connection with the East River tunnel at Whitehall street.

(6) The completion of the Fourth avenue subway and its extensions to Eighty-sixth street, Brooklyn, such extension to carry four tracks from Fortieth street to Sixty-fifth street, and two tracks from Sixty-fifth street to Eighty-sixth street, with provision for a connection at or about Sixty-fifth street with the proposed tunnel line to Staten Island, and with the tracks of the Sea Beach Railway.

(7) An extension of the Fourth avenue subway from Fourth avenue and Thirty-eighth street, Brooklyn, through the property of the South Brooklyn Railroad Company to about Tenth avenue as a subway, thence by a three track elevated line over Tenth avenue and New Utrecht avenue to a point near Eighty-first street; thence over private property to Eighty-sixth street and thence over Eighty-sixth street and Stillwell avenue to Surf avenue, Coney Island.

(8) A three track elevated line from a point near Thirty-eighth street and Ninth avenue, Brooklyn, over the line of the present "Culver Route"—that is, over private property to Gravesend avenue, over Gravesend avenue to about Avenue X, and thence over Shell road to Surf avenue, Coney Island.

(9) A two-track subway from Sixth avenue and Fourteenth street, Manhattan, through Fourteenth street and under the East River to North Seventh street, Brooklyn, thence through Metropolitan and Bushwick avenues to Johnson avenue, thence as a two and three-track elevated line over Johnson avenue and private property to Wyckoff avenue, and over Wyckoff avenue and private property to a point of connection with the Broadway elevated line at Broadway in East New York.

(10) A two-track subway and tunnel route to be laid out from a point in the Fourth avenue subway, near Sixty-fifth street in Brooklyn, along, under or near the line of Sixty-fifth street and under the Bay to a point on Staten Island, near the foot of Arrietta street, with spurs to Saint George and Stapleton.

(B) To be constructed by the operating company at its own expense; but title to vest in the company, subject to terms of recapture by the City:

(11) A two-track extension of the Brighton Beach elevated line from the intersection of Fulton street and Franklin avenue through Greenpoint and Long Island City to the Queensboro Bridge Plaza, there connecting with the lines to Astoria and Corona.

(12) A two-track elevated line to Jamaica, with privilege of three tracks, running from the present termination of the Cypress Hill elevated by way of Jamaica Plank road to Grand street.

(13) A two-track elevated line, with privilege of three tracks, from the present termination of the elevated tracks in Liberty avenue, at a point near the old Brooklyn City line, through Liberty avenue to about Lefferts avenue, Richmond Hill.

(C) Third tracking or reconstruction of existing lines at the expense of the Operator, subject to recapture by the city:

The third tracking of the Fulton Street elevated line from Brooklyn Bridge to East New York; the Broadway line from Williamsburg Bridge to East New York, with the privilege of extending either of said third tracks to the present terminus of such lines; and the third tracking of the Myrtle avenue line from Broadway to Ridgewood, with a physical connection between the Myrtle avenue and Broadway tracks.

(D) Reconstruction or other improvement of existing lines—for the purpose of eliminating grade crossings and generally facilitating rapid transit—at the expense of the Operator:

(14) Reconstruction of the Sea Beach line from a connection with the Fourth avenue subway at Sixty-fifth street to Coney Island, such line to carry either two or three tracks where necessary and to be depressed or elevated as may be found practicable.

(15) (*a*) Provision for two additional tracks on the Brighton Beach line from Malbone street to Church avenue, thus continuing the four-track line of this road to a point of connection with the subway in Flatbush avenue; and (*b*) the removal of grade crossings on the Brighton Beach line through the elevation of two of the existing tracks and the addition of two other tracks between Neptune avenue and the new terminal at Coney Island.

(16) Removal of grade crossings for rapid transit service on the Lutheran Cemetery line, between Ridgewood and Fresh Pond road, by elevation of two tracks, with connections at Ridgewood with existing elevated structures.

(17) The establishment of a comprehensive elevated terminal at Coney Island, upon private property and across intersecting streets, between the Culver and West End terminals, and with connecting tracks to enable the use of such terminal facilities by the Brighton Beach and Sea Beach lines and by the city-owned lines in New Utrecht avenue and Gravesend avenue.

(18) Installation of additional tracks to facilitate the connection of the various elevated lines converging at East New York.

INTERCHANGE OF TRAFFIC RIGHTS:

(19) The right is reserved to the City to grant trackage rights over the following sections of the enlarged system, on a basis which shall be equitable to each operator exercising such rights:

(*a*) Between the Interborough Company and its successor or successors in the operation of either subway or elevated lines over the Jerome Avenue line and the White Plains Road extension in The Bronx; and

(*b*) Between the Interborough and the Brooklyn Companies or the successors of either over the lines to Astoria and Corona, converging at the Queensboro Bridge Plaza.

(20) All of the new routes proposed for either system have been either completely legalized, or approved by the Public Service Commission and transmitted for the action of your Board and of the Mayor, as a preliminary to legalization, except:

(*a*) The extension of the Seventh Avenue line through Park Place and Beekman Street in Manhattan to the Wall Street district and Brooklyn Heights, where the formal consent of the Federal authorities for a curve under the post office building is still to be secured; and

(*b*) The route from Bay Ridge to Staten Island, the exact line of which will depend upon surveys now being made.

THIRD TRACKING AND EXTENSIONS ON THE SYSTEM OF THE MANHATTAN ELEVATED RAILWAYS COMPANY; TO BE OPERATED BY THE INTERBOROUGH RAPID TRANSIT COMPANY:

(1) The completion of the third track of the Second Avenue line from City Hall station to One Hundred and Twenty-ninth street; and of the Third avenue line from City Hall station to One Hundred and Twenty-ninth street and the Harlem River, with the necessary track changes to abolish grade crossings at Chatham Square; the construction of a four track bridge across the Harlem River and a four track line between the Harlem River and One Hundred and Forty-ninth street in The Bronx with the extension of the third track thence to One Hundred and Forty-seventh street, with the privilege of thereafter extending such third track to the present terminus of the Third avenue line at Bronx Park; and the completion of the third tracking of the Ninth avenue line from Rector street to One Hundred and Fifty-fifth street.

(2) The construction of a two track elevated line from about One Hundred and Fifty-seventh street and Eighth avenue across the Putnam Railroad bridge over the Harlem River; thence over the right of way of the New York Central & Hudson River Railroad and private property; thence as a tunnel under private property and One Hundred and Sixty-second street, emerging as an elevated structure in One Hundred and Sixty-second street near Jerome avenue, and thence over One Hundred and Sixty-second street to River avenue and to a point of connection with the elevated structure of the Jerome avenue extension of the Lexington avenue subway.

(3) A two-track elevated extension from the Third avenue line at about One Hundred and Forty-third street over private property and Willis avenue and Bergen avenue to a point of connection with the West Farms division of the subway at or about Park avenue.

(4) A two-track extension from the Third avenue line at Fordham avenue through Webster avenue, Gun Hill road and White Plains avenue to a point of connection with the Becker avenue extension of the subway in White Plains road.

(5) A two-track extension from the Second avenue line at Fifty-ninth street across the Queensboro Bridge to a point of connection with the elevated and subway lines converging at Queensboro Bridge Plaza.

OPERATING TERMS.

The operating and financial terms proposed for the contracts under consideration have been revised in various particulars, and at various times, since the joint report of the Conferees to the Board of Estimate and Apportionment. It will, no doubt, aid the Board in its consideration of the whole matter and afford a more definite basis for its present action, if these terms are restated. They are as follows:

TERMS APPLYING TO EITHER OPERATING COMPANY.

Rate of Fare—

(1) The rate of fare for one continuous ride over any part of the system operated by either operator, including transfers, is to be five cents.

Terms of Leases—

(2) All contracts for the operation of lines in either system title to which is vested in the City, whether such lines be constructed by the City or by the operating company, or upon a basis of division of cost between the City and the company, are to fix the term of the lease at forty-nine (49) years from the beginning of operation; except that the so-called Centre street loop lines in Manhattan with the extension thereof in Nassau and Broad streets and the necessary tracks on connecting bridges

may be leased for twenty (20) years with the privilege of renewal, upon an adjustment of terms, for twenty (20) years in addition.

(3) All franchises granted for extensions of existing elevated railroads, or for additional tracks on such elevated railroads, title to which is to vest in the company, but subject to recapture by the City, will be for eighty-five (85) years from the time such extensions or additional tracks are put into operation.

Provision for Recapture—

(4) The City will retain the right to take over at any time after ten years of operation, if it so elects, the line or lines covered by any forty-nine year operating contract title to which is vested in the City, upon payment to the operating company of

(*a*) The amount of the company's money investment, if any, in either construction, or equipment, plus fifteen (15%) percentum—which aggregate sum shall decrease gradually—and less the amount accrued in any sinking fund created for amortization of the company's investment, and of any deferred maintenance charges with respect thereto, and as the term continues, so that at the end of the contract, the investment shall have been completely amortized and the lines become the property of the city without further payment;

(*b*) The unamortized amount of brokerage charges as hereinafter defined.

(5) The City, in the event of any such recapture, may, upon its option, either

(*a*) Pay from its own funds the amount required to reimburse the operator; or

(*b*) Transfer or assign any of the lines to a second operator upon direct payment by such second operator to the original operating company of the amounts unamortized and remaining due on account of its investment.

(6) The contracts are to provide that if the City shall at any time exercise its right to recapture either one or all of the groups described under the heading of routing terms, the pooling arrangement for determining the amount of compensation to be paid respectively to the City and the company shall, at the option of either party, be readjusted; the respective compensation reserved to either party from the results of operation of the lines remaining in the pooling arrangement to be such as they shall agree upon, or, in the case of their failure to agree, such as shall be determined by arbitration in a manner to be prescribed in the contract.

Construction—

(7) The contributions of capital furnished by either Operator toward the payment of the cost of construction are to be apportioned to particular lines or groups of lines subject to recapture, so as to afford a basis for proper financial adjustment between the Operator and the City in case such lines are at any time retaken.

(8) The cost of construction, whether borne by the City or by the operating Company, or upon a basis of division between the City and the company, is to be the actual money cost and will include:

(*a*) All contracts for original construction work, and all labor and materials entering into such construction, including roadbed, tracks and station finish;

(*b*) Engineering expenses, including those of the Public Service Commission directly chargeable to construction work;

(*c*) All carrying charges during construction;

(*d*) Extras and damages;

(*e*) Real estate and easements;

(*f*) Such other incidental charges as may be agreed upon.

(9) It is understood that, subject to its necessary uses for transit purposes, the City may sell, lease or otherwise dispose of the surface of any real estate acquired for construction purposes, the proceeds of such sale to be credited toward the reduction of the construction cost account.

(10) It is also understood that any incidental fee damages allowed by the courts for rights of way in acquiring streets and public places shall be paid from the City's general fund and not from the subway construction fund.

(11) The several lines embraced within either system are to be constructed according to the plans of the Public Service Commission, and under contracts to be duly awarded for the City in the manner prescribed by law, after public bidding, and to responsible contractors.

The construction of the several lines is to proceed in the manner determined by the Public Service Commission, due regard being given to the necessity for relieving first those sections where present traffic is most congested, and for the letting of contracts in such order that those requiring the longest periods of construction shall, so far as practicable, be given precedence.

Cost of Equipment—

(12) The cost of equipment, all of which is to be furnished by the operating company, will be the actual cost, and will include:

(*a*) All equipment for the supply and transmission of power, all cars, yards and yard terminals, third rail, signals and interlocking, and such other supplies, materials or labor coming under the head of equipment as defined in the contract;

(*b*) The cost of acquiring all necessary real estate or of interest therein.

(*c*) Engineering expense;

(*d*) All carrying charges on the cost of equipment prior to the operation thereof; and

(*e*) Such other incidental charges as may be agreed upon.

Pooling of Receipts and Payments Therefrom—

(13) When the new subway and elevated lines shall have been equipped and put into operation, the gross receipts from the operation of all the lines, either subway or elevated, to be operated under the contract, are to be pooled for and during the full term of forty-nine (49) years, and from the total of such gross receipts deductions shall be made in the following order:

(*a*) To the Operator: All operating expenses, including damages for accidents, provision for depreciation, renewals and obsolescence, taxes and other governmental charges, insurance, general and administration expenses, rental of leased lines or other properties, if any, used in operation, and amortization of brokerage charges; it being understood that brokerage charges are not to exceed three (3) percentum of the amount of the investment by the Operator in the cost of construction and equipment; and it being further understood that no charges under any of the foregoing headings shall be thus deducted that are in any way different from or additional to the charges deducted by the operating companies in the process of determining their present net earnings as referred to in the clause following:

(*b*) To the City: An amount equivalent to the rental, if any, payable under existing subway contracts at the date of the beginning of general operation under the pooling arrangement;

(*c*) To the Operator: A sum representing the average net earnings from the operation of the existing subway and elevated lines and equipment to be included within the pooling arrangement. The amount thus reserved to the companies is to be the amount of the earnings after the payment of operating expenses. From it, however, the companies are to pay all interest, sinking fund and other fixed charges upon their present investments of capital. The process of determining the amounts to be allowed each company in lieu of present net earnings will be as hereafter stated in the clauses relating specifically to each.

(*d*) To the Operator: A sum equal to six (6%) percentum per annum upon the investment of the operator in construction or equipment after the date of the contract, of all lines covered by the contract, where such investment is made prior to the beginning of general operation; and actual interest charges plus an additional one (1%) percentum for sinking fund upon such additional expenditures as the Operator may from time to time make after the beginning of operation for betterments or improvements in construction or for equipment chargeable to capital account;

(*e*) To the City: A sum equal to the actual interest charges plus an additional one (1%) percentum for sinking fund upon the bonds it issues to provide for the construction of new lines (with such further sum, in the case of the lines to be operated by the Interborough Company, as is hereinafter set forth);

(*f*) To the City: Actual interest and sinking fund charges at the rate of one (1%) percentum per annum upon such bonds as it may issue to cover its share in betterments or improvements upon either the old or the new lines under the pooling arrangement, wherever chargeable to capital account.

(*g*) The remainder of the earnings and profits after the foregoing deductions to be divided between the City and the Operator share and share alike.

(14) It is understood that if deficiencies arise in any year in meeting the aforesaid payments to the Operator, such deficiencies shall be treated as cumulative and shall be paid off and discharged annually so far as possible out of future receipts before payments are made to the City.

In the same manner, deficiencies arising in any year in meeting the aforesaid payments to the City will be treated as cumulative and paid off and discharged annually out of future profit when available before any equal division of clear profit becomes effective.

Operating Expenses—

(15) The classification and character of operating expenses under either contract is to be that prescribed by the Public Service Commission and in the event of any dispute arising with regard to either the character or the amount of specific items charged to operating expenses, either the company or the city shall have the right to review the question at issue through an appeal or certiorari to the Appellate Division of the Supreme Court.

Commencement of Operation and Provision for the Lines Ready for Operation in Advance of Pooling:

(16) It is understood that the date from which the new leases will run shall not be later than four (4) years from the time that formal contracts are entered into between the City and the operating companies; unless strikes, injunctions or other causes beyond the companies' control prevent the opening of the new lines within such period; in which event an allowance of time corresponding to the period of delay shall be added.

(17) In the event of the completion of any substantial portion of the new lines in advance of operation under the pooling arrangement, such lines may be leased upon a temporary basis from such time as they are ready for operation until the beginning of the forty-nine year periods; or the gross receipts from the operation of present subway or elevated lines may be pooled with the gross receipts from the operation of such newly built porion, and the receipts so pooled distributed in the proportion to which the new lines bear to the whole system, in the same general manner as that provided for the ascertainment and the distribution of receipts from the operation of lines under the clause relating to extensions.

(18) It is understood that out of the sums which the operating company receives as aforesaid, it will pay all charges for interest, as the same become due, and provide sinking funds sufficient to retire and to pay off at maturity the principal of its original investments in either construction or equipment. If, however, at the termination or taking over of any lease, there remains any unamortized portion of the investments of the Operator for construction, betterments or improvements of the lines, or for betterments or improvements of or additions to the equipment, such unamortized portion is to be assumed by the City.

Extensions—

(19) Each contract is to contain a clause under which the Operator will agree to operate lines additional to those included in the present plan, as part of the single fare system, whether such lines be built now or hereafter, upon the following conditions:

A separate account shall be kept of the gross earnings of any such extension or extensions, to be ascertained from the value of the tickets collected at the stations on such extensions and any other miscellaneous revenues derived from such stations. From the gross earnings thus ascertained, there shall be deducted:

First: (*a*) All station expenses:

(*b*) Maintenance of way and structures;

(*c*) Damages from accidents happening on the division.

Second: Other operation costs, to be determined according to the unit costs on the system, upon a per-passenger basis:

(*a*) Conducting transportation;

(*b*) Maintenance of equipment and depreciation;

(*c*) Cost of power;

(*d*) General and administration expenses;

(*e*) Taxes, if any.

Afer the payment of these charges, the Operator will receive the actual annual charges for carrying the cost of such equipment as may be necessarily and properly allotted to the extensions, together with the proper sinking fund thereon.

From the balance then remaining, there shall be paid interest and sinking fund upon the bonds issued by the City to defray the cost of construction.

If the income from the operation of the extension shall be insufficient to meet these several charges or any part thereof, deficiencies shall be paid annually by the City either from its portion of the earnings of the entire system or from such other sources as it may determine.

The net profits remaining after provision has been made for the foregoing charges will be divided equally between the City and the Operator; but when any of the extensions shall become profitable and when all deficiencies attributed to the operation of the particular extension shall have been fully paid and discharged, such extension shall, beginning on July first of the year following, be operated as a part of the general system and be governed by all of the provisions applying thereto.

Examination of Existing Properties—

(20) Provision will be made in the contracts for the examination by the Public Service Commission of the physical condition of the plant and equipment of the present systems, both subway and elevated, before they are taken over for operation under the pooling arrangement, so that the City may definitely assure itself that the property has been properly and adequately maintained; and any expenditures deemed necessary by the Public Service Commission to cover any deferred maintenance or depreciation in either plant or equipment shall be made by the companies before the pooling of receipts proceeds, either out of surplus, reserves or current earnings as the company may elect.

Maintenance and Operation—

(21) The contracts will contain provisions embodying substantially the essentials of the Public Service law with relation to both operation and management, together with such added and reasonable guarantees as the City may require with relation to the character and sufficiency of the equipment to be furnished and of the service to be given.

(22) The Public Service Commission will also exercise its right to supervise all accounts of the operating companies with relation either to construction, equipment or operation and to audit all accounts upon which the deductions of receipts and expenditures and the determination of the City's share in profits are based.

(23) Provision will also be made that the management of the enlarged system covered by either contract shall be conducted by one company; and, without the consent of the City, no lease, transfer or assignment, in whole or in part, of any of the rights granted by the City shall be made, nor any subsidiary company be created to operate or maintain either the whole or any part of the enlarged system or to furnish to it power, supplies or any other operating necessity.

TERMS APPLYING TO THE INTERBOROUGH COMPANY.

Levelling of Leases—

(1) The existing leases of the City to the Interborough Company under which the original subway from Ann street northward, in Manhattan, and the Brooklyn extension from Ann street in Manhattan to Atlantic avenue in Brooklyn, are operated, together with a right to renewal terms thereunder, are to be levelled so that the leases of the existing subway shall be coterminous with the leases to the Interborough Company for the operation of the new lines.

Exchange of Manhattan Lines—

(2) The City will be given the right if it so elects to obtain possession of either a complete East Side or a complete West Side subway line in Manhattan. To this end the Interborough Company will consent, provided that "the lien of any duly authorized mortgage be not disturbed," to modify contracts numbers 1 and 2, under which the existing subways are operated, so that either that portion of the present subway extending southward from Forty-second street in Manhattan to Atlantic avenue in Brooklyn, or that extending northward from Forty-second street in Manhattan to The Bronx, shall be held under a lease terminable at any time after ten years from the beginning of operation of the proposed Seventh avenue or Lexington avenue line, upon receiving as compensation therefor the right to hold either the proposed Seventh avenue line from Times Square southward to the Borough Hall in Brooklyn or the proposed Lexington avenue line with its extensions from Forty-second street in Manhattan northward under a non-terminable lease for forty-nine years from the date the pooling arrangement of the new and old lines commences; the differences in values upon such an exchange to be adjusted by agreement between the City and the company, or, if they cannot agree, to be fixed by arbitration upon terms and conditions to be agreed upon.

Recapture—

(3) The Interborough Company agrees that the City's right of recapture after ten years shall be exercised with respect to the whole system of new lines now

to be built or to any one or more of the separate groups of lines coming within the system hereinbefore specified under the general head of "Recapture."

The company also agrees that if the City take over the new lines after a period of ten years from the beginning of operation, it shall have the right to take over as well, at any time after thirty-five years, the lines of the present subway upon payment to the company of a sum equal to the then present worth of the unexpired portion of the company's leases under Contracts 1 and 2, estimated upon the basis of the annual net profits for the five-year period immediately preceding such recapture, or, if the period of final amortization has been passed, then for the five years immediately preceding the completion of amortization.

Expenditures for Construction and Equipment—

(4) The investment of the Interborough Company in the new lines to be added to its system, and in the equipment therefor, is to be not less than $77,000,000; or $56,000,000 for construction and $21,000,000 for equipment; so that with the company's capital investment in the present subway, aggregating on June 30, 1911, approximately $48,000,000, its total investment shall be $125,000,000.

(5) If less than $21,000,000 is required to equip the company's new lines to meet the requirements of the first year of operation, the amount of the difference is to be added to the fund the company will expend for construction.

(6) If more than $21,000,000 be required to provide the equipment necessary to meet the requirements of the first year of operation, the company is to furnish the excess and upon this it will receive annually during the period of forty-nine years in the order defined in paragraph (e) of section 13 of the general operating terms sums equal to the actual cost of such additional capital for equipment plus a sinking fund therefor of not exceeding one (1) per centum per annum.

(7) When further outlays chargeable to capital account are required for betterments or improvements in the construction of either the old or new lines, such capital is to be furnished share and share alike by the city and the company. Capital required for betterments or improvements in equipment, chargeable to capital account, or for additional equipment, will be furnished by the company alone.

(8) The company is to contribute all of its right, title and interest in the Belmont tunnel—representing an outlay on its part of $8,500,000—at a nominal valuation of $3,000,000; this to be accepted as part of its half in the construction cost of the entire system.

(9) The company will also accept as part of the city's half of the cost of construction all of the contracts already let for sections of the subway in Lexington avenue.

Amortization of New Equipment—

(10) The equipment of the existing subways owned by the company is to be taken over by the city in the manner provided for under the present contracts between the City and the Interborough Company at the termination of the new forty-nine (49) year lease, the city paying to the company its then value. All new equipment for the operation of the enlarged system, covering both old and new lines, is to be amortized through the sinking fund and its accretions and become the property of the city, without further payment, at the end of the lease.

Pooling of Receipts and Payments Therefrom—

(11) The manner of determining the amount to be reserved to the company on account of the earnings of the present subway lines is to be as follows:

After the deduction of operating expenses as hereinbefore defined, and after the deduction of the amount of the rental to the city for the present subway, the Interborough Company is to receive from the gross receipts of its expanded system for each of the forty-nine (49) years of its lease a sum representing the average annual income from the operation of the existing lines for the two fiscal years ending June 30, 1911—which is $6,335,000. This sum is to be reserved not only as an equivalent of present earnings; but "as compensation for the pooling of the receipts of the old lines and the new; the levelling of leases of the existing subway and the exchange of the legs; for services in connection with the operation of the property, and for the company's agreement to furnish * * * one-half of the cost of the construction of the proposed new subways and the entire cost of the equipment therefor."

(12) The payment of interest and sinking fund charges upon new investment will follow in the manner prescribed by paragraphs and of the general operating terms.

TERMS APPLYING TO THE BROOKLYN COMPANY.

Expenditures for Construction and Equipment—

(1) The Brooklyn Company is to expend not less than $13,000,000 upon the construction of the city-owned lines in its system, this investment to be apportioned to the elevated extensions of the Fourth Avenue subway in South Brooklyn, the Flatbush Avenue connection with the Brighton Beach lines and the Canal Street connection with the Manhattan Bridge.

(2) The Company will expend approximately $21,000,000 upon the extension and improvements in its own elevated system, and $26,000,000 for the equipment of the combined lines it is to operate.

Pooling of Receipts and Payments Therefrom—

(3) The lines operated by the Brooklyn Company, the receipts from the operation of which are to be pooled, will include all of the City lines to be allotted to the company under the general heading of routing terms, the Sea Beach line from Fourth avenue in Brooklyn to Coney Island, and the existing lines of the Brooklyn Union Elevated Railroad Company and the Canarsie Railroad Company (including trackage rights over the Brooklyn and Williamsburg Bridges), with the enlargements and extensions also enumerated under the heading of routing terms.

(4) The manner of determining the amount to be reserved to the company on account of the earnings of its present lines is to be as follows:

After the deduction of operating expenses as hereinbefore defined, the Brooklyn Company is to receive from the gross receipts of its expanded system for each of the forty-nine (49) years of its lease a sum representing the average annual net earnings from the operation of the lines and stations of the Brooklyn Union Elevated Railroad Company, the Canarsie Railroad Company and the Sea Beach Railway Company during the four years preceding the June thirtieth next before the date of the beginning of pooling, such average to be ascertained in either one of the following two ways:

(*a*) An amount equivalent to forty per cent. of the average of the revenue from operation of existing lines and stations during the four years preceding the operation of the Broadway line in Manhattan; in no case, however, to exceed $3,500,000; or

(*b*) The receipts from the operation of existing lines and stations plus the receipts at the Manhattan terminals of the Brooklyn and Williamsburg bridges during the year prior to the beginning of operation in Manhattan beyond the present terminal, less the operating expenses computed upon the per passenger basis; such balance not to exceed in any year $3,500,000 nor to be less than the net earnings of the Brooklyn Union Elevated Railroad Company for the year ending June 30, 1911.

The net operating income of the lines in question for the year ending June 30, 1911, amounted to $3,211,723.

If the earnings of the Sea Beach Railway Company be included, a corresponding allowance would be made.

(5) It is understood that the pooling of receipts of the lines to be operated by the Brooklyn Company shall not proceed until the Broadway line from the Battery to Queensboro Plaza and the line connecting Manhattan Bridge and Broadway through Canal street have been completed and turned over for operation; or until such later time, within four years, as the Public Service Commission may determine.

Recapture:

(6) The company agrees that the City's right of recapture after ten years shall be exercised with respect either to the whole system of new City-owned lines now to be built—with the exception of the loop lines through Centre, Nassau and Broad strets—or to any one or more of the separate groups of lines hereinbefore specified under the general heading of "Recapture."

(7) If the City should exercise its right to terminate the contract as to all of the City-owned lines excepting the loop through Centre, Nassau and Broad streets before the expiration of twenty years from the beginning of pooling, the company would continue to equip, maintain and operate the said loop lines under the general provisions of the contract except that the rental therefor, after such termination, and for the remainder of the lease, will be such as the original contract may prescribe.

(8) In the event of recapture by the City of the lines essential to the operation of the trains of the Brighton Beach road into Manhattan and should not recapture the connecting link between the Brighton Beach road and the Flatbush avenue extension, it is understood that sufficient trackage rights will be reserved to the Brooklyn Company for entrance to Manhattan over the lines the City retains.

(9) The City is to retain the right of recapture, after ten years, of all the elevated extensions, title to which remains vested in the company, and of all the equipment attaching thereto. The City will also retain the right to retake any of the additional tracks placed upon existing elevated structures in and along the public streets or places at any time after ten years; though not for railroad transit operation, either by itself or by any other party.

(10) In the event of the recapture either of additional tracks or of elevated extensions, the City will make payments therefor in the same manner as in the case of the recapture of lines covered by the forty-nine year contracts.

(11) The cost of additional tracks or extensions, together with the equipment therefor, is to be amortized during the life of the contract, so that at the termination thereof they will become the property of the City without further payment therefor, except as to unamortized portions of additions, betterments or improvements added during the life of the contract.

TERMS APPLYING TO THE MANHATTAN ELEVATED LINES.

Rates of Fare—

(1) The rate of fare over any part of the Manhattan elevated system with its proposed extensions is not to exceed five cents.

Length of Lease—

(2) The franchises for the construction of additional tracks upon the structure of the Manhattan Elevated Company are to be embodied in a certificate issued to the Manhattan Company, for a term of twenty-five years with three renewal periods of twenty years each for the purpose of readjustment of rentals. The right of recapture is to accrue to the City either upon the termination of the ten-year period or at the termination of the franchise; but not for railroad transit operation, either by the City itself or by any other party.

(3) The franchises for the elevated extensions are to be embodied in a certificate issued to the Interborough Company, for a term of eighty-five years from the time the extensions are put in complete operation. Both the extensions and equipment attaching thereto are to be subject to recapture by the City at any time aften ten years upon the same terms applicable to the subway lines. If, however, either the White Plains or the Jerome avenue extensions shall be taken over by the City at any time under the recapture clause, trackage rights will be reserved to the company over these lines in order to enable it to reach any terminals, storage yards or shops located upon such extensions and used for its purposes.

Compensation to the City—

(4) The compensation for the third tracking franchises is to be not exceeding two per cent. (2%) of the increased gross receipts of each station served by express trains. As soon, however, as the elevated extensions, as well as the third tracking improvements, have been constructed and placed in complete operation, the gross receipts from these are to be pooled with the gross receipts of the present lines, including the third tracking and other improvements; and from the receipts so pooled, and after the deduction of rentals, operating expenses and the two per cent. franchise tax referred to, the company is to pay to the City fifty per cent. (50%) of all increase of net revenue above its present earnings. The average of the net operating receipts of the present system for the two years ending June 30, 1911, is to be the sum thus allowed.

(5) If in any year the receipts or profits of the company from the operation of the enlarged system are less than the average of the receipts of the present system for the two years referred to, the deficiencies so occurring are to be treated as cumulative and as a charge to lie against future profits before the even division with the City proceeds.

EXTENT OF THE NEW SYSTEM.

The magnitude of the proposed new system may be indicated by the fact that the total road mileage of rapid transit routes, subway and elevated, now serving the city—exclusive of the Hudson & Manhattan lines—will be increased from 66.9 to 172.4. The increase in the mileage operated by the Interborough Company will be from 25.9 to 74.4; and in the mileage operated by the Brooklyn Company from 41 to 98. These increases, with the increases of track mileage, and the division between subway and elevated lines, shown in detail, are as follows:

	Road Miles.	Track Subway.	Track Elevated.	Total Track.
(1) *Interborough Company—*				
Company's present lines.....	25.9	56.1	16.9	73.
New—built jointly by city and company	48.5	75.6	71.5	147.1
	74.4	131.7	84.4	220.1
(2) *Brooklyn Company—*				
Company's present lines.....	41.04	....	104.9	104.9
New—built by the company.....	30.14	1.6	84.1	85.78
New—built jointly by city and company	26.9	69.9	6.	75.96
	98.08	71.5	195.	266.64
(3) *Combined Dual System—*				
Present lines	66.94	56.1	121.8	177.9
New lines	105.54	147.16	161.68	308.84
Totals	172.48	203.26	283.48	486.74

The benefit following this expansion of lines will be extended to all parts of the city.

Manhattan will secure the completion of the so-called "H" system, through which a continuous line north and south will traverse the length of the Island on the east as well as on the west side, instead of leaving it as at present with half a line on each. The Lexington Avenue line, through which direct transit to the Bronx will be shortened by many minutes, will incidentally open to development one of the most promising areas of the east side. The great lower west side district, which will shortly be opened through the extension of Seventh Avenue southward, with the subway running beneath, will also be given new life. The Pennsylvania Railroad station, entering the city in this section, will be placed in touch with lines of communication reaching every borough. The service given the rapidly growing districts of the upper West Side and Washington Heights will be considerably aided through the lessening of the pressure of the Bronx traffic, all of which now runs into the present main line at Ninety-sixth Street.

The City Hall and Wall Street districts will be tapped by five great lines instead of one. The William Street and Hanover Square line, rounding the post office from Greenwich Street, will bring the West Side into immediate touch with the financial district, and proceeds to the now neglected area of Brooklyn Heights. The Church and Nassau Street lines of the Brooklyn system, while giving two more avenues of access to Brooklyn, will at the same time put lower Manhattan in closer touch with its theatre and hotel district through the express service on Broadway. The third tracking of the elevated lines will add to the convenience and facility not only of the long haul but of the short distance traffic in all parts of the Island.

Brooklyn will gain greatly in the articulation of its forty miles of existing elevated road with all of lower and central Manhattan through the Broadway line, and through the third tracking and general improvement of practically all of its present rapid transit lines. It will be served, in reality, by two great loops; the one proceeding by way of Broadway and Seventh Avenue to Fifty-ninth Street and Long Island City, with connections both at the Battery and by way of Manhattan Bridge, and the other by way of the Williamsburg and Brooklyn Bridges through the Centre, Nassau and Broad Street Loop, back to Borough Hall. It is understood that the Centre Street section of the Bridge Loop line can be placed in operation within sixty days after the signing of the pending contracts.

Flatbush Avenue will have a subway of six tracks; four traversing the Flatbush and Eastern Parkway district, with branches through Nostrand Avenue and to Brownsville, and two tracks linking the present Brighton Beach lines with the Manhattan Bridge.

South Brooklyn will secure the extension of the Fourth Avenue subway as far as Eighty-sixth Street, as well as the linking of the subway with the new elevated

lines that are to replace the present lines of the old steam roads and cross the broad territory of New Utrecht and Gravesend, as well as the section along the Narrows, to Coney Island.

The entire city below Fifty-ninth Street will receive the benefit of the five cent fare to Coney Island.

The Eastern District of Brooklyn will gain a new subway and tunnel line from the Bushwick Station to Sixth Avenue and Fourteenth Street in Manhattan, with transfers to the intersecting lines in both boroughs, and a connecting elevated service from Bushwick eastward to Ridgewood and East New York. It will secure also the third tracking of the Broadway elevated line, passing through its chief business district and across the Williamsburg Bridge, running directly to the Wall Street district in Manhattan and transferring north; also the third tracking of the Fulton Street and Myrtle Avenue lines westward to the Brooklyn Borough Hall. From the Queensboro Plaza in Long Island City, across Newtown Creek and through Greenpoint and Williamsburg, a new elevated line will run to a point of connection with the Brighton Beach road, thus furnishing a new highway of travel, through both Brooklyn and Queens, running literally from the Sound to the Sea.

The Bronx will secure practically three new lines; those on Southern Boulevard and Westchester Avenue, Jerome Avenue and the White Plains Road line, and will have the benefit of the third tracking of the elevated lines as well. The crossing of lines, and the establishment of new connections, will, moreover, permit of a general interchange of passengers destined for either the west side or the east side of Manhattan, without extra fare. On the other hand—in the reverse direction of traffic—the entire city will be brought within easy access of the great park and beaches at Pelham Bay, the single fare in this case serving the same social purpose as the five-cent fare to Coney Island.

The Borough of Queens will secure the opening of the Steinway tunnel and its connection with the present subway lines, of the Interborough Company, both at Grand Central station and at Times Square. At Queensboro Plaza, there will be a union station, at which trains over the elevated lines from Astoria and Corona will proceed southward and through either the Steinway tunnel or the line across Brooklyn; or connect by way of the bridge with the Second Avenue elevated line at Fifty-ninth Street. In South Queens, as a part of the system of the Brooklyn Company, two new elevated lines; one on either side of the line of the Long Island Railroad, will run to Jamaica and Richmond Hill.

The building of the subway to Richmond will be brought measurably nearer through the extension of the Fourth Avenue subway to the point selected for departure to Staten Island at Sixty-fifth Street. The Conferees renew the recommendation of the joint report that effort be made to secure the co-operation of the freight carrying trunk lines terminating in Staten Island in the building of a tunnel between these points which would serve the purpose of both freight and subway passenger traffic, and the cost of which might be borne equally by them and the city. This plan would, incidentally, enable the city to carry the pipes of the new Catskill Water System, destined for Staten Island, at a saving of approximately $1,000,000 over the present plans of the Water Board. A supplementary report upon the possibility of this plan will be submitted, we trust, at an early date. Staten Island, meanwhile, will secure an additional subway connection at the Battery with the Broadway line and the other branches of the projected Brooklyn system, as well as the Seventh Avenue line of the Interborough system. With the linking of the Staten Island ferry with these new connecting lines, an effort will be made to secure a transfer basis with both the operating companies that will permit interchange of passengers from either system for a five-cent fare. There is good reason to hope that some arrangement of this sort may be brought about.

In plotting the new lines, the old plan of dependence upon straight north and south routes has been broken, and the beginnings laid for a radial system that should go far in shaping the city's better development. Subways have been provided wherever the congestion of traffic and consideration for the freedom of street surfaces seem to warrant. Where subways would appear to be too expensive, elevated lines, costing from one-third to one-fifth as much, will be utilized.

Your Committee and the Public Service Commission are of the opinion that through the greater development of taxable values that must follow the construction of the dual system, the city will receive a return in annual taxes, and through other means of indirection, that will repay many times the cost of the immediate capital outlay that it will make.

ESTIMATES OF COST.

The cost of construction of all the new lines and improvements, both subway and elevated, embraced within the dual plan—exclusive of the cost of the Fourth Avenue and Bridge Loop lines, which are nearing completion and for which the city has already provided—will be approximately $214,000,000. The cost of equipment will be $47,000,000, making a total combined outlay on the part of the city and the operating companies of $261,000,000. The Interborough Company will spend, in addition, about $25,000,000 upon the extensions and improvements to the Manhattan elevated system. The city's additional investment in the Fourth Avenue and Bridge Loop Lines, which are to be taken into the Brooklyn system, will be about $28,500 more.

Changes made in certain of the routes within the past few days will slightly alter the estimates upon which these figures of the new work are based; but they may be taken as approximately correct.

For the Interborough system, the company is to furnish not more than $56,000,000 for construction and $21,000,000 for equipment; a total of $77,000,000. The city is to furnish an amount equal to the investment of the company in construction, and any sum additional to this that may be necessary to complete the lines projected.

According to the present estimates, the cost to the city for the completion of all the lines to be operated by the Interborough Company would be $59,649,250. The Public Service Commission has, however, effected many economies in the reshaping of the plans for the Lexington Avenue and Broadway routes, the construction of which is under way; and it is to be expected that through similar economies the total amount actually required of the city will come within an even half of the total outlay.

The Brooklyn Company will furnish, all told, $60,000,000 of new capital, $13,000,000 of which will be applied on account of the construction of city-owned lines, about $21,000,000 on account of extension and improvement of its existing elevated lines, and $26,000,000 for equipment. The lines to be built by the city for the Brooklyn system, in addition to the Fourth Avenue and Bridge Loop lines, will cost approximately $64,700,000 in addition to the company's contribution.

The cost of all the lines and of the required equipment, the detailed estimates of which are shown in an appendix at pages 46 and 47, would be as follows:

COST OF CONSTRUCTION:		
(1) *Interborough System*—		
By the City	$59,649,250	
By the Company	56,000,000	
		$115,649,250
(2) *Brooklyn System*—		
By the City—New Lines	$64,722,950	
By the Company—For City Lines	13,000,000	
		77,722,950
By the City for the Fourth avenue and Loop Lines now under construction		28,486,000
By the Company for elevated extensions and improvements		21,000,000
		$127,208,950
(3) *Combined Dual System*—		
By the City—New Lines	$124,372,200	
By the City—Under construction	28,486,000	
By the Operating Companies	90,000,00	
		242,858,200
COST OF EQUIPMENT:		
Interborough Company	$21,000,000	
Brooklyn Company	26,000,000	
		47,000,000
		$289,858,200

The engineering expenses of the Public Service Commission have previously been paid from the appropriations allowed to the Commission in the annual city budget. Under the amendatory act recently passed by the legislature, it would be permissible to charge these expenses to the cost account, if the Commission and the Board of Estimate so desire. No figures under this heading are, however, as yet included.

It will appear that upon the present estimates, the city's total new obligation in carrying out the dual plan would be limited to $124,372,200, to its share in the building of a tunnel to Staten Island and to the cost of the purchase of such real estate and easements as may be involved in the acqusition of rights of way.

When the present subways were built the cost of real estate was borne by the city separately, and did not enter into the construction account. Under the pending contracts, real estate costs may be so included if the city elects; but there is much doubt as to whether this would be a wise proceeding. Your Committee is of the opinion that it will be cheaper for the city, in most instances, to acquire the fee—rather than an easement merely—and to dispose of such properties later, subject to the continued existence of the easements. Various parcels taken in fee by the Public Service Commission for the purposes of the Centre Street Loop have been sold at a profit, and there seems to be little reason to doubt that a like experience will be met wherever this method is followed. It does not, therefore, seem necessary to carry the item of real estate under the head of permanent investment in subway building, although it will be necessary, of course, to provide from current funds for the properties required for immediate use. The amount of real estate—either fee or easements—has not been accurately estimated; but it is not expected to exceed a total of $6,000,000 for either system, or $12,000,000 in all.

According to the estimates followed, the distribution of the total cost of construction and equipment between the city and the operating companies (exclusive of the Fourth Avenue and Bridge Loop Lines and of the cost of real estate) will be as follows:

(1) *By the City*—		
Interborough System	$59,649,250	
Brooklyn System	64,722,950	
		$124,372,200
(2) *By the Interborough Company*—		
Construction	$56,000,000	
Equipment	21,000,000	
		77,000,000
(3) *By the Brooklyn Company*—		
Construction	$34,000,000	
Equipment	26,000,000	
		60,000,000
		$261,372,200

The contracts already let by the city for the construction of the Lexington Avenue line, aggregating $28,230,000, will be accepted by the Interborough Company as part of the city's share in the construction of its system. Contracts already let for the two sections of the lower Broadway line, aggregating $4,650,000, will go toward the city's expenditure on account of the Brooklyn system.

It is to be borne in mind that the construction of all the new roads to be embraced within either system—excepting the extensions to the existing lines of the Brooklyn Company and the elevated extensions of the Fourth Avenue line in South Brooklyn—is to be municipal construction; that is, the city is to let all the contracts and to make all payments on account of such construction.

THE CITY'S AVAILABLE CREDIT.

Your Committee is informed that, including the amount of contracts already let for the construction of sections of the Broadway and Lexington Avenue lines, the City will probably have a legal credit margin for rapid transit purposes, during the current year, aggregating $100,000,000—and this probably without drawing more than a relatively small balancing margin from its reserve of credit for other municipal purposes. This credit is arrived at as follows:

Legal borrowing margin secured through the exemption of rapid transit bonds issued prior to December 31, 1910, under the recent constitutional amendment		$47,482,725 18
Additional margin or credit to be secured through the exemption of rapid transit bonds to cover issues since December 31, 1910 (under an act of the recent Legislature) which are self-carrying		3,029,984 74
Portion of outsanding authorizations for expenditures under Contracts 1 and 2 for the building of the present subway, which outlays when made will come within the exemption clause, estimated at		2,000,000 00
Amount specially reserved for rapid traisit purposes by resolution of the Board of Estimate and Apportionment on April 8, 1910.		13,000,000 00
Estimated proportion of additional borrowing margin which may be secured through the exemption of dock bonds, and which could be applied to rapid transit purposes		28,714,674 43
		$94,227,384 35
Balance to be drawn from reserve for general municipal purposes		5,772,615 65
		$100,000,000 00

The total amount of outstanding bonds issued for dock purposes up to December 31, 1909, and that may be exempted from the debt margin, and thus rendered available for either transit or dock purposes, is computed at $78,714,674. Your Committee has been assured by his Honor the Mayor and by the Comptroller that not more than $50,000,000 of this sum will be required as a reserve to cover the cost to the City of the river and harbor improvements now under contemplation by the Dock Department. It is, we understand, a matter of general agreement in the Board that the amount remaining and above specified shall be so used for transit purposes as the constitutional amendment permits.

The City's total borrowing margin, exclusive of the above named transit and dock reserves, was on February 29, 1912, $92,950,936. Against this total sum there were outstanding authorizations of Corporate Stock, against which contracts had not as yet been awarded but little or none of which could properly be cancelled, amounting to $59,209,536, leaving a balance of borrowing capacity for general municipal purposes on the date named of $33,741,400.

From the latter amount a sufficient sum may readily be spared to round out an even $100,000,000 margin for rapid transit purposes. Further, there can be no doubt that the increases in borrowing capacity secured in 1913, and in the immediately succeeding years, through the increased valuation of taxable real estate, will run to a normal average of from $30,000,000 to $40,000,000. As the period of construction of the new subway and elevated lines comprised within the dual plan will cover from three to five years, and as the building of some of the outlying extensions cannot be commenced until the trunk lines with which they are to connect have been completed, it follows that the comparatively small amount required to complete the City's share in the cost of the lines will be found readily available before the period of construction has passed.

THE OPERATING BASIS.

The financial and operating terms proposed for the prospective operators have been given in detail, and hardly need further review. The fact should be emphasized, however, that the city is securing the use of the established rapid transit lines, and their connection with the new lines built for either system, on the basis of a universal 5 cent fare, at the most reasonable consideration that it is possible to secure. The negotiations with relation to terms have been protracted and arduous, and your committee is convinced that the operating companies, in making the many concessions that they have, have yielded the most that they can afford to yield without actually retaining their existing lines for continued separate operation.

As the value of the Interborough lines, developed during the seven years of their operation, is greater in certain degree than the value of the Brooklyn lines, the amount of consideration paid for their use, and for the pooling of their earnings, must be correspondingly greater. As it is, the Interborough Company agrees to operate a system of three times the mileage of its present, to advance $77,000,000 of new capital without further return than the payment of its interest and sinking fund charges, to readjust its present leases so as to add to the city's degree of control upon them, and to give the city the benefit of forty-nine years of its skilled management and services—all in return for the continued allowance of the profit it is receiving to-day. The amount of that profit, moreover, is to be limited and can go no higher until the city is earning the carrying charges upon all of its own new investment, and a bonus of 3½ per cent. beside.

A statement, frequently made, that a "profit" of 8.76 per cent. is to be allowed the company upon the new money it invests is without foundation. Upon its new

money, the company is to receive just 6 per cent., and all of that will go for interest and sinking fund. The basis of this statement as to an alleged profit of 8.76 per cent. is the fact that if the earnings of the present system, amounting to 13.2 per cent. upon an investment of $48,000,000, were combined with the carrying charges paid upon the new investment of $77,000,000, and the whole spread out over the entire system, there would be an average profit of the percentage named. That, however, has no relation to the actual basis of settlement. The present earnings of the company cannot be taken away from it; and if it be true that if in the face of the competition of the new lines, if these were grouped in a separate system, the present earnings would shrink, it is also true that this shrinkage would be for a brief period only; and that the present rate of profit would soon be restored and probably maintained, with but temporary variation, throughout the term of the company's present lease. In return for any degree of protection given against a short period of sag under competition, the company yields to the city the very material concessions we have enumerated.

The percentage of 8.76, even if it were applied to the new money of the company—as it certainly is not—would by no means mean a "profit" in this amount. From the amount reserved to the company, it is to pay all of the fixed charges, interest, sinking fund installments, etc., upon its present investment.

Taking these at 6 per cent., the actual profit remaining is not 8.76 but 2.76. If the net returns of to-day be compared with those spread over the proposed enlarged system, with 6 per cent. deducted from each for carrying charges, it would mean that the present actual profit of 7.2 per cent. above such charges is reduced to 2.76 per cent., and that the lower figure can not be exceeded—in view of the City's prior claim to a profit upon its own investment before any further division proceeds—for a number of years to come.

Ahead of any allowances to be paid to the company will come the continued payment of $2,700,000 annually to the city on account of the present lease. It was argued in the course of the recent Saratoga arbitration, on claims of the company for extra work upon the present subway, that the City's right to annual payment, based as it is upon the amount of its interest and sinking fund charges, would expire when its bonds have been amortized, and that for the last eight or nine years of the present lease the company would be under no obligation to pay the City anything. This claim, though of doubtful validity, has at least been waived as one of the conditions of the new contract, and the priority of the rental to the City will proceed until the end of the new lease.

After the City's rental, the company is to receive its actual operating expenses, including its charges for taxes, obsolescence, etc. It has been stipulated, however, that no charge shall be allowed that has not been taken into account in ascertaining the company's net earnings in the past, and that has not been covered, therefore, in the fixing of the preferential based on present earnings. It appears that the structures and equipment of the present subway have been maintained at a high standard of efficiency; expenditures aggregating something over $9,000,000 for "maintenance of way and structures, and maintenance of equipment" having been made from the time the subway was opened, in October, 1904, to the close of the fiscal year 1911. Nevertheless, as an added protection to the City, the contract will stipulate that the present plan shall be carefully examined by the Public Service Commission, and that deferred depreciation of any sort in either the subway or its equipment shall be made good, to the satisfaction of the Commission, before any pooling of receipts proceeds. If the cost of caring for obsolescence increases with the age of the plant, that would not be unnatural; but the company states that the higher general operating ratio upon which it is figuring will amply cover any increase of the sort.

The prefered allowance made to the Brooklyn Company after the payment of operating expenses is also to be based upon an average of the net earnings of its present lines. The ratio will be less for the reason that the earnings are less. The receipts of the old lines of the Brooklyn Company, on the other hand, are bound to increase materially as soon as they are linked up with the new City lines. The anticipated returns from the Brooklyn system, will, for the reason that so much more of the investment, in new lines will represent City capital, accrue more promptly. The question of the precedence of the Brooklyn Company's preferential has possibly for these reasons been debated less. The principle underlying the two contracts in this particular is essentially the same.

ANTICIPATED RESULTS OF OPERATION.

Any discussion of the probable operating results of the dual system must, in the nature of the case, be more or less speculative. There are three elements to be considered: First, the volume and distribution of future traffic; second, the carrying capacity of the new roads as developed under operation; and, third, the ratio of operating costs.

That the growth of street railway traffic in the City will, in a very few years, give the new roads all the carrying they can attend to, is a matter beyond much doubt. Experience in the past has shown that increases of traffic are due not only to added population, but to the constantly increasing ratio in the number of rides per capita. During the ten years from 1901 to 1911, the average annual increase in traffic of all lines, subway, elevated and surface, was 5¾ per cent. There is no reason to believe that this percentage will diminish; but, taking for the sake of conservative view, an annual increase of 5½ per cent. during the decade to come, and of 5 per cent. in the decade following that, significant results are secured. During the year 1911 the various lines—exclusive of those of the Hudson & Manhattan system—carried 1,551 million passengers. At the 5½ per cent. rate of increase, this would grow in the year 1917 (taken as the first year of universal operation of all the new lines) to 2,138 millions. In that year it would be proper to deduct at least 60 millions to represent the double fares now paid by those who exchange from one route to another and that with the new connections will become single fares. In other words, the probable traffic of all lines in the year 1917 would be 2,038 millions. Taking the estimates of the operating companies, the number of passengers that will be carried in the first year of operation—and their own figures as to future increases—the result would be as shown in the following table:

Year.	Total Millions.	Total Increase.	Manhattan Elevated.	Total Surface.	Interboro Subway.	Brooklyn Company.	Total	Surplus.
1917.....	2,138							
	60							
	2,078		365	850	450	385	2,050	28
1918.....	2,192	114	380	861	490	423	2,154	38
1919.....	2,313	121	395	873	525	457	2,250	63
1920.....	2,440	127	405	890	560	484	2,339	101
1921.....	2,574	134	420	903	592	512	2,427	147
1922.....	2,703	(5%) 129	440	916	625	544	2,525	178
1923.....	2,838	135	450	930	660	576	2,616	212
1924.....	2,980	142	450	944	697	610	2,701	279
1925.....	3,129	149	450	959	736	646	2,791	338
1926.....	3,286	157	450	975	775	686	2,886	400

It will be seen that after taking care of all the traffic claimed for the several systems, there would still be a large surplus of traffic that either would be added to the figures the companies show, or that else would be unprovided for. A more minute study of these figures, and of the history of traffic development generally in the past several years, confirms the belief of your Committee that the new lines will carry a greater number of passengers than is claimed to-day. The new rapid transit lines extending to every part of the City will, for instance, parallel perhaps three-fourths of the existing surface lines. A large part of the travel that now follows these lines is certain to shift to those that are quicker and more convenient. The City's transit system, in short, will be re-standardized, and it may safely be assumed that the great bulk of traffic increase will go to the lines of the re-standardized type.

Various figures have been published questioning the capacity of the new lines to carry a sufficient number of passengers to pay in full the charges to be placed against them. We believe that such figures, which, it might be added, are the most speculative of all, are without correct bases. The present subway lines, with a road mileage of 25.9, are carrying 300,000,000 passengers per year. If such a ratio were carried out according to the increase in mileage, the capacity at the present rate of congestion would rise to 900,000,000. With due allowance, however, for the fact that the proportion of trunk lines to feeders in the new system is not as great as such proportion in the present system, your Committee has taken no higher estimate than 775,000,000 as the maximum future capacity. A similar figure has been taken for the more extensive mileage of the Brooklyn Company's system. That these figures will be reached without approaching the congestion of to-day, we believe is beyond reasonable doubt. The development of the art of transportation is constantly producing new means for greater carrying capacity. In the present subway system, the increase of traffic in the non-rush hours and the growth of new traffic centres serving short haul districts is already apparent. The increase in the length of trains from eight to ten cars during the past year has alone added 17 per cent. to the capacity under former conditions; and future development along the same lines is only beginning to show its possibilities. We have been impressed, for instance, by the arguments of Mr. Walter Wellman, who has made a careful and expert study of this subject, and who believes that through the continued lengthening of trains and corresponding adaptation of station platforms the present car mile capacity may be increased by 50 per cent. We have no doubt that the Public Service Commission, as well as the operating companies, will make their independent studies along these lines. The main thing is that the City, under the proposed contracts, secures possession of the plant, and that whatever added income may be derived from increased carrying will enure to its benefit.

In estimating margins of future profit, your Committee has figured upon a probable ratio of 50 per cent. for operating and taxes for both systems, during the first three years of operations, with a gradual decrease of 1 per cent. a year, down to 44 per cent.

The operating ratios upon the existing subway during the first six years of its operation—exclusive of taxes, which have averaged 2 per cent.—were as follows:

1906.....	42.23	1909.....	37.33
1907.....	45.64	1910.....	34.08
1908.....	43.14	1911.....	41.31

The ratio of the Brooklyn Company for four years have been as follows:

1908.....	53.45	1910.....	49.47
1909.....	54.37	1911.....	48.17

From all of the advice that we have received, we have no reason to doubt that the comparatively high figure taken for the first three years of the new system will amply cover the charges coming under this head. The increase of traffic must naturally tend to force that figure down, though we do not estimate upon any lower amount than 44 per cent.

Upon the several bases herein stated, the Finance Department has prepared a series of tables showing prospective results of operation. These are arbitrary in their nature, as all estimates for the future must be. They show, however, that under the Interborough Company's share in operation, the deficiencies of the company—which are not to be guaranteed but which must be discharged from future revenues—will probably occur only in the first three years; and that there would be no deficiencies in the City's annual account after six years. They show also that the City's cumulative deficiency account would probably be wiped out in the year 1928, or after eleven years of operation; and that in the year following the City would also receive in full the first annual installment of its added allowance of 3½ per cent.

Under the Brooklyn plan, no deficiencies would occur in the interest account of the company, and there would probably be no deficiencies in the account after four years. The cumulative amount of the City's deficiencies would thereupon disappear in eight years, and a division of profit would proceed in the year following.

It is to be borne in mind that although the cost of carrying the City's part in the Interborough Company's plan would be greater, for reasons that have been set forth, the City's account of profit and loss from the two systems would be pooled; the one, in a sense, aiding the other. The City's half share in the increased profit from the extension of the Manhattan elevated lines would go into the same account, further liquidating such temporary deficiencies as it may be necessary to carry.

It would appear from the tables showing the above results that as the City's investment in the Brooklyn Company's lines would likely become self-supporting in the fifth year of operation (1921), the entire amount of such investment, which at that time would not be less than $100,000,000, would be released from the debt limit, placing at the City's disposal a corresponding margin of borrowing capacity for further subway development. By the same rule, the City's investment of $56,000,000 in the Interborough system would be released in the seventh year of operation (1923).

Under the proposed terms, the City would carry such deficiencies as may occur in its own interest and sinking fund account—we assume through the issue of revenue bonds to be redeemed from future profit after the period of deficiencies has been passed. Upon the estimates above referred to, the cumulative total of deficiencies of the first six years would not be greater than $17,640,000 on account of the Interborough system and $9,342,000, for the first four years, on account of the Brooklyn system. As this cumulative would be paid from the actual earnings of the system, the city merely using its credit to tide over the less profitable years, the ultimate cost to the city would not be greater than the cost of carrying the interest on the bonds themselves. That, comparatively, would be trifling.

RECAPTURE.

It is to be borne in mind that although the financial and operating terms granted by the City to either of these companies are framed to cover the full period of the lease, they may be cancelled at any time after ten years, if the City so disposes, through the exercise of its right of recapture. In order to facilitate the City's control in this respect, the companies would be required to divide the various lines into groups that might readily serve as the component parts of an independent system, each of which would be subject to recapture separately. These are as follows:

Under the Interborough Company's Plan.

(1) The lines comprising the H, being the Seventh Avenue line from Borough Hall, Brooklyn and the Lexington Avenue line to 135th street, with its branches in The Bronx.

(2) The Steinway tunnel from Times Square to Queensboro Plaza, Corona and Astoria.

(3) The Flatbush Avenue and Eastern Parkway extensions, with their branches to Nostrand Avenue and Brownsville.

(4) The White Plains Road extension in The Bronx.

Under the Brooklyn Company's Plan.

(1) The Broadway line from the Queensboro Plaza through Fifty-ninth Street to Willoughby Street in Brooklyn.

(2) The Fourth Avenue line, with the elevated extensions in South Brooklyn, and the projected extension to Staten Island.

(3) The line from Union Square, Manhattan, to the Eastern District of Brooklyn.

(4) The Bridge Loop lines in Manhattan, which, however, will be held at the outset under a lease for twenty years.

RECOMMENDATIONS.

Your committee recommends the following action:

(1) That your Board inform the Public Service Commission that if a contract be executed with the Interborough Rapid Transit Company for the equipment and operation of new rapid transit lines, and for contribution, in part, toward the cost of construction of such lines, in accordance with the statement of routes and of operating terms herein set forth, and the company's communication to the Public Service Commission dated February 27, 1912, such contracts, when presented to your Board, will have its approval.

(2) That your Board inform the Public Service Commission that if a contract be executed with the Brooklyn Rapid Transit Company, or with a company organized in its interest, for the equipment and operation of new rapid transit lines, and for the operation of the existing elevated lines of the Brooklyn Rapid Transit Company in conjunction with such new lines, and for contribution, in part, toward the cost of construction of such lines, in accordance with the statement of routes and of operating terms herein set forth, such contract, presented to your Board simultaneously with the presentation of the contract for the Interborough Rapid Transit Company, will have its approval.

(3) That your Board inform the Public Service Commission that if application be made to it by the Interborough Rapid Transit Company for certificates for the extension and third tracking of its Manhattan elevated lines, and for the cession of the Steinway tunnel to the city and the immediate operation thereof, in accordance with the terms herein set forth, and in advance of the execution of the general contract for the operation of new rapid transit lines, such certificates, when presented, will have your approval.

(4) That the resolutions adopted by your Board dated July 21, 1911, and such

other resolutions heretofore adopted that may be inconsistent with the present recommendations, be rescinded; and

(5) That the Special Committee be continued for the purpose of further conferences with the Public Service Commission with relation to any questions of detail that may arise between the two bodies affecting the contracts to be prepared.

All of which is respectfully submitted.

GEORGE McANENY, President, Borough of Manhattan; CYRUS C. MILLER, President, Borough of The Bronx; GEORGE CROMWELL, President, Borough of Richmond, Special Committee on Pending Transit Proposals.

I.—Cost of Projected Lines, Detailed Mileage and Probable Periods of Construction.

(Estimates of Public Service Commission.)

A. Proposed for Operation by the Interborough Rapid Transit Company: (Line to be constructed by the City; part contribution by the Company)	Sub. or El.	Tracks.	Road Miles.	Track Miles.	Probable Period of Construction Years.	Total Cost.
1. Seventh avenue line, four tracks from Times Square to Greenwich street and Park place, and two tracks to the Battery	S	4&2	4.27	17.1	3½	$20,700,000
2. Eastern extension of Seventh avenue line through Park place, City Hall Park and Old Slip to Brooklyn	..	..	....	....	..	9,601,350
3. Flatbush avenue, from Atlantic avenue to Eastern Parkway, and Eastern Parkway to Buffalo avenue, Brooklyn	S	4	3.18	12.7	3	9,259,800
4. Nostrand avenue, from Eastern Parkway to Flatbush avenue.	S	2	2.42	4.8	3	4,324,000
5. Livonia avenue, from Eastern Parkway to New Lots road.	L	2	2.57	5.1	2	1,562,850
6. Lexington avenue, from 32d street, Manhattan, to 135th street in The Bronx	S	4	5.15	20.6	3½	32,465,500
7. Southern Boulevard and Whitlock Branch of Lexington avenue line, from 135th street to the Bronx River	S	3	3.2	9.6	3½	8,857,300
7a. Westchester avenue branch, from Bronx River to Pelham Bay Park	L	3	3.94	11.8	1½	3,409,750
8. Jerome avenue branch of Lexington avenue line, from 135th street to Kingsbridge road	S	3&4	1.1	3.1	3½	3,673,100
	L	3	3.4	10.1	1½	2,812,900
8a. Jerome avenue branch, Kingsbridge road to Woodlawn	L	3	1.66	5.	1½	1,260,400
9. White Plains road to Becker avenue	L	3	4.92	13.7	1½	4,119,300
10. Times Square to Steinway tunnel	S	2	.42	.8	3½	1,495,000
11. Steinway tunnel adjustment at Grand Central Station	S	..	....	....	..	2,001,000
11a. Steinway tunnel	S	2	1.6	3.2	1½	3,000,000
11b. Steinway tunnel extension to Queensboro Plaza	S&L	2	.89	1.8	1½	721,050
12. Astoria line, from Queensboro Plaza to Ditmars avenue	L	3	2.51	7.5	1½	1,960,750
13. Corona and Woodside line	L	3	5.48	16.5	1½	4,425,200
						$115,649,250

II.—Cost of Projected Lines, Detailed Mileage and Probable Periods of Construction.

(Estimates of the Public Service Commission.)

B. Proposed for Operation by the Brooklyn Rapid Transit Company: (Lines to be constructed by the city; part contribution by the company)	Sub. or El.	Tracks.	Road Miles.	Track Miles.	Probable Period of Construction Years.	Total Cost.
1. Broadway, from the Battery to Seventh avenue and 59th street	S	4&2	5.	18.	3½	$28,846,600
1a. Fifty-ninth street, Seventh avenue to Queensboro Plaza	S&B	2	2.23	4.46	2	2,495,500
2. Battery tunnel to Willoughby street, Brooklyn	S	2	2.	4.	3	6,963,250
3. Connection between Manhattan Bridge line at Fulton street, Brooklyn, through Flatbush avenue to Eastern Parkway and junction with Brighton Beach line	S	2	1.20	2.40	2½	1,971,100
4. Canal street, from Manhattan Bridge to Broadway	S	2	.8	1.6	2	4,663,250
5. Extension of Bridge Loop lines through Nassau and Broad streets to the Battery	S	2	1.	2.	2½	4,397,600
6. Extension of Fourth avenue line in Brooklyn	S	4&2	2.27	6.90	2	4,014,650
7. Connection between Fourth avenue and New Utrecht avenue	S&cut	2	.94	1.88	1	2,085,000
7a. New Utrecht avenue, from 39th street to Coney Island	L	3	5.5	16.5	2	3,335,000
8. Gravesend avenue, from 39th street to Coney Island	L	3	5.35	16.05	2	4,001,000
9. Fourteenth street, from Sixth avenue, Manhattan, with tunnel under East River to Eastern District of Brooklyn	S&L	2	7.	14.	3½	14,950,000
						$77,722,950
(To be constructed by the Company)						
10. Fulton street, Brooklyn, to Queensboro Plaza, Long Island City	L	2	5.5	11.	2	$3,280,000
11 & 12. Jamaica lines	L	2	4.6	9.2	2	2,796,000
13. Third tracking of existing elevated lines	L	..	....	9.3	2	3,117,000
14. Seach Beach extension and elevation of existing lines	O.C.&Emb.	3	5.35	16.05	2	2,720,000
15. Brighton Beach connection—Malbone street to Eastern Parkway	S	2	.9	1.8	1	1,735,000
16. Myrtle avenue (Lutheran Cemetery extension)	L	2	1.	2.	1	607,000
17. Coney Island terminal connections	L				2½	4,453,000
18. Additional tracks at East New York for connections	L				2	1,340,000
19. Additional tracks, Brighton Beach line	Op. cut		1.	2.	1½	869,000
						$20,917,000
(Under construction by the City)						
20. Centre Street Loop	S	4&2	1.5	5.6	2½	$11,179,000
21. Fourth avenue in Brooklyn	S	4	3.9	17.		17,307,000
						$28,486,000

III.—Statistics of Street Railway Traffic in New York City, 1902 to 1911.

(Exclusive of Hudson & Manhattan Tunnel Lines.)

(A) Total Traffic—Surface, Elevated and Subway.

Year Ended June 30.	Surface Railways.	Elevated Railways.	Subways (Interboro).	Total Fares.	Increase of Total Over Preceeding Year.	Per-centage of Inc.
1902	651,767,050	285,858,707	.....	937,625,757	.....	....
1903	671,551,057	327,609,630	.....	999,160,687	61,534,930	6.6
1904	680,542,482	383,643,900	.....	1,064,186,382	65,025,695	6.5
1905	680,611,313	375,522,841	72,722,890	1,128,857,044	64,670,662	6.0
1906	730,381,105	383,018,585	137,919,632	1,251,319,322	22,462,278	1.9
1907	719,993,712	429,143,819	166,363,611	1,315,501,142	64,181,820	5.1
1908	716,464,745	435.899,497	200.439,776	1,352,804,018	37,302,876	2.8
1909	722,070,823	427,449,742	238,430,146	1,387,950,711	35,146,693	2.6
1910	760,327,590	459,564,764	268,962,115	1,488,854,469	100,903,758	7.3
1911	802,846,296	471,981,111	276,704,796	1,551,532,203	62,677,734	4.2

(B) Total Surface, with Elevated and Subway (Rapid Transit) Combined.

Year Ended June 30.	Total Surface.	Annual Increase.	Per-centage of Increase.	Elevated and Subway.	Annual Increase.	Per-centage of Increase.
1902	651,767,051	.....	....	285,858,707	.....	....
1903	671,551,057	19,784,007	3.	327,609,630	41,750,923	14.6
1904	680,542,482	8,991,425	1.3	383,643,900	56,034,270	17.1
1905	680,611,313	68,831	.01	448,245,731	64,601,831	16.8
1906	730,381,105	49,769,792	7.3	520,938,217	72,692,486	16.2
1907	719,993,712	†10,387,393	*1.4	595,507,430	74,569,213	14.3
1908	716,464,745	*3,528,967	*.49	636,339,273	40,831,843	6.8
1909	722,070,823	5,706,078	.79	665,879,888	29,540,615	4.6
1910	760,327,590	38,256,767	5.28	728,526,879	62,646,991	9.4
1911	802,846,296	42,518,706	5.6	748,685,907	20,159,028	2.7

† Subway opened 1905. * Decrease.

(C) Surface Traffic.

Year Ended June 30,	Manhattan. Fares.	Increase.	Per Cent.	The Bronx. Fares.	Increase.	Per Cent.	Brooklyn. Fares.	Increase.	Per Cent.	Queens. Fares.	Increase.	Per. Cent.	Richmond. Fares.	Increase.	Per Cent.	All Boroughs. Fares.	Increase.	Per Cent.
1902	388,947,169	.....	....	28,020,185	.....	....	213,961,296	.....	....	13,719,387	.....	....	7,119,013	.....	....	651,767,050	.....	....
1903	396,570,432	7,623,263	2	30,714,781	2,694,596	.96	221,141,499	7,180,203	3.4	15,689,210	1,969,823	14.4	7,435,135	316,122	4.4	671,551,057	19,784,007	3
1904	389,928,464	*6,641,968	1.7	34,763,809	4,049,028	1.4	231,385,879	10,244,380	4.6	16,701,653	1,012,443	6.3	7,762,677	327,542	4.4	680,542,482	8,991,425	1.3
1905	374,554,075	*15,374,389	3.9	37,124,805	2,360,996	6.9	240,654,959	9,269,080	4	20.533.487	3.831.834	22.5	7.743.987	*18,690	.24	680,611,313	68,831	.01
1906	391,708,063	17,153,988	4.6	39,893,116	2,768,311	7.5	264,682,958	24,027,999	10	25,151,054	4,617,567	21.9	8,945,914	1,201,927	15.5	730,381,105	49,769,792	7.3
1907	377,017,192	*14,690,871	3.7	42,186,533	2,293,417	6	262,303,592	*2,379,366	.9	28,514,743	3,363,689	13.5	9,971,652	1,025,738	11.4	719,993,712	10,387.393	1.4
1908	366,690,345	*10,326,847	2.7	44,237,229	2,050,696	4.9	264,772,569	2,463,977	.94	29,797,750	1,283,007	4.5	10,966,852	995,200	9.98	716,464,745	3.528,967	.49
1909	362,077,665	*4,612,680	1.3	50,671,779	6,434,550	14.6	267,408,512	2,635,943	.99	30,545,776	748,026	2.5	11,367,091	400,239	3.6	722,070,823	5,706,078	.79
1910	375,888,469	13,810,804	3.8	56,524,261	5,852,480	11.7	281,772,163	14,363,651	5.4	34,430,074	3,884,298	12.5	11,712,623	345,532	3.1	760,327,590	38,256,767	5.28
1911	386,952,020	11,063,551	2.9	62,777,966	6,253,705	12	298,298,924	16,526,761	5.8	42,515,629	8,085,555	23	12,301,757	589,134	5	802,846,296	42.518.706	5.6

* Decrease.

(D) Elevated Traffic.

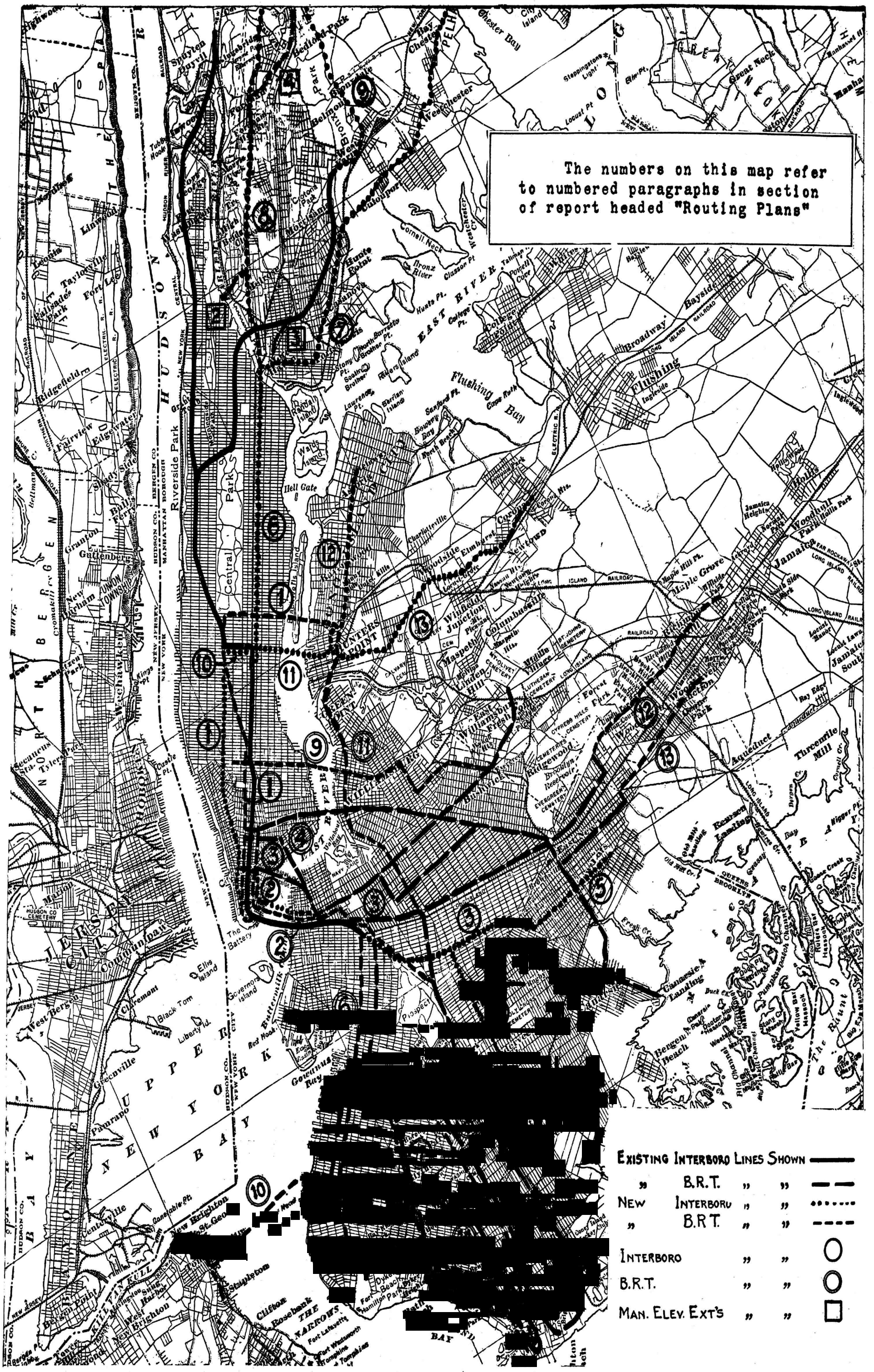
Year Ended June 30.	Manhattan Railways Co. Fares.	Increase.	Per Cent.	Brooklyn Rapid Transit. Fares.	Increase.	Per Cent.	Totals. Fares.	Increase.	Per Cent.
1902	215,259,345	.....	....	70,599,362	.....	....	285,858,707	.....	....
1903	246,587,022	31,327,677	14.6	81,022,608	10,423,246	14.6	327,609,630	41,750,923	14.6
1904	286,634,195	40,047,173	16.3	97,009,705	15,987,097	19.7	383,643,900	56,034,270	17.1
1905	266,381,930	*20,252,265	7.1	109,140,911	12,131,206	12.5	375,522,841	*8,121,059	2.1
1906	257,796,754	*8,585,176	3.2	125,221,831	16,080,920	14.7	383,018,585	7,495,744	2
1907	282,924,273	25,127,519	9.7	146,219,546	20,997,715	16.7	429,143,819	46,125,234	12.04
1908	282,845,864	*78,409	.02	153,053,633	6,834,087	4.7	435,899,497	6,755,678	1.6
1909	276,250,196	*6,595,668	2.2	151,199,546	*1,854,087	1.2	427,449,742	*8,449,755	1.9
1910	293,826,280	17,576,084	6.4	165,738,484	14,538,938	9.6	459,564,764	32,115,022	7.5
1911	301,449,292	7,623,012	2.5	170,531,819	4,793,335	2.9	471,981,111	12,416,347	2.9

* Decrease.

(E) Subway Traffic.

Year Ended June 30.	Interborough Company. Fares.	Increase.	Per Cent.
1905	72,722,890	72,722 890	....
1906	137,919,632	65,196,742	91.0
1907	166,363,611	28,443,979	21.0
1908	200,439,776	34.076,165	31 0
1909	238,430,146	37,990,370	19.0
1910	268,962,115	30,531,969	13.0
1911	276,704,796	7,742,681	2.9

*Decrease.



The President of the Board of Aldermen presented the following:

To the Members of the Board of Estimate and Apportionment:

Gentlemen: While I have always believed that the proper solution of the transit question lies in the building of a new separate and complete rapid transit system by the city and its operation under city control, I was prepared last July to accept the dual plan as a satisfactory settlement of the question, provided that plan be based upon operating terms such as to give the city a control over the new subways, assurance of fixed charges on its investment and a share of the profits that the new system might be expected to produce. I still feel that an independent city built line is the best solution of the question, but I am prepared today, as I was last July, to accept the dual plan upon proper terms.

I am opposed to the acceptance of the present offer of the Interborough not because it involves the dual plan, not because of the identity or record of this particular operator, but because the offer proposes a bad business bargain for the city and entails an abandonment of the accepted and approved rapid transit policy of the City of New York.

The present offer of the Interborough Company is substantially the proposition of last July, which the board by a majority vote rejected at that time. The form is somewhat changed. Certain minor concessions have been made. In some respects the terms are worse for the city, but in substance, and in fact, the proposition is the same.

The fundamental scheme upon which this offer is predicated, is a practical if not a legal guarantee to the company of its entire net earnings of the present subway, in addition to carrying charges on new capital. It offers to the people of the City the alternatives of perpetual congestion or a subsidization of private investors through the carrying of deficits in taxes. It is directly opposed to the policies of municipal construction, municipal control and municipal profit sharing, approved by popular election and which the members of this board were sent here and expected to carry out.

The defects of this offer are of two classes: those that attack and violate the principles of municipal control and municipal profit sharing; and those that conflict with ordinary business sense and which when understood, I am confident that no member of this board can approve whatever his views upon questions of principle and policy may be. These defects of both classes I propose to enumerate. No one of them is incurable were the company minded to meet the city upon fair terms. If these objections were met by the Interborough Company, the city would be placed in a position to control a complete and cohesive transit system and to share in the profits therefrom. If that were done I should be prepared to vote for the dual plan, though still believing that an independent system is the better solution.

In justification of an abandonment of the policies that the members of this board were elected to carry out, it has been urged that without the dual plan and an Interborough contract, no adequate transit relief can be had. If in truth we were compelled to choose between this offer and no subways, then perhaps we might be justified in considering a change in that policy. Such, however, is not the fact.

The Broadway-Lexington avenue subway is at this moment under construction.

There is absolutely nothing in the present situation to prevent the completion of this trunk line and its extension into The Bronx, Queens, Brooklyn and Richmond. There is no reason why the construction of a city planned and city built system of subways cannot be pushed with all speed, and while construction is in progress, an operating contract can be discussed, negotiated, advertised and awarded. Surely no lack of operators for the most lucrative rapid transit railroad in the world will be experienced. The Brooklyn company stands ready to undertake that contract to-day on terms advantageous to the city. If this company or its offer is unsatisfactory, then an open advertisement for competitive bids will bring others. But if the city should find none willing to operate on terms satisfactory to it, then municipal operation is still possible.

While I would prefer not to see the city enter the field of transit operation so long as a private operator can be had on fair terms, I would much prefer to see the city undertake it, with its attendant risks and prospective gains, rather than to make a contract with any company now by which the city assumes all the risks and the company absorbs all of the prospective gains.

The very object heralded as the chief advantage of an Interborough contract, the so-called universal five-cent fare, is forfeited by the plan proposed. The essence of this plan is dual operation. The Brooklyn Rapid Transit Company will cover all South Brooklyn and extend northward to 59th street only. The Interborough Company will cover all the Bronx and the northerly two-thirds of Manhattan and extend southward to Nostrand and Flatbush avenues in Brooklyn only. Two fares will be necessary between South Brooklyn and Coney Island or any point tapped by the Brooklyn Rapid Transit Company alone, and northern Manhattan and the Bronx or any point tapped by the Interborough Company alone. This would not be true if the city let one operating contract for the Broadway-Lexington avenue and other lines proposed with these extensions. Two fares would then be necessary only between the west side of Manhattan and South Brooklyn or points tapped by the Brooklyn Rapid Transit Company alone. This is interesting when we consider how much emphasis has been laid upon the so-called universal five cent fare.

It is not true that a Seventh avenue line need be lost by the rejection of this offer if the company refuses to modify it in a way to cure the foregoing vital defects. If built by the city that line could be connected at 42d street with either the new city-built Broadway 59th street line or with the present Broadway line and with the proposed Steinway tunnel line, under a proper operating arrangement with the Interborough Company.

There should be no misapprehension as to delay in construction. A rejection of this offer need not entail delay. It would mean merely more and cheaper building with city money instead of private capital.

A separate contract with the Interborough Company covering elevated extensions and third tracks and the Steinway tunnel with joint operation in Queens, is desirable and can proceed at once in any event.

Much has been said to the effect that the increase of taxable values to be expected upon the adoption of this plan justifies the sacrifices of income involved and will more than offset the city's losses. Two fallacies are involved in this argument.

In the first place the increase of taxable values will follow the establishment of rapid transit facilities irrespective of the operator. In the second place, increased values of taxable realty will not offset losses of income, for those increases will be necessary to carry the inevitable capital cost of general municipal improvements always entailed in the growth of localities and the spread of population.

If the city were compelled to choose between the present offer of the Interborough Company and a contract with the same financial terms as those of the present leases of the existing subway, bad as we all regard those terms to-day, I should not hesitate for a moment to vote for the latter. Under the present contracts 1 and 2, the city is at least assured of interest and sinking fund upon its bonds. The city is preferred as to that sum, though denied all profit. Under the present offer, not only must the city abandon hope of profit, but interest and sinking fund upon its bonds depend upon an increased congestion so intolerable that public policy and the enlightened city administrations that will surely come after us, can never permit it to be attained.

I am opposed to the Interborough offer for the following reasons:

ON FUNDAMENTAL GROUNDS OF PRINCIPLE.

I.

BECAUSE THE PLAN PROPOSED IN THIS OFFER CAPITALIZES CONGESTION AND INSURES, THROUGH THE EXCESSIVE PREFERENTIAL PAYMENTS TO BE MADE THE COMPANY, THAT THE TRAVELING PUBLIC WILL EITHER BE MORE CROWDED IN FUTURE SUBWAYS THAN THEY ARE TO-DAY OR THAT THE CITY WILL NEVER RECEIVE INTEREST AND SINKING FUND ON ITS BONDS ISSUED FOR CONSTRUCTION.

The offer provides that there shall be deducted annually from gross earnings, in the following order:

(a) Operating expenses including depreciation, renewals, obsolescence, taxes, rentals payable to the city under contracts numbers 1 and 2, etc.;

(b) A sum to be paid the company of $6,335,000 on account of its capital investment in the present subway, to be cumulative;

(c) A sum equal to six per cent upon all new capital to be invested by the company, to be cumulative;

(d) Interest and sinking fund upon the city's capital investment plus a further sum sufficient to bring the payments to be made to the city during the entire period of 49 years up to an amount equal to 8.76 per cent upon the city's capital investment, to be cumulative; and

(e) The remainder of gross earnings, if any, to be divided between the city and the company, equally.

Whether the city will ever receive any return from the enterprise, either interest and sinking fund upon its bonds or profit, will depend upon the amount of gross earnings and the cost of operating the road. All other factors are fixed by the terms of the contract.

Likewise, in any computation of the time at which the bonds of the city might become self-supporting, the only factors not definitely fixed by the contract are the same, namely, volume of traffic and the ratio of operating expenses to gross earnings. These two being determined, conclusions will follow as incontrovertible mathematical deductions. Whether, therefore, the city's bonds issued for construction will ever become self-sustaining, and if so at what time, and whether the city's cumulative deficit for interest and sinking fund on these bonds will ever be wiped out, will depend; on the volume of traffic that the new amalgamated Interborough subway may draw; on the maximum traffic of which it may be capable; and on the percentage of gross revenue represented by the operating expenses of the system. If these can be determined definitely in advance, we can say definitely whether the city's bonds will ever become self-sustaining, and whether the city's cumulative deficit will ever be wiped out.

The Interborough Company submitted a written estimate on July 6, 1911, that the gross total traffic of the amalgamated Interborough system in the first year of operation—1917—would be 425,000,000 passengers. Although this estimate was modified by Mr. E. J. Gaynor, the auditor of the company, during the conferences recently held, to 400,000,000, I have preferred to accept here the more liberal estimate in order to give the benefit of the doubt to the proposed plan in making my computation.

It is futile to *speculate* as to gross total traffic increases for the combined traffic facilities of the entire city, if there is a point of saturation beyond which the traffic of the amalgamated subway cannot expand without creating congestion greater than that experienced in the present subway to-day. If this contract with the Interborough depends for its success on such a congestion in the new subways, then in that fact is found a good and sufficient reason for rejecting it.

The point of saturation of the new amalgamated Interborough system has been calculated in various ways. All point to the fact that the city can never hope to come out of the contract whole. The City Club and the People's Institute have both made such calculations and have put the point of saturation at 712,000,000 and 680,000,000 passengers, respectively. Each of these bodies has pointed out that this point of saturation will mean a congestion greater than that existing today. Both have pointed out the obvious fact that the carrying capacity of an entire subway system consisting of trunk lines and branches, must necessarily be limited by the carrying capacity of trunk lines.

With this fact in view, it has seemed to me that the fairest, most accurate and most scientific basis of calculation is a comparison of the trunk lines and branches of the proposed amalgamated system with the trunk lines and branches respectively of the present subway, on the basis of the number of passengers carried per car mile operated in each, in order to determine at what point congestion in the whole new system will equal present congestion, because this, it seems to me, should be taken as the point of practical saturation, whatever the point of theoretical maximum capacity may be.

Population figures for different routes or passenger density per mile of track, as a basis for estimating traffic capacity of a given line, are in themselves misleading because they ignore (1) the number and frequency of cars running past a given station and (2) the length of the route over which the cars run in making a single trip, both of which register themselves accurately in the number of car miles operated over a given line in a given period of time.

The present subway consists of a trunk line lying south of 96th street and two branches running north from that point.

Of the total car miles operated during the year ending June 30, 1910, there were run over the trunk and branches as follows:

BROADWAY DIVISION.

Trunk, 14,097,906 car miles, Branch (North of 96)..... 7,832,081 car miles.

LENOX AVENUE DIVISION.

Trunk, 16,756,809 car miles, Branch.....10,906,893 car miles.

Total, 30,854,715 car miles.....18,758,974 car miles.

Applying to this car mileage the figures of ticket sales during the year ending June 30, 1910 (as adjusted by the Public Service Commission in the report of the conferees, June 5, 1911), we find that:

In the same year the trunk carried 6.06 passengers per car mile.

In the same year the branches carried 4.38 passengers per car mile.

The proposed new Interborough subway system may be divided into trunk and branch lines, as follows:

Broadway line
Trunk from 96th street south,
New Lexington avenue line
Trunk from 138th street south,
New line, Brooklyn
Trunk from Eastern Parkway & Nostrand avenue, west.

The trunks, therefore, will be all tracks lying south of 96th street and Broadway, on the present subway, and south of 138th street in the Bronx and west of Nostrand avenue and Eastern Parkway, in Brooklyn, on the new subway.

The branches will be—

a. The lines of the present subway north of 96th street.
b. Jerome and River avenue subway in the Bronx (138th street to Woodlawn).
c. The White Plains Road line (180th street to Becker avenue).
d. Southern Boulevard & Westchester avenue line to Pelham Bay Park.
e. Eastern Parkway & Livonia avenue lines east of Nostrand avenue.
f. The Nostrand avenue line.
g. The Astoria line.
h. The Woodside line.

Applying the car mile figures (found to have been the result of operation on trunk and branch lines) of the present subway and allowing for the same congestion as found in the present subway, we get a traffic for the new lines as follows:

Trunk line (old and new)	426,038,519
Bronx branches (new)	126,452,760
Present branches (old)	82,032,296
Brooklyn branches (new)	29,880,566
Queens branches (new)	37,978,757
Total	702,382,898

In reaching this figure the new branches have been given a car mileage per mile of route, on the following ultra liberal basis:

Jerome and River avenue on basis of present Broadway branch.
Brooklyn branches on basis of present Broadway branch.
Queens branches on basis of present Broadway branch.
White Plains Road on basis of present Lenox branch.
Southern Boulevard on basis of present Lenox branch.

The total of 702,382,898 passengers is subject to the following adjustments owing to joint operation over certain branches:

Jerome Avenue Branch: This branch is to be used between 162d street and Woodlawn Cemetery jointly by elevated and subway. On the assumption that eight car elevated trains are to alternate with ten car subway trains, the elevated will get 41.45 per cent. of the total traffic of 30,320,743, which will mean a deduction of 12,567,948 due to elevated operation (elevated cars seating 46 persons to 52 for subway cars).

White Plains Road: Between Becker and Olin avenue there will be joint subway and elevated operation. The subway will lose, therefore, 41.45 per cent. of the total traffic of 15,710,806, or 6,512,129.

Queens: In Queens the Interborough Company will furnish service over the same tracks as the Brooklyn Rapid Transit Company. The Interborough Company will, however, give no through service beyond 42d street and Park avenue, at which point passengers will have to change to crowded north and south trains. The Brooklyn Rapid Transit Company, on the other hand, will give through service across 59th street and south on Broadway. Furthermore, Second avenue elevated trains will be operated by the Interborough Company across the Queensborough bridge and over the Queens extensions. It is safe to assume under these circumstances that the Interborough subway division will not get more than one-third of the traffic. This will mean a deduction of 25,318,272.

The total deductions are, therefore:

Jerome avenue		12,567,948
White Plains Road		6,512,129
Queens		25,318,272
Total		44,398,349
We have, therefore, a gross total of	702,382,898	
less	44,398,349	
Corrected total	657,984,549	

These 657,984,549 passengers would suffice to congest the new combined system to a point equal to 1910 congestion. 1912 congestion is, however, 11.62 per cent. greater in number of passengers carried. This means that when the new amalgamated system reaches a traffic of 734,442,352, it will be crowded to the present point and will attain practical saturation.

The second factor not fixed by the contract is the operating ratio.

The only accurate and scientific method of measuring operating expenses is that based upon the cost of operation per car mile operated. In view of the fact that general railroad practice and universal experience have resulted in the adoption of this basis of calculating operating cost, the use of it here scarcely requires justification. The haphazard method of *arbitrarily apportioning* an assumed percentage of gross receipts to operating expenses is manifestly without accurate basis and is pure guesswork.

Having found the cost of operation in the new subway per car mile and knowing the number of car miles it will be necessary to run in the new subway to carry passengers with the same degree of congestion that has been experienced in the present subway, year by year, it becomes a mere matter of computation to determine the operating cost of the new subway and therefore the percentage of gross receipts that such operating cost will constitute.

The present subway in 1906 had a cost per car mile of 9.32 cents. This cost rose in the most expensive year to 10.43 cents, and in the present year is 10.4 cents. As the new subways cannot be expected to operate on a more economical car mile cost than the present subway (witness the recent increase in wages), the car mile cost of the present year, namely, 10.4 cents, has been taken as the car mile cost of operation in the new subways. Knowing precisely, as we do, the number of passengers carried per car mile in the present subway, year by year, and applying these figures to the assumed passenger traffic of the new subway, year by year, we find the number of car miles that it will be necessary to operate in the new subway each year in order to carry passengers with the same congestion experienced in the present subway, year by year.

The passenger figures for the years 1909 and 1910 have not been used because during these years there existed abnormal conditions, among them the opening of the Brooklyn extension. In their place I have used the average of the other years of operation of the present system, namely, 4.5 passengers per car mile. The percentage of operating cost is, therefore, reckoned as follows:

FOR THE YEAR 1917.

Operating cost per car mile	10.4 cents
Depreciation, per car mile (as per report of Bion J. Arnold, rendered to the public service commission)	1.5 cents
Total	11.9 cents

Assumed passenger traffic for 1917, 425,000,000.	
425,000,000 divided by 4.32, the number of passengers per car mile which the present subway carried in the year ending June 30, 1906, equals 98,379,620 car miles.	
Multiplying this number of car miles by the operating cost—11.9—we have a total operating cost of	$11,707,172
Allowance for obsolescence of equipment, three-fourths of one per cent (taken from the report of conference committee of June, 1911) equals	420,000
Allowance for insurance of equipment, one-half of one per cent equals.	280,000
Gross total	$12,407,172

This sum equals 58.38 per cent of the gross revenue of the new subways for the year 1917.

Similar calculations have been made for succeeding years, the number of passengers per car mile carried by the present subway in the year 1912 being used for all years following 1922.

Taking, therefore, 425,000,000 passengers, the Interborough's more liberal estimate, as the traffic of the first year of the new combined system, and 735,000,000 passengers as the point of saturation reached in the year 1926, and taking the car mile costs for operating expenses at 10.4 and the passenger density per car mile at that of the present subway, the company's cumulative deficit will not be wiped out until the year 1941, and the city's cumulative deficit will never be wiped out. Further, the net earnings of the system will not be enough to pay current interest on the city's bonds in any year.

The net result will be that at the end of the contract term, the city will have paid approximately $118,000,000 out of the tax budget for interest and sinking fund upon its bonds issued for construction even if its deficits are not all funded. Whether this represents the limit of the city's loss on account of interest and sinking fund, will depend upon the people's willingness to be crowded in the new subways as shamefully as they now are in the old. If popular opinion and comfort of farepayers demand the construction of more subways before congestion has been reached equal to the present, the city's loss of interest and sinking fund will be proportionately and enormously increased. The amount of this loss, whatever it may be, must be found somewhere by the city, and can be had from but one source, whether defrayed during the life of the lease or upon its termination. That source is taxation.

II.

BECAUSE THE PLAN PROPOSED COMBINES ALL OF THE WORST FEATURES OF MUNICIPAL OPERATION WITH ALL OF THE WORST FEATURES OF PRIVATE OPERATION, AND FORFEITS FOR THE CITY ALL OF THE BENEFICIAL FEATURES OF MUNICIPAL OPERATION AND MOST OF THE BENEFICIAL FEATURES OF PRIVATE OPERATION.

First: It makes the city underwriter of all losses and guarantor of the enterprise.

Second: It depletes the city's treasury and impairs its borrowing capacity without securing the objects of municipal construction.

Third: By making the company's profits independent of efficiency and economy it tends to make the company disregardful of public comfort and convenience.

Fourth: It gives to the company all of the profits of the enterprise.

Fifth: It deprives the city of control by making recapture impracticable or impossible.

Sixth: By giving to the company a large preferential profit and denying to it the prospect of any further profit, it removes all incentive to efficient management once the preferentials have been safely earned, and supplies the strongest motive for seeking indirect profits and for political chicanery.

If, as has already been demonstrated, there is no prospect that the city will earn interest and sinking fund on its bonds, there certainly is no prospect that there will ever be a surplus profit for division between the city and the company. The company therefore, once it has wiped out *its* accumulated deficit, and is in the safe enjoyment of its annual preferential income, will find no further incentive for economy or improved operation. It will, however, find strong incentive to lay its hands on any surplus earnings over its own preferentials which would otherwise go to defray, in part, the city's fixed charges. In other words, every motive is supplied for the organization of subsidiary companies for the sale of cars, equipment, etc. True, the contract provides that no such subsidiary companies shall be organized. In the first place, however, such a covenant is incapable of practical enforcement, because the city cannot be in a position to prove that any given corporation has been organized for such purposes or that the operator is interested therein. In the second place, it is easy to acquire an existing corporation, without going to the trouble of new organization, and this the contract does not inhibit. In point of fact the Interborough Company already has such a subsidiary in the Rapid Transit Subway Construction Company, which has served in the past and is ready to hand.

Under a contract such as that proposed, there would be nothing to prevent the making of unduly lucrative contracts with favored individuals, should the operator so desire.

Another inherent vice lying in this absence of motives of economy, is the invitation that the contract holds out to the operator to turn the administration of the new subways into the worst type of political machine, by filling the payrolls with supernumeraries once the preferentials have been earned. A motive is supplied in the threat of recapture by a subsequent city administration.

III.

BECAUSE FOR THE REASONS ALREADY STATED UNDER POINTS I AND II FOREGOING, TO ENABLE THE CITY TO GET BACK EVEN A PART OF THE INTEREST AND SINKING FUND UPON THE CAPITAL THAT IT IS ABOUT TO INVEST IN THE NEW SUBWAYS, REQUIRES A CONGESTION IN THE NEW SUBWAYS EQUAL TO, OR WORSE THAN, THAT IN THE PRESENT SUBWAY. THIS BOARD OUGHT NOT TO FORCE UPON THE PEOPLE OF NEW YORK THE CHOICE OF INDECENT CONGESTION OR A BURDENSOME TAX RATE, WHILE ADEQUATE MEANS OF RELIEF THROUGH A CITY-BUILT, CITY-CONTROLLED AND, IF NECESSARY, CITY-OPERATED LINE ARE AVAILABLE.

It is quite clear that if the argument made under Point I holds good, the subway will never carry sufficient passengers in any one year to earn interest and sinking fund for that year upon the city's bonds issued for construction, unless through a crowding of passengers worse than that found in the present subway.

As the city in any case can never hope to wipe out its cumulative deficit by the earnings of the new subways under this contract, it must determine in advance of the first year of operation, how each deficit shall be met when it arises.

On the basis of the most liberal traffic estimate submitted for the first year of operation, of 450,000,000 passengers, the city's deficit that year would amount to $2,940,000, and on the basis of the Interborough's estimate of 425,000,000 it would be the same. The city, therefore, must determine in 1917 whether this deficit can be met by writing the amount thereof into the tax budget for the ensuing year or by the issue of bonds to fund it. The funding of a deficit which the city can never expect to discharge, but which, as far as reasonable foresight can predict, will go on increasing during the life of the contract, would constitute reckless municipal financing. Such a course would shortly destroy the city's credit. We must expect, therefore, that the deficits in interest and sinking fund upon the city's bonds, as they occur from year to year, will be carried in the tax budget.

As the first such deficit, on the basis of all traffic estimates will amount to $2,940,000, it is quite clear that the city, in adopting this contract, is compelled to choose between deplorable congestion to relieve which it was supposed new subways were chiefly to be built, and large and burdensome additions to the tax rate.

On the other hand the estimates of traffic and cost prepared by the engineers of the public service commission show that the independent city subway system, whether operated by the Brooklyn Rapid Transit Company or by some other operator will earn not only interest and sinking fund on the city's bonds, but within a few years will show a handsome profit to be shared with the city.

IV.

BECAUSE THE CITY'S POWER TO RECAPTURE, WHICH EVERYONE CONSIDERS INDISPENSABLE, IS MADE PRACTICALLY IMPOSSIBLE BY THE PROPOSED TERMS AND IS SURROUNDED WITH CONDITIONS THAT PRACTICALLY INSURE CONFUSION AND LITIGATION.

(a) While the offer appears to conform to the condition precedent to a contract with the Interborough laid down by the Comptroller and myself in the transit committee's majority report of January 5, 1911, and in memoranda submitted to this board, namely, an exchange of its lease upon its Fourth avenue subway south of Forty-second street for an equivalent lease upon the new Seventh avenue subway, in point of fact it leaves a loophole through which the company may escape compliance with this essential part of its contract.

The company's offer, section 6, reads in part as follows: so that the "city if it so "elect may obtain possession of either a complete east side or a complete west side "subway line, the Interborough Company will consent, in the event of the necessary "legislation having been secured, in the securing of which it will co-operate, *and provided the lien of any duly authorized mortgage be not disturbed* to a modification of "contracts numbers 1 and 2 * * * so that that portion of the existing subway "system extending southward from 42nd street in Manhattan to Atlantic avenue in "Brooklyn * * * shall be held under a lease terminable at any time after ten "years. * * *"

The condition named by the company—"*provided the lien of any duly authorized mortgage be not disturbed*"—affords an opportunity for avoiding compliance with this part of the offer. As already twice pointed out in this board, there are two mortgages affecting the present leases of the existing subway.

The first is a mortgage made by the Interborough Rapid Transit Company and is a direct lien upon these leases. This is an ordinary railroad mortgage and contains a release clause such as to enable the Interborough Rapid Transit Company to effect the exchange desired.

The stock of the Interborough Rapid Transit Company is held and owned by the Interborough-Metropolitan Company. The other mortgage is one made by the Interborough-Metropolitan Company, pledging this Interborough Rapid Transit Company stock as security for the Interborough-Metropolitan Company's bonds. One clause of this mortgage reads as follows:

"And the Interborough (Rapid Transit) Company shall do all other things "necessary or proper to preserve its rights in said rapid transit railways under "and pursuant to said leases."

Quite obviously, when the Interborough Rapid Transit Company is called upon to comply with the terms of its offer it may answer that, the lien of the above described duly authorized mortgage would be disturbed by compliance and that, therefore, under the terms of its offer, it need not comply. In order that the city may be in a position to compel an exchange of these leases, the Interborough-Metropolitan Company, the mortgage trustee and the bondholders should join in the agreement for exchange.

As it stands, this clause of the offer is calculated to mislead the city's authorities into the belief that they are about to obtain control over a continuous east side trunk line which, in point of fact, they will never get.

(b) The recapture provision becomes inoperative when read in the light of subd. 7, sec. (a) of the offer, which reads in part as follows:

"The right of recapture provided for in this paragraph shall nevertheless be exer- "cised by the city with respect to the whole of any one or more of the following groups "of lines (a) the Seventh Avenue line including the extension under the East River "to Borough Hall, Brooklyn; the Lexington Avenue line together with the extension "to Pelham Bay Park and on Jerome Avenue to the extension of the latter avenue with "Woodlawn Road adjoining Woodlawn Cemetery."

The provision just quoted makes it encumbent upon the city to take both the Seventh avenue and Lexington avenue lines or neither. It thus nullifies that part of the offer relating to the exchange of the present Fourth avenue for the Seventh avenue or Broadway for Lexington avenue divisions. If the exchange were effected then this provision for the taking of both or neither the Seventh and Lexington avenue divisions becomes both impracticable and impossible.

(c) In failing to provide for a segregation of city capital to trunk lines or for the taking by the city of trunk lines up to the aggregate of its total investment without additional payment to the company, the proposed contract places serious difficulties in the way of recapture by the city of any material portions of the new subways.

If the city capital were segregated to trunk lines, then in exercising its right to recapture such trunk lines, the city would not be compelled to make a large capital payment to the company. The same is true, if the city were permitted to take over a specified group, or groups, of lines up to a total value equal to its capital investment, either without payment of any additional capital sum to the company or if the value of the lines recaptured were found to exceed the total of the city's investment, then on payment of such excess only. Under the present terms of the offer, to take over any group or groups of lines, the city will be compelled to pay to the company a capital sum equal to the company's investment in such lines which, as the offer now stands, will be upwards of 50% of the cost of construction. The improbability of the city's ever being in a position financially to pay over so large a lump sum has been pointed out sufficiently heretofore.

(d) The provision for the recapture of the present subway at the end of thirty-five years "upon payment to the company of a sum equal to the then present worth "of the existing subway leases estimated upon the basis of the annual net profits of "the five year period immediately preceding recapture," is absurd and impossible of performance.

As receipts of old and new divisions are to be pooled from 1917 forward, it will manifestly be impossible to determine the net profits of the old portion for any five year period subsequent to 1917, and therefore impossible to compute the then present worth of the least of that portion of the system. This provision sounds well, but is wholly valueless to the city, not only for the reason stated, but also because, even were it possible to compute the then present worth of the lease, recapture would entail a lump sum payment far beyond the city's means.

V.

BECAUSE, BY INSURING THAT THE CITY WILL NEVER RECEIVE INTEREST AND SINKING FUND UPON ITS BONDS ISSUED FOR CONSTRUCTION, FOR ALL OF THE REASONS STATED UNDER POINT I, IT PREVENTS THE EXEMPTION OF THESE BONDS FROM THE DEBT LIMIT AND THEREBY IMPAIRS THE CITY'S SUBWAY BUILDING CAPACITY FOR THE FUTURE.

VI.

BECAUSE, IN PROVIDING THAT FUTURE EXTENSIONS AS SOON AS THEY BECOME PROFITABLE SHALL BE INCLUDED UNDER THE OPERATING TERMS OF THE GENERAL UNPROFITABLE CONTRACT, IT MAKES CERTAIN THAT THE CITY WILL NEVER RECEIVE INTEREST AND SINKING FUND UPON BONDS ISSUED FOR FUTURE EXTENSIONS.

This will work two harmful results: first, it will prevent such bonds from exemption from the debt limit; second, it will greatly discourage the building of future extensions because of the necessity for the inclusion of the bonds issued for their construction in the general city debt.

ON PLAIN BUSINESS GROUNDS.

VII.

BECAUSE AN INDEFENSIBLE FAILURE TO PROVIDE FOR DEPRECIATION AND OBSOLESCENCE IN THE PRESENT SUBWAYS IN THE PAST IS MADE THE BASIS OF A GIFT TO PRIVATE CAPITAL OF OVER $1,000,000 A YEAR FOR FORTY-NINE YEARS.

On account of the company's alleged capital now invested in the present subway, the preference to be paid to the company is $6,335,000, which is said to be the average of the net profits of the last two years of operation. In point of fact it is no such thing, but, approximately, $1,000,000 higher than the actual average of net profits of the last two years. During these two years of operation when the net profits of the Interborough Company from the subway were claimed to be respectively $6,769,577 and $5,900,423, the company, as already stated, was not providing for depreciation or obsolescence. A reasonable allowance for depreciation and obsolescence during those two years would have been $2,128,002. This figure is based upon the following:

Depreciation during year ending June 30, 1910, at 1.5 cents per car mile..	$746,339
Obsolescence at ¾ of 1% on $35,000,000	262,500
Total	$1,008,839
Depreciation during year ending June 30, 1911, at 1.5 cents per car mile..	856,663
Obsolescence at ¾ of 1% on $35,000,000	262,500
Total	$1,119,163

The rate of depreciation per car mile is taken from the report rendered by Bion J. Arnold upon the "Return on the Investment in the Subway" to the public service commission, and is his estimate of the amount that ought to be set aside annually for that purpose. The rate for obsolescence is that suggested in the conference committee's report of last June and is ¾ of 1% of the cost of equipment. It follows therefore that the preferential sum to be paid the company, including as it does one million dollars of deferred depreciation and obsolescence, is more than a million dollars higher than the average net earnings of the last two years. This city will therefore pay to the company every year during the life of the proposed contract, as part of this preferential, one million dollars more than the average net earnings of the Interborough subway during the past two years.

VIII.

BECAUSE FROM $40,000,0000 TO $50,000,000 IS NEEDLESSLY GIVEN TO PRIVATE CAPITAL BY SACRIFICING TERMS IN EXISTING CONTRACTS AS TO READJUSTMENTS.

This result has been fully explained already in memoranda which I have filed with this board heretofore and is clearly and fully restated in the memoranda of the City Club and of the People's Institute. It will be sufficient to refer here to the fact that the initial terms of contracts 1 and 2 expire respectively in the years 1954 and 1943; that under the existing contracts there will be on those dates readjustments of terms and that, if agreement cannot be reached between the city and the company, arbitration may be had.

A 49 year flat term without readjustment would extend the period of the company's enjoyment of its present lucrative terms of operation for 12 years, in the case of the longer lease, and for 23 years in the case of the shorter lease.

The estimate of forty to fifty million dollars which the company will gain and the city lose by extending the terms of both leases to 49 years without readjustment, is based upon the reasonable assumption that neither through agreement nor arbitration would the company get better terms than an even division of profits with the city over and above expenses of operation.

Assuming that the present subway would be carrying no more than 300,000,000 passengers at the time of the expiration of the initial term of leases 1 and 2 and operating at the same cost ratio as now, the net profits per year would be $4,368,100 for contract No. 1 and $1,681,900 for contract No. 2.

Assuming that agreement or arbitration would then result in an even division between city and company, the city, by waiving the readjustment at the end of initial terms, gives up $2,184,050 per year for 12 years in the case of contract No. 1 and $840,950 for 23 years in the case of contract No. 2 or $45,549,450 in all.

IX.

BECAUSE THE COMPANY IS TO BE GIVEN BACK THE VALUE OF THE EQUIPMENT OF THE PRESENT SUBWAY THREE TIMES OVER AND THE VALUE OF NEW EQUIPMENT TWICE OVER.

As to old equipment:

Once, as a part of operating expenses under the name of depreciation and obsolescence funds, as per sec. 12, subdivision (a) of the offer. The amounts which the company may annually write into the depreciation and obsolescence funds are not limited. The conference committee's report of last June calls for an annual sum sufficient fully to amortize equipment by the end of the contract. These funds will, therefore, undoubtedly equal the cost of equipment at the end of the 49 year period.

A second time: through the preferential payment of $6,335,000, which, as has already been pointed out, includes sums for depreciation and obsolescence which should have been, but were not, deducted in the past.

A third time: through the operation of sec. 17 of the offer, which compels the city to take over the existing equipment on the expiration of the contract term at its then appraised value. As the funds above named, established under sec. 12, subdivision (a) of the offer undoubtedly will be sufficient to amortize the value of the equipment on the expiration of the contract term, any sum which the city pays the company for the then value of the equipment will be pro tanto a third payment.

As to new equipment:

Once, as a part of operating expenses under subdivision (a) of sec. 12 of the offer.

A second time, through the sinking fund presumably to be provided for as a part of the six per cent. preference upon new capital payable to the company under subdivision (c) of sec. 12 of the offer, I say presumably, because the offer contemplates that the company shall get a flat six per cent. on its new capital investment, without the segregation of this sum into interest on the bonds and sinking fund.

X.

BECAUSE THE SINKING FUNDS ESTABLISHED ARE GROSSLY EXCESSIVE, WITHOUT ANY PROVISION THAT THE CITY SHALL SHARE IN THE SURPLUS CREATED.

With all of the guarantys included in this proposition, the company's bonds cannot conceivably fail to sell at par or better, if offered as five per cent. bonds, and if sold by public letting or auction, as they should be, as ordered by the Public Service Commission in the cases of the Bronx Gas and Electric Co., and Kings County Lighting Co., in New York; and as in the case of the Consumers' Gas Co. of Toronto, and all gas and water companies in Great Britain. This will leave a sinking fund of one per cent. to amortize the cost of construction. In point of fact, at the end of the contract term, the sinking fund which is the result of accumulations of annual payments of one per cent. upon the new capital, if invested at four and one-half per cent. will equal the amount of the company's capital investment plus a surplus of $60,000,000. In other words, an annual payment of one per cent. on $77,000,000, if invested at four and one-half per cent. throughout a term of 49 years and one per cent. on $10,000,000 for 44 years will amount to the sum of $147,000,000. This exceeds the company's total investment of $87,000,000 by $60,000,000. If invested at four per cent. it will amount at the end of the lease term to $126,404,086. This exceeds the company's total investment of $87,000,000 by $39,404,086.

The offer does not provide that such surplus of $60,000,000, or $39,404,086, as the case may be, shall revert to the city. As the offer now stands the company may, and will, appropriate this enormous bonus. Any fair contract should provide either that all surplus in such funds shall revert to the city until all the accumulated deficits are wiped out, and that the remainder of any surplus in such funds shall be shared by the city and company equally, or that the allowance to the company upon new capital shall be divided into interest and sinking fund, which latter should not exceed .588722%, an annual increment sufficient, if invested at four and one-half per cent., compounded annually, to wipe out the principle in 49 years.

This objection applies alike to the offer of the Interborough Company and to the proposed contract with the Brooklyn Rapid Transit Company.

XI.

BECAUSE THE OFFER DENIES THE CITY A SHARE OF ANY ADVANTAGE THAT MAY BE REAPED BY THE COMPANY THROUGH THE SALE OF ITS BONDS AT A PREMIUM.

This also applies to both companies.

In view of the city's extraordinary guarantys against all and any conceivable loss, the company's bonds would undoubtedly sell considerably above par if sold at public auction or letting, as they should be. As the price realized will be wholly the result of the city's guarantys, some share of the premium should be reserved to the city or at least credited toward amortization of principal.

JOHN PURROY MITCHEL, President, Board of Aldermen.

Action was deferred until Friday, May 24, 1912.

On motion of the Comptroller, the Board adjourned to meet Thursday, May 23, 1912, at 10.30 o'clock a. m.

JOSEPH HAAG, Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION.

Minutes of Meeting of the Municipal Civil Service Commission of New York, Held Friday, April 19, 1912, at 10 o'clock a. m.

Present—Commissioners Alexander Keogh and Richard Welling. Commissioner Keogh presided.

The minutes of the meeting held April 16 were approved.

On the recommendation of the Committee on Transfers, the following transfers were approved:

Michael J. Fullam, from the position of Foreman at $4 per diem to that of Assistant Foreman at $3.25 per diem in the office of the President of the Borough of Queens, he having consented to such reduction.

Samuel Regenbogen, Clerk, from the Department of Health at $300 per annum to the Department of Public Charities at $480 per annum.

George E. Deninger, Rodman, at $1,050 per annum, from the office of the President of the Borough of Richmond to the office of the President of the Borough of Manhattan.

Thomas J. Judge, Rodman, at $1,050 per annum, from the office of the President of the Borough of Richmond to the office of the President of the Borough of Manhattan.

William T. Mischo, Rodman, at $1,050 per annum, from the office of the President of the Borough of Richmond to the office of the President of the Borough of Manhattan.

John A. Ryan, second grade Clerk, from the Department of Correction at $900 per annum to the Bureau of Licenses, Office of the Mayor, at $1,050 per annum.

James T. Clifford, Court Attendant, from the City Magistrates' Court, Second Division, at $1,200 per annum, to the Court of Special Sessions at $1,500 per annum.

Gerald McMurray, Inspector of Masonry and Carpentry, from the Board of Water Supply, at $120-$130 per month, to the Bureau of Buildings, Department of Education, at $1,570 per annum.

Bernard A. Ryan, Clerk at $600 per annum, from the Tenement House Department to the Department of Water Supply, Gas and Electricity.

On the recommendation of the Committee on Transfers the following transfers were disapproved:

William Goldsmith, from the position of Inspector of Iron and Steel Construction at $1,500 per annum, in the office of the President of the Borough of Manhattan, to the position of Assistant Engineer, at $1,500 per annum, in that department, there being a preferred list for the latter position.

Solon Herzig, from the position of Inspector of Iron and Steel Construction, at $1,500 per annum, in the office of the President of the Borough of Manhattan, to that of Assistant Engineer, at $1,500 per annum, in that department, there being a preferred list for the latter position.

Walter W. Cohen, Assistant Engineer, from the Board of Water Supply at $1,800 per annum to the office of the President of the Borough of Manhattan at $1,900 per annum, there being a preferred list for Assistant Engineer.

On the recommendation of the Committee on Reinstatements, the following reinstatements were approved under Rule 13:

George A. Lynch, Clerk, at $900 per annum, in the Department of Health.

Edward Macdougal, Clerk, at $600 per annum, in the Department of Public Charities.

The Secretary submitted the following report on transfers, reinstatements, etc., in the labor class:

Transfers Approved.

Michael F. Burke, Laborer, from the Bureau of Sewers, Borough of Manhattan, to the Board of Water Supply.

John Kennedy, Laborer, from the Bureau of Highways, Brooklyn, to the Department of Bridges.

Benjamin Theall, Laborer, from the Bureau of Highways, Borough of Brooklyn, to the Department of Bridges.

James Burke, Laborer, from the Bureau of Highways, Brooklyn, to the Department of Bridges.

William E. Miller, Laborer, from the Bureau of Highways, Borough of Brooklyn, to the Department of Bridges.

Patrick Callaghan, Laborer, from the Bureau of Highways, Borough of Brooklyn, to the Department of Bridges.

Christopher Higgins, Licensed Fireman, from the Department of Public Charities to the Department of Correction.

Henry Strauss, from Plumber's Helper to Laborer in the Department of Docks and Ferries.

James Harding, Blacksmith's Helper, from the Department of Docks and Ferries to the Fire Department.

Charles Herbst, Laborer, from the Bureau of Public Buildings and Offices, Borough of The Bronx, to Laborer, Fire Department.

Cornelius J. Sheehan, Licensed Fireman, from the Department of Correction to the Department of Public Charities.

James Murtha, Licensed Fireman, from the Department of Water Supply, Gas and Electricity to the office of the President of the Borough of Brooklyn.

Gaetano De Vita, from Driver to Sweeper in the Department of Street Cleaning.

Joseph Chern, from Driver to Hostler, Department of Street Cleaning.

Michael Lovaglio, from Hostler to Driver, Department of Street Cleaning.

Thomas L. Burns, from Sweeper to Dump Boardman, Department of Street Cleaning.

William Churchill, from Tapper to Laborer, in the Department of Water Supply, Gas and Electricity.

Reinstatements Approved.

Teames Mitchell, Driver, Department of Street Cleaning; Archibald McVicker, Scowman, Department of Street Cleaning; John M. Mulloy, Sweeper, Department of Street Cleaning.

Reassignments Approved.

Levi Downing, Laborer, Department of Parks, Borough of the Bronx; John J. Kenealy, Driver, Department of Street Cleaning; John F. Holden, Hostler, Department of Street Cleaning; Giov. B. F. Funaro, Sweeper, Department of Street Cleaning; Patrick McGrath, Sweeper, Department of Street Cleaning; Eugene X. Coyle, Driver, Department of Street Cleaning; Heinrich Lindermann, Sweeper, Department of Street Cleaning; Raffaele Solito, Sweeper, Department of Street Cleaning; Dermot O'Hare, Laborer, Department of Water Supply, Gas and Electricity; John Carroll, Laborer, Department of Water Supply, Gas and Electricity.

Applications Approved.

Request of the Commissioner of Parks, Boroughs of Manhattan and Richmond, for approval of his action rescinding the dismissal of John L. Connolly, a Climber and Pruner.

Request of the Commissioner of Public Works, Borough of Brooklyn, dated April 16, for approval of his action rescinding the dismissal of Michael Garrity, a Laborer, and reassigning him to duty.

Emergency Appointments Approved.

John F. Sullivan, Laborer, Board of Water Supply, for a period of five days.

Edward Casey, Laborer, Board of City Record, for a period of five days.

John Schneider, Fireman, office of the Commissioner of Public Works, Borough of Brooklyn.

Frank Brennan, Stoker, Department of Public Charities.

James Doyle, Stoker, Department of Public Charities.

James McCarthy, Stoker, Department of Public Charities.

J. J. McCall, Laborer, in the Public Recreation Commission, for a period of one week.

Ralph Rose, Laborer, Public Recreation Commission, for an additional period of one week.

Leaves of Absence Approved.

Donato Marro, Laborer, Department of Docks and Ferries, for a period of three months from April 1, 1912.

The report was approved.

On the recommendation of the Labor Clerk, the appeal of Frank Rhoades, of 443 W. 41st st., New York City, that his name be restored to the preferred list of Laborer was granted, his failure to appear for appointment at the Public Recreation Commission on February 22, 1912, having been due to illness.

On the recommendation of the Labor Clerk, the appeal of Jacob Youngman, of 939 Lorimer street, Brooklyn, for a re-examination for the position of Carriage Painter was denied.

On motion, it was resolved that Charles H. Alexander, of 421 W. 118th st., New York City, be and he hereby is appointed to the position of Examiner in the Municipal Civil Service Commission, pending the establishment of an eligible list, he having passed the non-competitive examination for that position, under Rule 12, clause 3.

A report was presented from the Assistant and Acting Chief Examiner, dated April 13, recommending that the eligible list for Laboratory Assistant (Hospital Laboratory) be certified as an appropriate one from which to fill a vacancy in the position of Laboratory Assistant, Diagnosis Laboratory (Male). The recommendation was adopted.

A report was presented from the Acting Chief Examiner, dated April 17, relative to the requisition of the Department of Health for an eligible list from which to appoint a Medical Inspector with expert knowledge of ophthalmology, and recommending, as there was no list in existence for the position, that the Department of Health be requested to submit a full statement of the duties of the place they sought to fill in order that it might properly be determined whether an examination should be held under the title of Oculist or under that of Medical Inspector with a knowledge of ophthalmology. The recommendation was adopted.

A report was presented from the Assistant Chief Examiner in Charge of Promotions, dated April 15, relative to the request of the Commissioner of Public Works, Borough of Manhattan, that an examination be held for promotion to the position of third grade Clerk, and recommending that the request be denied as no urgent reasons had been advanced for the holding of the same, and that the Commissioner of Public Works be informed that request for promotion examinations in the clerical service would be considered in September. The recommendation was adopted.

A report was presented from the Assistant Chief Examiner in Charge of Promotions, dated April 16, recommending that the examination for promotion from second to third grade Stenographer and Typewriter in the Department of Public Charities, ordered on April 2 for James J. Garvey, be cancelled, it appearing that Mr. Garvey would not have served the required three years in the second grade until October 18, 1912. The recommendation was adopted.

A report was presented from Mr. M. C. Ihlseng, Examiner, dated April 16, relative to the request of the Deputy and Acting Commissioner of the Department of Water Supply, Gas and Electricity that an examination be held for the position of Assistant Engineer, Designer, and recommending that the eligible list of Assistant Engineer, Bureau of Buildings, Grade E, be certified as an appropriate one from which to fill vacancies in the former position. The recommendation was adopted and the Secretary was instructed to so inform the department.

A report was presented from Mr. M. C. Ihlseng, Engineering Examiner, dated April 16, relative to the requisition of the Board of Water Supply, under date of April 12, for an eligible list from which to appoint an Assistant Mechanical Engineer, at $1,650 to $1,800 per annum, for a year or two, and recommending that the eligible list of Mechanical Engineer resulting from the examination held July 20, 1911, be certified as an appropriate one from which to fill the vacancy. The recommendation was adopted.

A report was presented from Mr. M. C. Ihlseng, Engineering Examiner, dated April 15, recommending that the request of Sol Kronberg, of 1225 49th st., Brooklyn, that his name be certified from the list of Assistant Engineer, Board of Water Supply, for appointment to the position of Engineer Inspector, be denied, for the reason that the public announcement of the examination for Assistant Engineer, Board of Water Supply, stated that certification would not be made from that list to any other department or bureau of the City service. The recommendation was adopted.

A report was presented from Mr. M. C. Ihlseng, Engineering Examiner, dated April 15, relative to a requisition from the Deputy and Acting Commissioner of the Department of Water Supply, Gas and Electricity, for an eligible list from which to make three appointments to the position of Assistant Engineer at $1,350 per annum in the Bureau of the Chief Engineer, Borough of Manhattan, and recommending certification of the preferred list of Assistant Engineer, Grade E, Bridge Department, and the promotion list of Assistant Engineer, Department of Water Supply, Gas and Electricity, Borough of Manhattan. The recommendation was adopted.

A report was presented from Mr. Leonard F. Fuld, Examiner, dated April 13, relative to his investigation of the experience statements of certain candidates in the examination for the position of Nurse (non-competitive), stating that Joanna M. Baumgartner had failed to qualify and recommending that Isabelle B. Hinckley be marked qualified on the eligible list, and that the name "Alice T. Kurtz" be changed to read "Alice Kurtz," to conform to the name given at the time of the candidate's registration in the State Department of Education. The recommendations were adopted, and the Secretary was instructed to notify the Department of Health that Joanna M. Baumgartner's papers had not been rated because she had not stated that she was a registered Nurse nor presented a certificate to that effect; also to notify the Chief Examiner to rate the papers of Miss Loretta M. McDonald, she having presented a baptismal certificate showing that she had attained the minimum age of twenty-one years.

A supplemental report was presented from Mr. Leonhard F. Fuld, Examiner, dated April 12, relative to his investigation of the experience papers of the ten candidates whose names stood at the head of the eligible list of Automobile Engineman. The report was ordered filed.

Reports (2) were presented from the Certification Clerk, dated April 16 and 17, stating that the following-named persons had declined appointment to the position of Nurse in the Department of Health at $900 per annum, on account of temporary inability, and recommending that they be removed from the eligible list as they had previously declined appointment on the same score (regulation 14, paragraph 5):

Nellie A. Coleman, 850 Westchester ave., Borough of The Bronx; Cecelia Coleman, 426 E. 26th st., New York City; Mabelle E. Harper, 23 Kay st., N. E., Washington, D. C.; Caroline L. Westfall, 245 W. 14th st., New York City; Emma L. Collins, 483 Throop ave., Brooklyn, N. Y.; Jennie Palmer, 418 Claremont ave., Brooklyn, N. Y.; Marie Grassl, 63 W. 106th st., New York City.

The recommendations were adopted.

A report was presented from the Labor Clerk, dated April 17, transmitting request of the Assistant Secretary of the Department of Docks and Ferries (April 13), for approval of a leave of absence, without pay, granted William Lundy, a Marine Stoker, for a period of two months beginning May 8, 1912. The request was granted.

A communication was presented from the Superintendent of the Brooklyn Disciplinary Training School for Boys, dated April 9, stating that the name of Jessie Goddard, a Seamstress, had been changed to Jessie Lederer. The Secretary was instructed to note the change of name on the records.

On motion, it was resolved that Thomas McGuire be and he hereby is excepted from examination under the provisions of clause 6 of Rule 12, to render expert service in typewriting specifications for the Department of Correction; provided, however, that his total compensation shall not exceed the sum of four hundred dollars ($400).

A communication was presented from the Secretary of the Court House Board, dated April 16, requesting that members of the Board be permitted to appear before the Commission in connection with the application for the exemption of the positions of Confidential Clerk to the Board and Confidential Messenger, which had been denied at a previous meeting. The request was granted.

On motion, it was resolved, that, subject to the approval of the Mayor and the State Civil Service Commission, the limitation of compensation fixed by paragraph 6 of Rule 12, ($750), in the case of the employment of Theodore E. Ferris in the Department of Docks and Ferries, as Consulting Expert, in connection with the preparation of plans and specifications for a new municipal ferryboat, be and the same hereby is waived and his total compensation for the year beginning September 22, 1911, is hereby fixed at an amount not to exceed fifteen hundred dollars ($1,500).

A communication was presented from the Comptroller, dated April 12, stating that he had appointed Thomas E. White, of 134 Kosciusko st., Brooklyn, as Bookkeeper, with salary at the rate of $1,200 per annum, under the provisions of clause 4 of Rule 12, to take effect April 12, 1912. The appointment was approved for a period of fifteen days.

A communication was presented from the Commissioner of the Fire Department, dated April 16, requesting approval of the emergency appointment of Edward F. Croker, Jr., of 707 Sterling place, Brooklyn, as Inspector of Fire Prevention, and nominating him for non-competitive examination through which to qualify for provisional appointment to that position. The appointment was approved for a period of fifteen days under clause 4 of Rule 12, and the Secretary was instructed to arrange the necessary non-competitive examination under clause 3 of Rule 12.

A communication was presented from the Fire Commissioner, dated April 17, stating that James J. Byrne, of 1089 Dean st., Brooklyn, who had been summoned for non-competitive examination to qualify for provisional appointment as Inspector, Bureau of Fire Prevention, with salary at the rate of $1,500 per annum, through a misunderstanding had not appeared for the same, and requesting that he be given another opportunity to qualify and that his temporary appointment be authorized pending the result of said examination. The request was granted.

A communication was presented from the Corporation Counsel, dated April 16, in reply to a communication from the Commission for an opinion as to whether it could certify on the payrolls that Michael Healey, who had been reduced to the rank of Patrolman in 1907, and restored to his former rank of Sergeant of Police on February 29, 1912, was lawfully serving in the latter position. The opinion stated that a Police Commission or other Department head was without power to retry a police or other officer dismissed or punished for delinquency, or to modify a sentence previously imposed, this being true with respect to a Commissioner reviewing his own prior determination as well as a Commissioner reviewing acts of his predecessor in office; that the only exception to that rule was afforded by section 1543a of the Charter, which provides for a rehearing of charges on an application made within one year after removal and consented to by the Mayor; that that provision did not apply in the case of Michael Healey, whose reduction in rank occurred in 1907, and that, accordingly, he could not reach the rank of Sergeant except through regular competitive examination for promotion. The Secretary was instructed to communicate the foregoing facts to the Police Commissioner.

A communication was presented from the Commissioner of Weights and Measures, Office of the Mayor, dated April 16, enclosing a list of eighty-one special Measurers employed by the Bureau for the purpose of measuring snow vehicles from February 4 to 15, 1912. The appointments were approved under Rule 12, clause 4.

A communication was presented from the Commissioner of Parks, Boroughs of Manhattan and Richmond, dated April 17, requesting approval of the emergency appointment of George Marshall, of W. 23d st., New York City, as Gardener, at $2.50 per day, for a period of fifteen days, under clause 4 of Rule 12; also requesting approval of the following-named persons as Gardeners at $2.50 per day under the provisions of clauses 3 and 4 of Rule 12.

James Fitzgerald, 137 E. 44th st., New York City; Edward Sheridan, 426 W. 19th st., New York City.

The request was granted.

A communication was presented from the Commissioner of Parks, Boroughs of Manhattan and Richmond, dated April 17, requesting that the following-named persons be summoned for non-competitive examination to qualify for provisional appointment to the position of Gardener under Rule 12, clause 3:

Hugh Garrity, 415 W. 26th st., New York City; John Collins, 219 71st st., Brooklyn, N. Y.; Peter Byrne, 1133 Simpson st., New York City; Joseph A. Brady, 450 W. 57th st., New York City; John Condron, 509 W. 47th st., New York City; Benjamin Hamm, 128 W. 137th st., New York City.

The request was granted.

A communication was presented from the President of the Borough of The Bronx, dated April 12, withdrawing his request of March 16 that George Toffler, Inspector of Regulating, Grading and Paving, be placed on the preferred list, and requesting approval of his reassignment to duty. The reassignment was approved, it appearing that the request to have his name placed on the preferred list had been made under a misapprehension.

A communication was presented from the Superintendent of Buildings, Borough of Brooklyn, stating that he had rescinded his action dismissing Joseph P. McNamara, Clerk, at $1,350 per annum. The action was approved.

A communication was presented from the Acting President of the Borough of Brooklyn, dated April 15, stating that he had reassigned to duty Elizabeth M. Bunce, Telephone Operator, at the expiration of a six months' leave of absence. The reassignment was approved.

The Secretary presented a requisition from the Commissioner of Parks, Borough of Brooklyn, dated April 15, for an eligible list from which to make two appointments to the position of Rodman, at $1,200 per annum, for a period of six months, and requested instructions in view of the fact that successive temporary appointments had been made since the latter part of 1911. After consideration of the matter, the Secretary was instructed to continue to certify through the regular channel as the persons appointed were paid from issues of corporate stock, and to include in such certification persons who had previously declined temporary appointment.

A communication was presented from the Commissioner of Public Works and Acting President of the Borough of Queens, dated April 11, stating that he had granted a leave of absence, without pay, to William J. Robinson, Clerk and Bookkeeper, for a period of three months from April 11. The leave of absence was approved.

A communication was presented from the President of the Borough of Richmond, dated April 15, stating that he had granted E. H. Juddell, Foreman in the Bureau of Highways, an additional leave of absence of thirty days, without pay, on account of illness. The additional leave of absence was approved.

A communication was presented from the President of the Borough of The Bronx, dated April 12, stating that Carrie Altmann and Mabel K. Bassford, whose names had been certified from the promotion list on April 10, 1912, had been promoted to the position of Stenographer and Typewriter, second grade, at $900 per annum, to take effect May 1, 1912. The promotions were approved.

A communication was presented from the Secretary of the Department of Public Charities, dated April 15, with further reference to his request that the name of William J. Murray be restored to the eligible list of Janitor, for appointment, at $800 per annum, stating that when Mr. Murray had been summoned for appointment he had not been informed that living apartments, light and heat, would be provided. After consideration of the matter, the Secretary was instructed to restore Mr. Murray's name to the eligible list.

A communication was presented from the Commissioner of the Department of Street Cleaning, dated April 15, setting forth the charges on which William J. Savage had been dismissed from the position of Driver. After consideration of the matter, the request of Mr. Savage that his name be removed from the disqualified list was denied, without prejudice to a renewal of his request at some future date.

A communication was presented from the Commissioner of the Department of Street Cleaning, dated April 13, requesting approval of his action rescinding the dismissal of the following-named persons from the position of Assistant Foreman, second grade, and reassigning them to duty as Sweepers: James J. Byrne, J. F. Appleton, John Hennessy, Robert Berry. The request was granted, the said persons having consented to such reduction.

A communication was presented from the Board of Water Supply, dated April 15, requesting approval of the emergency appointment of the following-named persons as Inspectors, with salary at the rate of $120 per month, $130 when working in shaft, tunnel or steel pipe siphon:

John F. Tubbs, 501 W. 125th st., New York City; William Barker, 212 W. 69th st., New York City; Francis X. Murray, 311 E. 18th st., New York City; Raymond B. Carver, 302 E. 38th st., New York City; Charles C. Cunnion, 417 Riverside drive, New York City; Mortimer S. Harris, 422 W. 57th st., New York City; Frank J. Beagan, 600 W. 114th st., New York City; William W. Tonking, 618 W. 113th st., New York City; Benjamin H. Ballard, Valhalla, N. Y.; John T. Ryan, 140 W. 37th st., New York City; Robert D. Moore, 404 W. 115th st., New York City.

The appointments were approved for a period of fifteen days under the provisions of clause 4 of Rule 12.

A communication was presented from the Board of Water Supply, dated April 15, requesting approval of the emergency appointment of the following-named persons as Assistant Engineers, at $1,350 per annum:

Charles M. Franklin, 540 W. 112th st., New York City; James F. Goerke, Realty Building, White Plains, N. Y.

The appointments were approved for a period of fifteen days under the provisions of clause 4 of Rule 12.

A communication was presented from the Board of Water Supply, dated April 16, requesting authority to continue the emergency employment of Howard T. Cole, of Brewster, N. Y., as Assistant Engineer, with salary at the rate of $1,350 per annum, for an additional period of fifteen days. The request was granted under Rule 12, clause 4.

Communications were presented from the Board of Water Supply, dated April 15 and 16, requesting that the following named persons be summoned for non-competitive examination to qualify for provisional appointment as Inspectors, with salary at the rate of $120 per month ($130 when working in shaft, tunnel or steel pipe siphon):

Harry V. McCrorey, 1396 Fulton ave., New York City; F. L. O'Connell, 236 E. 47th st., New York City; John J. Tobin, 4446 Park ave., New York City; Edward J. Vaughn, 746 St. Nicholas ave., New York City; Sidney Wilmot, 416 W. 118th st., New York City; James Wilmot, 416 W. 118th st., New York City.

The request was granted under Rule 12, clause 3.

The following appointments in the Board of Water Supply were approved under Rule 12, clause 7:

John F. De Lury, Olive Bridge, N. Y., Caretaker, $600 per annum.

John F. Plunkett, Valhalla, N. Y., Clerk, $480 per annum.

A communication was presented from the Deputy and Acting Commissioner of the Department of Water Supply, Gas and Electricity, dated April 15, requesting authority to appoint Elmer M. Murnane, of 140 Christopher st., New York City, as Junior Topographical Draftsman, under the provisions of clauses 3 and 4 of Rule 12. The request was granted.

A communication was presented from the Deputy and Acting Commissioner of the Department of Water Supply, Gas and Electricity, dated April 9, stating that the salary of William J. Kehoe, Transitman, had been increased from $1,350 to $1,500 per annum, to take effect January 1, 1912. The increase in salary was approved, it appearing that Mr. Kehoe had been eligible for certification at $1,350 per annum on January 1, 1912.

A communication was presented from the Deputy and Acting Commissioner of the Department of Water Supply, Gas and Electricity, dated April 11, requesting approval of the promotion of Daniel I. Curtin from Leveler, at $1,350 per annum, to Transitman, at $1,500 per annum. The request was denied, there being one name on the preferred list of Transitman.

A communication was presented from George F. Browne, a Fireman, first grade, Fire Department, requesting that he be given a special examination for promotion to the rank of Assistant Foreman, on the ground that he had been compelled to remain at home at the time of the regular examination under orders from Dr. J. Hunter, Medical Officer of the Fire Department, together with a letter from the Medical Officer confirming Fireman Browne's statements. The matter was laid over pending an opinion from the Corporation Counsel as to the application of the "Tormey" decision to a similar case.

A communication was presented from John Noone, of 257 W. 11th st., New York City, dated April 15, forwarding an application for the position of Accountant, fifth grade, and explaining that as he had to leave on that date for Oklahoma he had not been able to secure the signatures of the vouchers required, and requesting that the Commission communicate with certain persons named as vouchers. The application was rejected for the reason that the Commission was without power to accept applications in an incomplete form.

A communication was presented from Miss Maude O'Sullivan, a Nurse in the Coney Island Hospital, requesting that her application for the position of Nurse be accepted, and stating that her brother was a citizen of the United States, and that she believed her father had been a citizen, but that as he had returned to Ireland and died there she had no proof to offer of the fact. The application was accepted.

The following requests for restoration to the eligible lists specified were granted:

Henry P. Freund, 24 Douglas st., Brooklyn, N. Y., Fireman, did not receive notice from the Fire Department owing to change of address (August 4, 1911).

Max Levitt, 290 E. 7th st., New York City, Bookkeeper, third grade, for temporary appointment, failed to reply to circular from the Commission (February 21, 1912).

Philip Scheppler, 785 9th ave., New York City, Automobile Engineman, stated that he did not receive notice of appointment from the Department of Bridges (April 4, 1912).

Mary Maloney, 485 12th st., Brooklyn, N. Y., Attendant, preferred, declined appointment in the Department of Correction on account of illness (March 29, 1912).

A communication was presented from Paul W. Gens, of 133 Moffat st., Brooklyn, N. Y., stating his reasons for declining appointment to the position of Patrolman, Police Department. The Secretary was instructed to amend the records to show that the candidate had declined appointment instead of having failed to reply, as stated in a communication from the Police Commissioner, under date of April 6, 1912.

The Secretary was instructed to restore the name of Alexander Hamilton, of 19 5th st., Woodhaven, L. I., to the eligible list of Playground Attendant, Gymnaisum, and recertify it to the Commissioner of Parks, Boroughs of Manhattan and Richmond, in accordance with the request of that Department, dated April 16.

A communication, dated April 12, was presented from James J. White, of 1761 Madison ave., New York City, who had been rejected by the Police Surgeons, requesting a medical re-examination for the position of Patrolman, and submitting the certificate of two physicians to the effect that he was physically sound. The request was granted.

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

Report of the Assistant and Acting Chief Examiner, dated April 18, stating that the examination for the position of Court Stenographer, Borough of Richmond, had been completed on April 17, 1912.

On motion, it was resolved, that the eligible list of Court Stenographer, Borough of Richmond, be and the same hereby is established.

A report was presented from the Assistant Chief Examiner in Charge of Promotions, dated April 18, relative to the increase in salary of Mortimer Tubridy, Clerk-Searcher in the Division of General Administration, office of the President of the Borough of The Bronx, recommending that the increase in salary be approved if the Commission considered Clerk-Searchers as Searchers, and, therefore, ungraded as to salary. The recommendation was adopted.

Report of the Assistant Chief Examiner in Charge of Promotions, dated April 18, recommending that the Commission rescind its action of February 21 in ordering an examination for promotion to the position of Assistant Superintendent of School Buildings, in accordance with the request of the Secretary of the Board of Education, dated April 17. The recommendation was adopted.

Report of the Assistant Chief Examiner in Charge of Promotions, dated April 16, recommending the following subjects and weights for use in the examination for promotion to Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond:

Record and Seniority, 50; Mental examination, 50.

Mental Examination—Duties, 5; Laws and Ordinances, 3; Report, 2.

—also recommending that the Examiners assigned to prepare the mental examination confer with the Fire Commissioner. The recommendations were adopted:

Report of the Assistant Chief Examiner in Charge of Promotions, dated April 18, relative to the request of the Fire Commissioner (April 12) for approval of the promotion of Walter F. Healy, Clerk in the Bureau of Supplies and Repairs, to a salary of $2,400 per annum, under the provisions of Rule 15, clause 24. The matter was ordered continued on the calendar.

Report of the Examiner in Charge of the Bureau of Investigation, dated April 18, recommending that Jerome Victory be marked "Not Qualified" on the eligible list of Court Stenographer, Borough of Richmond, pending the completion of his investigation. The recommendation was adopted.

Report of the Examiner in Charge of the Bureau of Investigation, dated April 16, recommending that the following-named candidates be marked "Qualified" on the eligible list of Patrolman:

Joseph La Grange, Jr.; James J. Flynn, Euclid H. Pierce, John Rasch, John A. Matthews, Frederick Maser, Joseph Griffin, Edward J. Bransfield, Adolph Bartheld, Edward F. Hickson, James F. Glassey, Joseph F. Breininger, George W. Van Etten, Joseph Broderick, Charles A. Johnson, Thomas E. Callahan, Daniel S. Leahy, John D. Breen, Colum Kennedy, Joseph F. A. Hitz, Louis F. Moench,

—that the following-named candidates be summoned before the Commission relative to arrests, records of former employment, etc.:

Edward A. Dougherty, James F. Brady, Joseph Cattaneo, Joseph E. Thier, James Mannion, William Seifert,

—and that certification of the following names be withheld until further notice:

William S. Lusk, Martin A. Cannon, Joseph R. Brennan, Harry W. Wandelt, Michael Tarpey.

The recommendations were adopted.

Report of the Examiner in Charge of the Bureau of Investigation, dated April 19, recommending that the following-named candidates be marked "Qualified" on the eligible list of Patrolman:

Charles G. Worrell, Bernhard Zubert, Cornelius J. McKenna, Thomas W. Reeker, John Reyelts, James J. Hawthorne, Mark F. Dunn, Henry L. Grimm, DeLancy C. Miller, Herman Corell, John J. Dawson, William Schwebel, Zeno J. Stankevich, Henry W. Flade, John Schmittberger, David F. Gorman, George E. Kassing, Eric F. F. Kasdorf, Alfred S. Barnard, William A. Rice, George F. Molloy, Arthur J. Chester, Charles S. P. Gaul, John Broderick, George Raymond, Jr., Charles J. Jablonski, Francis M. Coffey, William Hilgeman, Harry Kutner, William C. Hill, Martin H. Delano, William Cyech, Henry Schwab,

—that the following-named candidates be summoned before the Commission relative to arrests, etc.:

William Croft, Daniel J. Kelly, James McNamee, Louis C. Pergolie, William H. Kaltenbach, David Lana, Richard G. Zeller, Charles A. Byrne, George F. Flood,

—and that certification of the following names be withheld until further notice:

Edward Pomerantz, Michael Taaffe, Abraham Schilder, Peter J. Reilly, Abraham Ettensohn, Freddy V. Carney, Charles Lewis;

The recommendations were adopted.

Reports of the Examiner in Charge of the Bureau of Investigation, dated April 17 and 18, stating that the following-named candidates, whose applications had been referred to him for investigation, had either failed in or absented themselves from the examinations specified:

Inspector of Meters and Water Consumption—Edward J. Harvey, George F. McCloskey, Matthew W. Fullum, Richard J. Curley, Peter J. Bongard, Joseph D. Basson, James F. Kratch, Michael Rafferty, Timothy J. Clarkin, Milton Zeisler, William H. G. Horn, Matthew M. Fox, Michael A. Eagan, George A. Farley, Joseph F. Foley, Peter Quinn, John T. McGlone, John M. Riordan, Edward H. Heckmann, Vincent Walsh, Richard W. B. Wagner.

Inspector of Regulating, Grading and Paving—Francis P. McGowan, Charles A. Gorman, Felix B. Tallon, William J. McElroy, Maurice W. Clarke, Thomas P. Cahill, Augustus B. Hayes, Claude Breidenbach, Thomas Castle, Edward Clarke, Samuel Lovin, John J. Starr, William M. Brady.

Deputy Superintendent of Hospitals (Lay)—Ralph B. Drake, James Ackerman, David M. Hanley.

Interpreter—Samuel Remes.

General Medical Superintendent and Medical Superintendent—Michael J. Thornton.

The papers were ordered filed.

Report of Mr. M. C. Ihlseng, Engineering Examiner, dated April 16, recommending that the request of the Deputy and Acting Commissioner of the Department of Water Supply, Gas and Electricity (April 10), that Joseph Buehler, who had failed in a non-competitive examination for provisional appointment as Junior Topographical Draftsman, be given a re-examination, be denied. The recommendation was adopted.

Report of Mr. M. C. Ihlseng, Engineering Examiner, dated April 18, recommending the eligible lists of Mechanical Draftsman, Heating and Ventilating, Mechanical Draftsman, Sanitary, and Mechanical Draftsman, Electrical, as appropriate ones from which to certify in response to a requisition from the Fire Commissioner for an eligible list from which to appoint two Architectural Draftsmen, at $1,050 per annum. The Secretary was instructed to certify accordingly.

Reports of Mr. Leonhard F. Fuld, Examiner, dated April 17 and 18, relative to his investigation of the experience papers of candidates on the eligible lists of Examining Physician and Junior Mechanical Draftsman. The reports were ordered filed.

Report of Mr. Leonhard F. Fuld, Examiner, dated April 13, relative to the complaint of one John Smith, to the effect that John F. Higgins, a candidate for the position of Inspector of Sewer Construction, had not had the requisite experience to pass the examination. The report was ordered filed.

Report of Mr. Leonhard F. Fuld, Examiner, dated April 13, relative to his investigation of the statements made in their experience papers by the second group of candidates at the head of the eligible list of Assistant Fire Marshal. The Commission ruled that James T. J. Daly, of 176 E. 78th st., be marked qualified on the eligible list and that further investigation be made in the case of Lazarus J. Broter, whose name appeared No. 11 on the eligible list, and that pending such investigation certification of his name be withheld.

Report of Mr. Leonhard F. Fuld, Examiner, dated March 19, 1911, relative to the complaint of T. T. Bucknel, that Thomas Cloake, a candidate in the examination for Inspector of Carpentry and Masonry, had deceived the Examiners in his Experience paper, stating that there was no merit in the complaint. The report was ordered filed.

Report of Mr. Leonhard F. Fuld, Examiner, dated April 16, relative to the statements made in their experience papers by the ten candidates at the head of the eligible list for the position of School Farm Attendant, recommending that the eligible list be established. On motion it was

Resolved, That the eligible list of School Farm Attendant be and the same hereby is established.

Report of the Certification Clerk, dated April 18, recommending that the name of Charles Vanderburgh, of 259 South st., New York City, be removed from the Preferred list of Attendant under paragraph 5 of regulation 14 by reason of successive declinations of appointment on account of temporary inability extending over a period in excess of three months. The recommendation was adopted.

Communications from the Commissioner of Street Cleaning, dated April 17, together with reports of the Labor Clerk, dated April 18, stating that he had rescinded the dismissal of the following-named persons and reassigned them to duty:

William Sewell, Extra Driver; Charles Reynolds, Driver; Charles W. Meyers, Driver.

The reassignments were approved.

Communication from the Secretary of the State Civil Service Commission, dated April 18, stating that at a meeting of that Board, held on the 16th inst., the following resolutions of the Municipal Commission had been approved:

Excepting from examination, under the provisions of clause 6 of Rule 12, the following-named persons to serve as Expert Real Estate Appraisers to the Court House Board, at a compensation not to exceed $1,500 in any one case:

Irving Ruland, Douglas Robinson, Charles S. Brown & Co., Bryan L. Kennelly, John N. Golding, L. J. Phillips & Co., Joseph P. Day.

Excepting from examination, under the provisions of clause 6 of Rule 12, Dr. S. S. Goldwater, to be employed as Expert on Hospital Construction in Bellevue and Allied Hospitals during the year 1912, at a total compensation not to exceed $2,000.

Excepting from examination Mr. R. S. Lundy, pursuant to the provisions of clause 6 of Rule 12, to be employed as Stenographer to the Municipal Explosives Commission, at a total compensation of $2,200.

Excepting from examination, pursuant to the provisions of clause 6 of Rule 12, Messrs. York and Sawyer to be employed as Consulting Architects in the Board of Water Supply, at a compensation not to exceed $8,000 in any one year.

Amending the Classification by striking from the Exempt Class, under the heading "Municipal Civil Service Commission," the following: Secretary of the Commission. The communication was ordered filed.

Communication from the Secretary of the Board of Ambulance Service, dated April 17, stating that the man appearing first on the eligible list of Deputy Director of Ambulance Service (Andrew H. Hart) was physically unfitted for the duties of the position. After consideration of the matter, it was ordered that Mr. Hart be given a re-examination by the Medical Examiner of the Commission.

On motion it was resolved, that Thomas B. Fielders be and he hereby is excepted from examination, to be employed in the Armory Board from time to time during the year 1912 as Expert Statistical Clerk, under the provisions of clause 6 of Rule 12: provided, however, that his total compensation shall not exceed the sum of $750.

Communication from the Chief Clerk of the Board of City Magistrates, First Division, dated April 17, requesting approval of a voucher in the amount of $20, in favor of Milihoy S. Stanoyevich, for services as Interpreter on March 19 and 25, and April 2, 6 and 8. The voucher was approved under Rule 12, clause 4.

Communications from the Chief Clerk of the Court of Special Sessions, dated April 12, transmitting vouchers in payment of Samuel Meratchnik and Torquato T. Castellano for services as Interpreters, in the amounts of $12 and $65, respectively. The vouchers were approved under Rule 12, clause 4.

Communication from the Assistant Secretary of the Department of Docks and Ferries, dated April 13, stating that an additional leave of absence, without pay, for the month of April, 1912, had been granted Jeremiah J. Fahey, a Clerk, on account of continued illness. The additional leave of absence was approved.

Action of the Secretary on April 18 in certifying twenty names in response to a requisition from the Secretary of the Board of Education for additional names from which to fill eight vacancies in the position of First Grade Clerk, at $300 per annum. The action of the Secretary was approved, the additional names having been certified to anticipate possible declinations on account of salary.

Communication from the Assistant Secretary of the Board of Education, dated April 15, relative to the appointment as Attendant Officer of Paul E. A. Erbrecht, Jr., of 1571 44th st., Brooklyn, N. Y., on April 1, 1912, stating that while he had not been appointed within fifteen days after certification of his name, he had been selected and nominated for appointment within that time (March 21, 1912). The appointment was approved as of April 1, 1912.

Communication from the Comptroller, dated April 18, requesting authority to appoint Max Fink as Temporary Accountant, with salary at the rate of $1,350 per annum, under the provisions of clauses 3 and 4 of Rule 12. The request was granted.

Request of the Fire Commissioner, dated April 18, for authority to appoint Mr. Daniel C. Finn, of 108 E. 121st st., New York City, and Thomas F. O'Keefe, of 384 Harmon st., Brooklyn, to the position of Inspector, Bureau of Fire Prevention, with salary at the rate of $1,200 per annum, under the provisions of clauses 3 and 4 of Rule 12. The request was granted.

On motion, it was resolved that, subject to the approval of the Mayor and the State Civil Service Commission, Mr. Frank J. Helmle, Architect, 190 Montague st.,

Brooklyn, be and he hereby is excepted from examination pursuant to the provisions of clause 6 of Rule 12, to be employed by the Fire Department to prepare preliminary and final plans and specifications and to supervise the construction of two buildings to be occupied as central offices of the fire alarm telegraph, Boroughs of Brooklyn and The Bronx, at a compensation to approximate $5,500.

On motion, it was resolved that, subject to the approval of the Mayor and the State Civil Service Commission, Messrs. Morgan & Trainer, Architects, of 331 Madison ave., Manhattan, be and they hereby are excepted from examination pursuant to the provisions of clause 6 of Rule 12, to be employed by the Fire Department to prepare the preliminary and final plans and specifications and to supervise the construction of a building to be occupied as a central office of the fire alarm telegraph, Borough of Manhattan, at a compensation to approximate $4,000.

Communication from the Secretary of the Department of Health, dated April 18, requesting authority to reinstate Louise H. Muhlich in the position of Nurse. It appearing that Miss Muhlich had resigned from her position during her probationary period, the Secretary was instructed to restore her name to the eligible list and re-certify it to the Commissioner of the Department of Health.

A communication from the Department of Health, dated April 19, stating that Miss Aida E. Soderstrom, of Bernardsville, N. J., had been out of town when certified for appointment to the position of Nurse on April 2d, and requesting that her name be re-certified for appointment. The Secretary was instructed to restore Miss Soderstrom's name to the eligible list and to re-certify it to the Commissioner of the Department of Health.

Action of the Secretary on April 18th in certifying fifteen names to the Department of Health in response to a requisition, dated April 16, for additional names from which to make three appointments to the position of first grade Clerk at $300 per annum. The action was approved, the additional names having been certified to anticipate declinations on account of salary.

Action of the Secretary on April 18th in certifying fifteen names to the Corporation Counsel in response to a requisition, dated April 11, for additional names from which to make five appointments to the position of first grade Clerk at $300 per annum in the Borough of Manhattan. The action was approved, the additional names having been certified to anticipate declinations on account of salary.

Communication from the Corporation Counsel, dated April 17, as follows:

"To the Municipal Civil Service Commission:

"Sirs—I am in receipt of a communication from the Hon. James Creelman, President, dated April 4, 1912, requesting advice as to the case of Mr. James J. Loures. The facts involved are as follows:

"In 1906 Mr. Loures was a Policeman: he was designated by Magistrate Finelite in July of that year to act as a Probation Officer in the Magistrates' Court, First Division. In May, 1907, Magistrate Harris designated Loures, who was still a policeman, to act as a probation officer. On July 29, 1910, Mr. Loures resigned from the police force. During the period above mentioned, he was a policeman, carried on the payrolls as a policeman and paid for as such. On January 16, 1911, he was appointed by the Chief City Magistrate as a probation officer without salary. He was not appointed at all as a civilian probation officer until January 16, 1911. He had never taken the Civil Service examination.

"Mr. Creelman states:

"'It is now urged on behalf of Mr. Loures that his designation, while a policeman, to the probationary service because he was a part of the Police Court Squad, carried with it rights and a status after he resigned from the police force. Justice Harris, who designated him during his last service as a policeman, has admitted before this Commission that he was not appointed as a civilian probation officer until January 16, 1911.'

"By section 11a of the Code of Criminal Procedure, authority was given to the justices of courts having original jurisdiction of criminal action to appoint probation officers and also provided:

"'Any officer or member of the police force of any city * * * who may be detailed to do duty in such courts, * * * may be employed as probation officer upon the order of any court or justice as herein provided.'

"The Inferior Criminal Courts Act, chapter 659 of the Laws of 1910, provides at section 96:

"'* * * On or before the first day of September, nineteen hundred and ten * * * each chief magistrate shall appoint a chief probation officer. * * * The civilian male and female probation officers of the Courts of Special Sessions of the First and Second Divisions, and the female probation officers of the Board of City Magistrates of the First Division, and the female probation officers and civilian male probation officers of the Board of City Magistrates of the Second Division shall continue in office, unless and until removed as provided by this act. * * * On and after the first day of September, nineteen hundred and ten, no police officers shall be designated or act as a probation officer. * * *'

"After his resignation Mr. Loures, it appears, was not appointed as a civilian probation officer, but continued to volunteer his services without appointment, and as above stated, his first appointment as a civilian probation officer was not made until January 16, 1911.

"Under these circumstances, it seems to me, that the only claim that Mr. Loures had to be recognized as a probationary officer was by virtue of his appointment or designation to act as such while he was a member of the police force of The City of New York. He ceased to be a member of the police force in July, 1910; he was not appointed as a civilian probation officer until after this position had been duly classified by the Municipal Civil Service Commission, and the name of Mr. Loures was never placed on any eligible list for appointment as such probation officer.

"Under the provisions of section 96 of the Inferior Criminal Courts Act, no police officer can be designated or act as a probation officer.

"In any aspect of this case, therefore, Mr. Loures can have no claim or title to the position of probation officer, and I so advise you. Very truly yours,

"ARCHIBALD R. WATSON, Corporation Counsel."

The communication was ordered filed.

Communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, dated April 18, stating that the following-named persons had been appointed as Gardeners for a period of fifteen days under Rule 12, clause 4, with salary at the rate specified:

Gustav Lundberg, 190 Edgecombe ave., New York City, $75 per month.
John Fitzgerald, 751 3d ave., New York City, $2,50 per day.
Joseph Breen, 503 W. 22d st., New York City, $2.50 per day.
James Broderick, 334 W. 17th st., New York City, $2.50 per day.
Henry Reiner, 258 W. 31st st., New York City, $75 per month.
Jeremiah Reedy, 511 W. 59th st., New York City, $75 per month.

The appointments were approved.

Communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, dated April 16, requesting approval of the emergency appointment of the following-named persons as School Farm Attendants, with salary at the rate of $3 per day:

Henrietta Munckwitz, 125 W. 129th st., New York City; Robert Hatch, E. 236th st., Woodlawn, N. Y.; Hannah McCaffrey, 1930 Vyse avenue, New York City.

The appointments were approved for a period of fifteen days under clause 4 of Rule 12.

Communication from the Commissioner of Parks, Boroughs of Manhattan and Richmond, dated April 17, requesting approval of the emergency appointment of John Collins, of 219 71st st., Brooklyn, as Gymnasium Attendant, for an additional period of fifteen days, and of the emergency appointment of Benjamin Mann, of 128 W. 137th st., New York City, as Gymnasium Attendant, at $3 per day, for a period of fifteen days from April 13. The appointments were approved under Rule 12, clause 4.

Action of the Secretary on April 18 in certifying two names from the preferred list of Engineer Grass Cutter and eighteen names from the appropriate eligible list of Automobile Engineman in response to a requisition from the Commissioner of Parks, Borough of Brooklyn, dated April 16, for an eligible list from which to appoint six Automobile Enginemen to operate gasoline grass mowers, at $4.50 per diem. The action was approved, the additional names having been certified to anticipate possible declinations on account of the temporary nature of the work.

Request of the Commissioner of the Department of Parks, Borough of Queens, dated April 17, for authority to appoint Ferdinand H. Cook, of 149 West End ave., New York City, as Foreman with knowledge of trees in City streets, with salary at the rate of $1,200 per annum, under the provisions of clauses 3 and 4 of Rule 12. The request was granted, pending the establishment of the eligible list of Arboriculturist.

Action of the Secretary on April 18 in certifying fifteen names in response to a requisition from the Commissioner of Parks, Borough of Queens, dated April 16, for a second list from which to make one appointment to the position of first grade Clerk, at $300 per annum. The action was approved, the additional names having been certified to anticipate declinations on account of salary.

Request of the Superintendent of Buildings, Borough of The Bronx, dated April 12, for approval of vouchers in favor of the following-named persons for services as surveyors during the month of March, 1912:

Edgar A. Josselyn, $25; A. C. Jackson, $25; Winthrop A. Welch, $50; Jerome R. Allen, $50; Electus D. Litchfield, $75; Charles W. Stoughton, $100.

The vouchers were approved under Rule 12, clause 8.

Request of the Acting President of the Borough of Brooklyn, dated April 19, for authority to appoint the following-named persons as Engineer Inspectors, with salary at the rate of $1,800 per annum, under the provisions of clauses 3 and 4 of Rule 12:

Joseph C. Huseman, 838 E. 34th st., Brooklyn, N. Y.; Harry B. Morrell, 4320 Avenue J, Brooklyn, N. Y.

The request was granted.

Requisition of the Acting President of the Borough of Brooklyn, dated April 18th, for a second list from which to appoint two male Attendants at $900 per annum. The Secretary was instructed to certify six names to anticipate possible declinations.

Action of the Secretary on April 18, in certifying ten names in response to a second requisition from the Secretary of the Department of Public Charities for an eligible list from which to appoint one Telephone Switchboard Operator (male) at Kings County Hospital at $480 per annum. The action was approved, the additional names having been certified to anticipate possible declinations on account of salary.

Notification from the Board of Water Supply, dated April 18, that Alfred A. Doolan, Patrolman-on-Aqueduct, had been reassigned to duty on December 28, 1911, at the expiration of a leave of absence without pay. The reassignment was approved.

Requisition of the Deputy and Acting Commissioner of the Department of Water Supply, Gas and Electricity, dated April 13, for additional names from which to make three appointments to the position of Laborer at the Chlorinating Plant at Tarrytown, N. Y. The certification of ten names was authorized to anticipate possible declinations on account of location.

A requisition of the Department of Parks, Borough of Brooklyn, dated April 8, for an eligible list from which to appoint one Foreman was considered, together with a request from the Certification Clerk for instructions as to whether he should certify in regular order from the preferred list of Foremen or whether the Foremen on such list laid off by the Department of Parks were to be given precedence. It was ordered that certification be made in regular order from the preferred list.

The requests of the following-named persons for permission to correct their statements as to date of birth, where in error, to conform to the proof submitted, were granted—

Eleanor C. Burke, 149 E. 60th st., New York City, Nurse.
Philip Schwartz, 2420 Grand ave., New York City, Axeman.
Charles E. Wells, 719 Lexington ave., Brooklyn, N. Y., Patrolman.

The requests of the following-named persons for restoration to the eligible lists specified were granted:

Martin J. Henchy, 1341 2d ave., New York City, Clerk, second grade, for temporary appointment. Stated that he did not receive the circular letter of the Commission, in June, 1911, asking his acceptance of temporary work.

Margaret Quinn, 8 Stone pl., Brooklyn, N. Y., Attendant, preferred. Declined appointment in the Department of Correction on account of illness (March 29, 1912).

William Abbatt, 410 E. 32d st., New York City, Temporary Clerk, preferred. Declined appointment in the Board of Elections on account of location (January 10, 1909).

Eleanor T. Minogue, 457 1st st., Brooklyn, N. Y., Stenographer and Typewriter, for appointment at $750. Declined appointment at less than $900 per annum under a misapprehension (April 30, 1909).

Axel Schiller, 60 1st st., New Brighton, S. I., Janitor and Stationary Engineer, for temporary work. Declined temporary appointment in the Department of Water Supply, Gas and Electricity (February 23, 1911).

William W. Tonking, 618 W. 113th st., New York City, Inspector, Board of Water Supply. Declined appointment in the Board of Water Supply on account of temporary inability (January 31, 1912). Communication of April 12, 1912, setting forth nature of temporary inability satisfactory to the Commission.

The request of George S. Nobles, of 1506 Woodhaven ave., Woodhaven, L. I., dated April 15, who had declined appointment as Engineer Inspector at $1,500 per annum, that he be recorded on the eligible list of Transitman as eligible for certification for the latter position at $1,500 per annum, was granted.

The request of Peter C. Richard, of 81 Madison st., New York City, that he be recorded on the eligible list of Bookkeeper, third grade, as not desirous of certification at less than $1,500 per annum, was granted.

The request of Seth M. Timberlake, of 74 1st pl., Brooklyn, N. Y., dated April 10, that he be recorded on the eligible list of Transitman as not desiring certification at a salary less than $1,650 per annum, was granted.

The request of Charles P. Early, of 599 9th ave., Long Island City, dated April 9, that he be recorded on the eligible list of Rodman as having declined appointment on account of insufficient salary, was granted.

The application of Ada Fairfax Clarke, of 160 E. 91st st., New York City, for the position of Nurse was accepted, it appearing from a certificate of the County Clerk of New York County that her Regents' certificate as Registered Nurse was recorded on March 13, 1906, and on January 26, 1909, in the New York County Clerk's office.

Communication from Henry F. Collins, of 197 Huntington st., Brooklyn, dated April 13, requesting that he be given a medical re-examination with a view to having his name replaced upon the eligible list of Fireman, from which it had been removed on February 20, 1911, under the provisions of clause 14 of Rule 7, for physical disability. The request was granted.

On motion, it was resolved that the establishment of the eligible list of Medical Clerk, first to third grade, on December 13, 1911, be and the same hereby is confirmed.

The Commission then adjourned to meet Tuesday, April 23, 1912, at 10 o'clock a. m.

F. A. SPENCER, Secretary.

Board of Health.

Abstract of the Minutes of May 21, 1912.

The Board met pursuant to adjournment. Present, Commissioner of Health, Health Officer of the Port and Police Commissioner.

The Finance Committee presented various bills which had been audited by the Chief Clerk, which were approved and ordered forwarded to the Comptroller for payment.

The following actions were ordered discontinued: No. 402, Solomon W. Churchill; No. 410, Robert C. Rowland.

The Superintendent of Hospitals submitted weekly reports of the work performed in the various hospitals under his jurisdiction.

Changes in the hospital service recommended by the Superintendent of Hospitals for the month ending May 31, 1912, were approved.

The Sanitary Superintendent submitted weekly reports of the work performed in the various divisions of the Sanitary Bureau.

The Director of Laboratories submitted weekly reports of the work performed in the various laboratories under his jurisdiction.

The following premises were ordered vacated: 125 Goerck st. (front and rear), Manhattan; 295 North Vine st., Richmond Hill, Queens.

Orders for vacation against certain premises were rescinded, the cause for same having been removed.

Premises at the north side of Main st., beginning about 100 feet east of boulevard and extending east 75 feet, Long Island City, Queens.

Miscellaneous applications for permits were granted.

Miscellaneous applications for permits were denied.

Various permits granted by the Board were revoked.

Extensions of time in which to comply with provisions of orders issued against certain premises were granted, and certain applications for relief from and extensions of orders, were denied.

The weekly report of the Bureau of Records was received.

The Registrar of Records was directed to record corrected certificates of vital statistics relating to various persons.

Certain certificates of birth which failed of record owing to the failure of the physicians and midwives to comply with the provisions of the Sanitary Code, were ordered filed in the volume of delayed and imperfect certificates.

Leaves of absence on account of sickness and for various reasons were granted to several employees in each Borough.

Section 151a of the Sanitary Code was added.

Promotions—John Morrison, Sanitary Inspector, salary $1,500, from May 1; Josephine I. Frey, Stenographer and Typewriter, salary $750 per annum, from May 7; Isadore Frankenberg, Clerk, salary $540 per annum, from May 1; Henry A. Lanzer, Clerk, salary $480 per annum, from May 1; Louis Cohn, Clerk, salary $480 per annum, from May 1.

Appointments (paragraph 3, Rule 12):

Augusta G. H. Unger, 640 Decatur st., Brooklyn, Nurse, salary $900 per annum, from May 11.

Appointments (paragraph 4, rule 12): Nellie T. Burns, 818 Forest ave., The Bronx, Nurse, salary $900 per annum, from May 17; Mary F. Laughlin, 228 W. 149th st., Manhattan, Nurses' Assistant, salary $480 per annum, from May 17.

Appointments—Warren E. Nichols, 131 E. 27th st., Manhattan, Inspector of Foods (milk), salary $1,200 per annum, from May 20; Anna L. B. Roggenstein, 1060 Clay ave., The Bronx, Stenographer and Typewriter, salary $600 per annum, from May 20; May C. A. Kelly, 251 W. 129th st., Manhattan, Stenographer and Typewriter, salary $600 per annum, from May 20; Edward Waldman, 93 Cannon st., Manhattan, Clerk, salary $300 per annum, from May 21.

Reinstated—Margaret Dellahunty, 624 Lexington ave., Manhattan, Nurse, salary $900 per annum, from May 22.

Leave of Absence Construed as Resignation—Felix McCauley, Gardener, from May 6, 1912.

Services Dispensed With (unsatisfactory character of services)—Regina L. Stotz, Nurse, from May 18, 1912.

Resignations—Lillian Carolina, Nurses' Assistant, from May 20; James J. Parell, Inspector of Foods, from May 20; Isabel Hinckley, Nurse, from May 31; Mary A. Tynan, Nurse, from June 1; Elona N. Underwood, Nurse, from May 16; Annie Challoner, Nurses' Assistant, from May 10; Annie Moisan, Nurses' Assistant, from May 8; Mrs. Mary Dillon, Nurses' Assistant, from May 15; May E. Campion, Typewriting Copyist, from May 20.

EUGENE W. SCHEFFER, Secretary.

Borough of Queens.

Report of the transactions of the offices of the President of the Borough of Queens, for the week ending April 20, 1912.

Public Moneys Received During the Week—For restoring pavement over street openings, $428.81; for vault permits, $145.50; for sewer connections, $315.60. Total, $889.91.

Requisitions Drawn on Comptroller—Bureau of Highways, $11,986.27; Bureau of Sewers, $34,731.68; Bureau of Street Cleaning, $7,806.82; Bureau of Public Buildings and Offices, $178.65; Bureau of Topographical Surveys, $460.50. Total, $55,063.92.

Contracts Awarded—Hastings Pavement Company (2); George Marshall, National Surety Company; Green Contracting Company.

Permits Issued—To open streets to tap water pipes, 49; to open streets to repair water connections, 26; to open streets to make sewer connections, 30; to open streets to repair sewer connections, 9; to place building material on streets, 22; to construct street vaults, 6; special permits, 58; to cross sidewalks, 19; for subways, steam mains and various connections, 109; for railway construction and repairs. 11; to repair sidewalks, 27; for sewer connections, 28; for sewer repairs, 5; for other purposes, 6. Total, 405.

Bureau of Highways.

Macadamized Streets—Square yards macadam pavement repaired, 1,200⅔; square yards macadam pavement resanded, 43,450; square yards macadam pavement cleaned, 11,852; square yards macadam road picked up, 2,560⅔; square yards broken stone spread on picked up bottom, 2,625⅔; square yards macadam pavement sanded and screened, 3,989⅔; square yards macadam pavement finished, 1,413⅔; square yards dirt wings honed, 90,420; loads of screenings used, 124; loads of sand used, 437½; loads of wornout material hauled away, 1,352; linear feet of gutters cleaned, 49,078; loads of Tarvia hauled, 6; loads of broken brick hauled away, 8; loads of firewood hauled, 4; square yards of washouts filled in, 748; loads of dirt put in washouts, 163; loads of stone and screenings put in washouts, 2; loads of granite chips used, 15; square yards of trench dug out, 1,400; linear feet of crosswalks removed, 121; loads of flagging hauled away, 5; square yards of macadam covered with Tarvia, 45; barrels of Tarvia used, 1.

Paved Streets—Square yards of granite pavement repaired, 977; square yards of cobble pavement repaired, 20; square yards of brick pavement repaired, 151; square yards of asphalt pavement repaired, 69; loads of sand used in repairs, 981 loads of stone hauled, 46; loads of brick used, 1; square feet of flagstones relaid, 48; linear feet of curb reset, 253; linear feet of curb dressed 30; linear feet of crosswalks relaid, 66; linear feet of crosswalks dressed, 12; linear feet of gutters cleaned, 400; number of asphalt blocks hauled, 1,673; loads of wornout material hauled away, 99; broken crosswalks taken up, 3; linear feet of crosswalks hauled, 25; number of crosswalks hauled 3; loads of broken crosswalks hauled away, 2; loads of granite blocks hauled, 70; linear feet of granite block gutters paved, 100.

Unimproved Streets—Square yards of roadway graded, 11,812; square yards of roadway crowned and repaired, 54,638; square yards of sidewalk graded, 1,795; square yards of sidewalk cleaned, 105; loads of dirt hauled away, 602; loads of dirt put on, 2,453; loads of ashes put on, 331; linear feet of gutters formed, 41,958; linear feet of gutters cleaned, 13,504; loads of curbstones hauled, 20; loads of hardpan used, 115; square yards of sidewalks covered with ashes, 160; loads of boulders used, 12; loads of material used, 514; square yards of gutters paved with cobble stones, 89; loads of sand used, 102; loads of stone used, 206½; square yards of crosswalks cleaned, 1.426; square yards of brick gutters repaired, 10; loads of wornout material hauled away, 15.

Trees—Dead and dangerous trees cut down and removed, 2.

Culverts Built—Linear feet laid. 89; linear feet iron pipe laid, 36; 21 pieces 3 inches by 12 inches by 22 feet used.

Culverts—Loads of rubbish hauled away, 9; 15 spruce planks used, 2 inches by 12 inches by 16 feet; 9 spruce rails used, 2 inches by 4 inches by 18 feet; 12 pounds of 6-inch nails.

Bridges Repaired—300 planks, 3 inches by 18 inches by 15 feet used; 464 planks, 3 inches by 8 inches by 16 feet used; 3 pounds 60d nails. 12 pounds 80d nails.

Miscellaneous—Number of catch basins and culverts cleaned, 9; loads of water removed from catch basins, 67; gallons of water removed from catch basins, 9,600; linear feet of catch basin pipe cleaned, 24; drain pipe put in on Smith ave., 1 piece 2 feet by 18 feet.

Bureau of Sewers—Linear feet of sewer cleaned, 21,603; number of basins cleaned, 202; linear feet of sewer flushed, 31.200; number of basins relieved, 210; linear feet of sewer repaired, 42; number of manholes cleaned, 179; material used, 1 basin hood, 1,995 brick, 15 bags cement, 1 flagstone 3 by 5 by 4; loads removed from sewers, 64; loads removed from basins, 232; loads of sand used, 3.

Street Sweepings, Garbage, etc., Collected and Disposed of—Ashes, loads, 2,247; sweepings, loads, 1.225; rubbish. loads, 524; garbage, loads. 373½; miles of street swept, 86; miles of private street swept, 7; miles of gutters swept, 30.

Bureau of Topographical Surveys.

Work Done by Office Force—Rule Maps: Queens boulevard, Juniper ave., Roosevelt ave.

Draft Damage Maps—Bryant ave., Holmes ave., Irving st., Longfellow ave., Chicago st., Toledo ave., Parcell st., Medina place, property at foot of Myrtle ave., 3d Ward, Rust st., Clark ave., Newtown road, Juniper ave., Roosevelt ave., Perry ave.

Profiles—Prospect ave., Corona ave., Juniper ave., Roosevelt ave.

Benefit Maps—50th and 51st sts.

Coyping old maps and records, calculating and plotting of field work.

Work Done by Field Force—Monumenting: Long Island City, Queens, Glen Morris, South Richmond Hill, South Jamaica, Aqueduct, Elmhurst, Kew Gardens, Corona, Dunton.

Damage Survey—Clermont ave., Marable ave., Ridgewood, Flushing, Vincent st., Ralph st., Winfield, E. Elmhurst, Eliot ave., Middle Village.

Triangulation—Flushing.

Amount of vouchers certified to the Comptroller during the current week, $460.50.

Bureau of Highways—Foremen, Assistant Foremen, Mechanics and Laborers, 493; teams, 46; horses and carts, 92.

Bureau of Sewers—Foremen, Assistant Foremen, Drivers, Sounders, Mechanics and Laborers, 165; horses and carts, 20.

Bureau of Street Cleaning—District Superintendent, Foremen, Assistant Foremen, Mechanics, Helpers, Drivers, Laborers and Clerks, 274; teams and trucks, 39; horses and carts, 113.

Bureau of Public Buildings and Offices Clerks, Foremen, Engineer, Firemen, Stokers, Carpenters, Plumbers, Pipefitters, Tinsmith, Helpers, Painters, Laborers, Cleaners, Janitors, Mason, Helpers and Attendant, 81.

Bureau of Topographical Surveys—Engineer in Charge, Assistant Engineer, Laborers, Sounders, Rodmen, Drivers, Foremen, Assistant Foremen, Draftsmen, Transitmen, Computers, Riggers, Axemen and Flaggers, 153.

DENIS O'LEARY. Acting President and Commissioner of Public Works.

Changes in Departments, Etc.

DEPARTMENT OF FINANCE.

May 27—Changes in this Department: The services of Nathan Cohn, a temporary Clerk in the Richmond office of the Bureau for the Collection of Assessments and Arrears, ceased May 15.

Thomas Tierney, a temporary Clerk in the Brooklyn office of the Bureau for the Collection of Assessments and Arrears, died May 1.

The services of Harold Cohen, a temporary Clerk in the Bronx office of the Bureau for the Collection of Assessments and Arrears, ceased May 15.

DEPARTMENT OF PARKS.

Boroughs of Manhattan and Richmond.

Employed, for Fifteen Days, May 22—Daniel Scanlon, Gardener, 172 E. 89th st., $2.50 per day.

Borough of Brooklyn.

Dropped for Failure to Report for Work, May 27—Richard Bradshaw, Park Laborer, 203 Luqueer st., Brooklyn; Santa Le Barbera, Park Laborer, 267 North 6th st., Brooklyn.

Resigned, May 25th—Edward A. Murphy, Park Laborer, 219 Bay Ridge ave., Brooklyn.

Title Changed—Joseph J. Crozier, 127 Macon st., Brooklyn, changed from Mason to Inspector of Masonry, at $1,500 per annum, effective May 20.

DEPARTMENT OF DOCKS AND FERRIES.

May 27—On the 23d inst., Fred Wiese was appointed Laborer for duty during the 1912 recreation pier season at $2.50 per day while employed. He has declined the appointment and Ambrose J. Spain, 107 Morningside ave., has been appointed in his stead.

DEPARTMENT OF PUBLIC CHARITIES.

Changes During the Week Ending May 25, 1912.

Appointed—May 21, Barrie, Edward, Cook, City Home, Blackwells Island, $480; May 16, Belosky, Frances, Waitress, City Hospital, $192; May 13, Berkman, Marie, Hospital Helper, Cumberland Street Hospital, $192; May 20, Byrne, John J. (reappointed), Hospital Helper, Kings County Hospital, $240; May 1, Carey, Chas., Cook, Randalls Island, $360; May 23, Cunningham, Maggie, Hospital Helper, City Hospital, $180; May 1, Dalton, James, Hospital Helper, Coney Island Hospital, $180; May 18, Dalton, Michael, Hospital Helper, Coney Island Hospital, $180; May 7, Davis, Martha W., Hospital Helper, Randalls Island, $240; May 16, DeCoutez, Louis, Cook, Metropolitan Hospital, $360; May 17, Delaney, Michael, Hospital Helper, Coney Island Hospital, $240; May 16, Dunphy, Sarah, Hospital Helper, City Home, Blackwells Island, $240; Durnion, John, Hospital Helper, City Home, Blackwells Island, $240; May 17, Flynn, Myles, Hospital Helper, Coney Island Hospital, $180; May 9, Frawley, Lizzie, Hospital Helper, City Hospital, $180; May 14, Frye, Wm. J., Hospital Helper, Cumberland Street Hospital, $500; May 20, Furman, Fred, Hospital Helper, Cumberland Street Hospital, $240; May 12, Garvey, Peter (reappointed), Stoker, City Hospital, $3 per day; May 21, Garvey, Peter (reappointed), Stoker, City Hospital, $3 per day; Hand, Mary, Cook, City Home, Blackwells Island, $300; Keenan, Helen, Stenographer and Typewriter, General Druggist Department, $600; May 20, Kelly, John B., Hospital Helper, Cumberland Street Hospital, $240; May 13, Kiernan, James J. (reappointed), Hospital Helper, Randalls Island, $240; May 10, Kirwin, Josephine, Hospital Helper, Kings County Hospital, $240; May 9, Kohne, William, Cook, Randalls Island, $720; May 3, Marynoka, George, Hospital Helper, New York City Training School, $360; May 16, Michels, Stella, Hospital Helper, New York City Training School, $240; May 15, McMorrow, John J. (reappointed), Engineer, City Hospital, $4.50 per day; May 20, Murphy, Peter, Hospital Helper, City Hospital, $180; May 15, O'Connell, Patrick, Stoker (temporary), City Hospital, $3 per day; Olsen, Hannah, Hospital Helper, Metropolitan Training School, $360; Rathgen, Chas., Hospital Helper, Randalls Island, $300; May 6, Lott, Ernest, Hospital Helper, Bradford Street Hospital, $240; May 18, Smith, Joseph, Cook, Kings County Hospital, $300; May 13, Steiner, Morris, Cook, Cumberland Street Hospital, $300; May 21, Stewart, George (reappointed), Hospital Helper, City Home, Brooklyn Division, $420; May 22, Sullivan, Julia, Hospital Helper, City Home, Brooklyn Division, $240.

Resigned—May 15, Belosky, Frances, Hospital Helper, City Hospital, $180; May 21, Bergin, Wm. J., Hospital Helper, Kings County Hospital, $240; May 15, Dalton, James, Hospital Helper, Coney Island Hospital, $180; Davis, John, Hospital Helper, City Home, B. D., $240; May 22, Frawley, Lizzie, Hospital Helper, City Hospital, $180; May 14, Howard, Joseph, Hospital Helper, City Home, B. D., $300; May 21, Jimmo, Charles, Hospital Helper, Kings County Hospital, $240; May 17, Kane, Mary, Hospital Helper, Metropolitan Training School, $180; May 14, Kiernan, Eugene, Hospital Helper, City Home, B. D., $240; May 15, Kohne, William, Cook, Randalls Island, $720; May 25, Lane, Mary F., Stenographer and Typewriter, B. D. A., Richmond, $750; May 16, Lindsay, Thomas L., Hospital Helper, Coney Island Hospital, $240; May 21, Mills, William, Hospital Helper, Kings County Hospital, $240; May 20, Moore, Charles, Cook, City Home, B. I., $480; May 15, Munro, Jean M., Trained Nurse, Kings County Hospital, $600; May 16, Murphy, John, Hospital Helper, City Hospital, $180; McCaffrey, John, Cook, Kings County Hospital, $300; May 11, Olsson, Augusta, Hospital Helper, Kings County Hospital, $300; May 31, Pettit, Maude, Hospital Helper, City Home, B. D., $240; May 5, St. Challier, Albert, Hospital Helper, City Hospital, $300.

Dropped—May 14, Bailey, Mary, Hospital Helper, Metropolitan Training School; May 22, Bauer, Wenda, Hospital Helper, City Hospital; May 16, Brown, George, Hospital Helper, Farm Colony; May 12, Cook, Minnie, Waitress, City Hospital; April 30, Dougherty, Anna, Seamstress, R. I.; May 17, Farrell, Anne, Cook, Coney Island Hospital; May 4, Garvey, Peter, Stoker (temporary), City Hospital; May 13, Garvey, Peter, Stoker (temporary), City Hospital; May 19, Hartney, William, Cook, City Home, B. I.; May 7, Hoyt, Gladys, Hospital Helper, Coney Island Hospital; May 16, Irish, Floyd B., Hospital Helper, City Home, B. I.; May 19, McGowan, Ellen, Hospital Helper, New York City Training School; May 9, McMorrow, John J., Engineman, City Hospital; May 20, McNally, Peter, Hospital Helper, Kings County Hospital; O'Connell, Patrick, Stoker (temporary), City Hospital; May 11, Overton, Ellen, Hospital Helper, Metropolitan Hospital; May 19, Smith, James, Hospital Helper, City Hospital; May 12, Snowden, Matthew, Hospital Helper, City Hospital; May 15, Sullivan, Alice, Hospital Helper, Metropolitan Training School; May 14, Wallace, Margaret, Hospital Helper, Kings County Hospital; Walls, Harry, Engineer, City Hospital; May 16, Wares, Harry, Deckhand, steamboats; May 11, Woods, Edward, Stoker, City Hospital.

Transferred—June 1, Polglase, William, Deputy Medical Superintendent, Cumberland Street to Coney Island Hospital, $1,800; May 21, Rice, Katherine, Stenographer and Typewriter, General Druggist to Board of Water Supply, $600; June 1, Scofield, Irving, Deputy Medical Superintendent, Coney Island to Cumberland Street Hospital, $1,800.

Promoted—May 14, Dunnigan, Jas., Hospital Helper, Coney Island Hospital, $240 to $600; May 21, O'Neil, James, Hospital Helper, Kings County Hospital, $144 to $240; June 1, Walsh, James, Stenographer and Typewriter, R. I., $750 to $900.

Leave of Absence—May 13, Hart, John L., Hospital Helper, Kings County Hospital, 8 days without pay; May 14, McDonald, Margaret, Hospital Helper, Kings County Hospital, 6 days without pay; May 3, Scott, Elizabeth, Trained Nurse, Kings County Hospital, 13 days without pay.

Title Changed—May 14, Dunnigan, Jas., Hospital Helper to Laundryman, Coney Island Hospital, $600.

OFFICIAL DIRECTORY

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

CITY OFFICES.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8020 Cortlandt.
WILLIAM J. GAYNOR, Mayor.
Robert Adamson, Secretary.
James Matthews, Executive Secretary.
John J. Glennon, Chief Clerk and Bond and Warrant Clerk.

BUREAU OF WEIGHTS AND MEASURES.

Room 7, City Hall, 9 a. m. to 5 p. m.; Saturdays 9 a. m. to 12 m.
John L. Walsh, Commissioner.
Telephone, 4334 Cortlandt.

BUREAU OF LICENSES.

9 a. m. to 4 p. m.; Saturdays, 9. a. m. to 12 m.
Telephone, 4109 Cortlandt.
James G. Wallace, Jr., Chief of Bureau.
Principal Office, Room 1, City Hall.

ARMORY BOARD.

Mayor, William J. Gaynor; the Comptroller William A. Prendergast; the President of the Board of Aldermen, John Purroy Mitchel; Brigadier-General George Moore Smith, Brigadier-General John G. Eddy, Commodore R. P. Forshew, the President of the Department of Taxes and Assessments, Lawson Purdy.
Clark D. Rhinehart, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre streets.
Office hours, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.
Telephone, 3900 Worth.

ART COMMISSION.

City Hall, Room 21.
Telephone call, 1197 Cortlandt.
Robert W. de Forest, Vice-President Metropolitan Museum of Art, President; Francis C. Jones, Painter, Vice-President; Charles Howland Russell, Trustee of New York Public Library, Secretary; A. Augustus Healy President of the Brooklyn Institute of Arts and Sciences; William J. Gaynor, Mayor of The City of New York; R. T. H. Halsey; I. N. Phelps Stokes, Architect; John Bogart; Frank L. Babbott; Karl Bitter, Sculptor.
John Quincy Adams, Assistant 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.
John Purroy Mitchel, President.

ALDERMEN.

Borough of Manhattan—1st Dist., William Drescher; 2d Dist., Michael Stapleton; 3d Dist., John J. White; 4th Dist., James J. Smith; 5th Dist., Joseph M. Hannon; 6th Dist., Frank J. Dotzler; 7th Dist., Frank L. Dowling; 8th Dist., Max S. Levine; 9th Dist., John F. McCourt; 10th Dist., Hugh J. Cummuskey; 11th Dist., Louis Wendel, Jr. 12th Dist., William P. Kenneally; 13th Dist., John McCann; 14th Dist., John Loos; 15th Dist., Niles R. Becker; 16th Dist., John T. Eagan; 17th Dist. Daniel M. Bedell; 18th Dist., James J. Nugent; 19th Dist., William D. Brush; 20th Dist., John J. Reardon; 21st Dist., Bryant Willard; 22d Dist., Edward V. Gilmore; 23d Dist., John H. Boschen; 24th Dist., John A. Bolles; 25th Dist., Charles Delaney; 26th Dist., Henry H. Curran; 27th Dist., Nathan Lieberman; 28th Dist., Courtlandt Nicoll; 29th Dist., John F. Walsh; 30th Dist., Ralph Folks; 31st Dist., Percy L. Davis; 32d Dist., Michael J. McGrath; 33d Dist., Samuel Marks.
Borough of The Bronx—34th Dist., James L. Devine; 35th Dist., Thomas J. Mulligan; 36th Dist., Thomas H. O'Neil; 37th Dist., John W. Hagenmiller; 38th Dist., Abram W. Herbst; 39th Dist., James Hamilton; 40th Dist., Jacob Weil 41st Dist.. Frederick H. Wilmot.
Borough of Brooklyn—42d Dist., Robert F. Downing; 43d Dist., Michael Carberry; 44th Dist Frank Cunningham; 45th Dist., John S. Gaynor. 46th Dist., James R. Weston; 47th Dist., John Diemer; 48th Dist., James J. Molen; 49th Dist. Francis P. Kenney; 50th Dist., John J. Meagher 51st Dist., Ardolph L. Kline; 52d Dist., Daniel R. Coleman; 53d Dist., Frederick H. Stevenson 54th Dist., Jesse D. Moore; 55th Dist., Frank T Dixson; 56th Dist., William P. McGarry; 57th Dist. Robert H. Bosse; 58th Dist., O. Grant Esterbrook 59th Dist., George A. Morrison; 60th Dist., Otto Muhlbauer; 61st Dist., William H. Pendry; 62d Dist., Jacob J. Velten; 63d Dist., Edward Eichhorn 64th Dist., Henry F. Grimm; 65th Dist., James F. Martyn.
Borough of Queens—66th Dist., George M O'Connor; 67th Dist., Otto C. Gelbke; 68th Dist. Alexander Dujat; 69th Dist., Charles Augustus Post; 70th Dist., W. Augustus Shipley.
Borough of Richmond—71st Dist., William Fink 72d Dist., John J. O'Rourke; 73d Dist., Charles P Cole.
P. J. Scully, City Clerk.

BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital, Twenty-sixth street and First avenue.
Telephone, 4400 Madison Square.
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; John G. O'Keeffe, Arden M. Robbins, James A. Farley, Samuel Sachs, Leopold Stern; Michael J. Drummond, ex-officio.
General Medical Superintendent, Dr. George D'Hanlon.

BOARD OF AMBULANCE SERVICE.

Headquarters, 300 Mulberry street.
Office hours, 9 a. m. to 4 p. m.; Saturdays 12 m.
President, Commissioner of Police, R. Waldo, Secretary, Commissioner of Public Charities, M J. Drummond; Dr. John W. Brannan, President of the Board of Trustees of Bellevue and Allied Hospitals; Dr. Royal S. Copeland, Wm. I. Spregelberg; D. C. Potter, Director.
Ambulance Calls—Telephone, 3100 Spring.
Administration Offices—Telephone, 7586 Spring

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 5 p. m Saturdays, 12 m.
Joseph P. Hennessy, President.
William C. Ormond.
Antonio C. Astarita.
Thomas J. Drennan, Secretary.
Telephone, 29, 30 and 31 Worth.

BOARD OF ELECTIONS.

General Office, No. 107 West Forty-first street.
Commissioners: J. Gabriel Britt, President, Moses M. McKee. Secretary; James Kane and Jacob A. Livingston. Michael T. Daly, Chief Clerk.
Telephone, 2946 Bryant.

BOROUGH OFFICES.

Manhattan.
No. 112 West Forty-second street.
William C. Baxter, Chief Clerk.
Telephone, 2946 Bryant.

The Bronx.
One Hundred and Thirty-eighth street and Morris avenue (Solingen Building).
John L. Burgoyne, Chief Clerk.
Telephone, 336 Melrose.

Brooklyn.
No. 42 Court street (Temple Bar Building).
George Russell, Chief Clerk.
Telephone, 693 Main.

Queens.
No. 64 Jackson avenue, Long Island City.
Carl Voegel, Chief Clerk.
Telephone, 3375 Hunters Point.

Richmond.
Borough Hall, New Brighton, S. I.
Alexander M. Ross, Chief Clerk.
Telephone, 1000 Tompkinsville.
All offices open from 9 a. m. to 4 p. m. Saturdays, from 9 a. m. to 12 m.

BOARD OF ESTIMATE AND APPORTIONMENT.

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

OFFICE OF THE SECRETARY.

Joseph Haag, Secretary; William M. Lawrence Assistant Secretary; Charles V. Adee, Clerk to Board.
No. 277 Broadway, Room 1406. Telephone, 2280 Worth.

OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer. Arthur S. Tuttle, Assistant Chief Engineer, No. 277 Broadway, Room 1408. Telephone 2281 Worth.

BUREAU OF FRANCHISES.

Harry P. Nichols, Engineer, Chief of Bureau 277 Broadway, Room 801. Telephone, 2282 Worth.
Office hours, 9 a. m. to 5 p. m. (except during July and August, when hours are 9 a. m. to 4 p. m.) Saturdays, 9 a. m. to 12 m.

BOARD OF EXAMINERS.

Rooms 6027 and 6028, Metropolitan Building No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 5840 Gramercy.
George A. Just, Chairman. Members: William Crawford, Lewis Harding, Charles G. Smith John P. Leo, Robert Maynicke, and John Kenlon.
Edward V. Barton, Clerk.
Board meeting every Tuesday at 2 p. m.

BOARD OF INEBRIETY.

Office, 300 Mulberry street, Manhattan.
Thomas J. Colton, President; Rev. William Morrison, Secretary; John Dorning, M. D.; Rev. John J. Hughes; William Browning, M.D.; Michael J. Drummond, Commissioner of Public Charities. Patrick A. Whitney, Commissioner of Correction
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Board meets first Wednesday in each month, at 4 o'clock.
Telephone, 7116 Spring.

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

Office, No. 148 East Twentieth street.
Patrick A. Whitney, Commissioner of Correction, President.
John B. Mayo, Judge, Special Sessions, Manhattan.
Robert J. Wilkin, Judge, Special Sessions, Brooklyn.
Frederick B. House, City Magistrate, First Division.
Edward J. Dooley, City Magistrate, Second Division.
Samuel B. Hamburger, John . Heintz, Rosario Maggio, Richard E. Troy.
Thomas R. Minnick, Secretary.
Telephone, 1047 Gramercy.

BOARD OF REVISION OF ASSESSMENTS

William A. Prendergast, Comptroller.
Archibald R. Watson, Corporation Counsel.
Lawson Purdy, President of the Department of Taxes and Assessments.
John Korb, Jr., Chief Clerk, Finance Department, No. 280 Broadway.
Telephone, 1200 Worth.

BOARD OF WATER SUPPLY.

Office, No. 165 Broadway.
Charles Strauss, President; Charles N. Chadwick and John F. Galvin, Commissioners.
Joseph P. Morrissey, Secretary.
J. Waldo Smith, Chief Engineer.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 4310 Cortlandt.

CHANGE OF GRADE DAMAGE COMMISSION.

Office of the Commission, Room 223, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.
William D. Dickey, Cambridge Livingston, David Robinson, Commissioner. Lamont McLoughlin, Clerk.
Regular advertised meetings on Monday, Tuesday and Thursday of each week at 2 o'clock p. m.
Office hours, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.
Telephone, 3254 Worth.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m. Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.
Joseph F. Prendergast, First Deputy.
John T. Oakley, Chief Clerk of the Board of Aldermen.
Joseph V. Sculley, Clerk, Borough of Brooklyn.
Matthew McCabe, Deputy City Clerk, Borough of The Bronx.
George D. Frens, Deputy City Clerk, Borough of Queens.
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.

Supervisor's Office, 8th floor, Park Row Building No. 21 Park Row.
David Ferguson, Supervisor.
Henry McMillen, Deputy Supervisor.
C. McKemie, Secretary.
Office hours, 9 a. m. to 5 p. m.; Saturdays 9 a. m. to 12 m.
Distributing Division, Nos. 96 and 98 Reade street, near West Broadway.
Telephones, 1505 and 1506 Cortlandt.

COMMISSIONER OF ACCOUNTS.

Raymond B. Fosdick, Commissioner of Accounts.
Rooms 114 and 115, Stewart Building, No. 280 Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 4315 Worth.
The Standard Testing Laboratory, Otto H, Klein Director, 127 Franklin street; office hours, 9 a, m, to 5 p, m: Saturdays, 9 a. m. to 12 m.
Telephones, 2943 Franklin and 1200 Worth.

COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.
Herman Robinson, Commissioner.
Samuel Prince, Deputy Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 a. m. to 5 p. m.; Saturdays a. m. to 12 m.
Telephone, 2828 Worth.

COMMISSIONERS OF SINKING FUND

William J. Gaynor, Mayor, Chairman; William A. Prendergast, Comptroller; Robert R. Moore Chamberlain; John Purroy Mitchel, President of the Board of Aldermen, and Henry H. Curran Chairman Finance Committee, Board of Aldermen members; John Korb, Jr., Secretary.
Office of Secretary, Room 9, Stewart Building No. 280 Broadway, Borough of Manhattan.
Telephone, 1200 Worth.

DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.
Arthur J. O'Keeffe, Commissioner.
William H. Sinnott, Deputy Commissioner.
Edgar E. Schiff, Secretary.
Office hours, 9 a. m. to 5 p. m.
Saturdays, 9 a. m. to 12 m.
Telephone 6080 Cortlandt.

DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.

No. 148 East Twentieth street. Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1047 Gramercy.
Patrick A. Whitney, Commissioner.
William J. Wright, Deputy Commissioner.
John B. Fitzgerald, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A" N. R., Battery place.
Telephone, 300 Rector.
Calvin Tomkins, Commissioner.
B. F. Cresson, Jr., First Deputy Commissioner.
William J. Barney, Second Deputy Commissioner.
Matthew J. Harrington, Secretary.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.

Park avenue and Fifty-ninth street, Borough o Manhattan, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone. 5580 Plaza.
Stated meetings of the Board are held at 4 p. m. on the first Monday in February, the second Wednesday in July, and the second and fourth Wednesdays in every month, except July and August.
Richard B. Aldcroftt, Jr., Reba C. Bamberger Mrs.), Joseph Barondess, Nicholas J. Barrett, Thomas W. Churchill, Joseph E. Cosgrove, Francis P. Cunnion, Thomas M. De Laney, Martha Lincoln Draper (Miss), Alexander Ferris, George J. Gillespie, John Greene, Robert L. Harrison, Louis Haupt, M. D.; Ella W. Kramer (Mrs.), Olivia Leventritt (Miss), Isadore M. Levy, Morris Loeb, Jeremiah T. Mahoney, Alrick H. Man, John Martin, Robert E. McCafferty, Dennis J. McDonald, M. D.; Patrick F. McGowan, Herman A. Metz, Frank W. Meyer, Augustus G. Miller, George C. Miller, Henry P. Morrison, Louis Newman, Antonio Pisani, M. D.; Alice Lee Post (Mrs.), Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, James E. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, Alphonse Weiner, John Whalen, Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.
Egerton L. Winthrop, Jr., President.
John Greene, Vice-President.
A. Emerson Palmer, Secretary.
Fred H. Johnson, Assistant Secretary.
C. B. J. Snyder, Superintendent of Schoo Buildings.
Patrick Jones, Superintendent of School Supplies
Henry R. M. Cook, Auditor.
Thomas A. Dillon, Chief Clerk.
Henry M Leipziger, Supervisor of Lectures.
Claude G. Leland, Superintendent of Libraries.
A. J. Maguire, Supervisor of Janitors.

BOARD OF SUPERINTENDENTS.

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

DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, William L. Ettinger, Cornelius E. Franklin, John Griffin, M. D., Ruth E. Granger, Henry W. Jameson, Henry E. Jenkins, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, Julia Richman, Alfred T. Schauffler, Albert Shiels, Edgar Dubs Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Benjamin Veit, Joseph H. Wade.

BOARD OF EXAMINERS.

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

BOARD OF RETIREMENT.

Egerton L. Winthrop. Jr., Abraham Stern, Cornelius J. Sullivan, William H. Maxwell, Josephine E. Rogers, Mary A. Curtis, Lyman A. Best, Principal P. S. 108, Brooklyn, Secretary Telephone. 1470 East New York.)

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m
Telephone, 1200 Worth.
WILLIAM A. PRENDERGAST, Comptroller.
Douglas Mathewson and Edmund D. Fisher, Deputy Comptrollers.
Hubert L. Smith, Assistant Deputy Comptroller.
George L. Tirrell, Secretary to the Department.
Thomas W. Hynes, Supervisor of Charitable Institutions.
Walter S. Wolfe, Chief Clerk.

BUREAU OF AUDIT.

Charles S. Hervey, Chief Auditor of Accounts Room 29.
Harry York, Deputy Chief Auditor of Accounts.
Duncan MacInnes, Chief Accountant and Bookkeeper.
John J. Kelly, Auditor of Disbursements.
H. H. Rathyen, Auditor of Receipts.
James J. Munro, Chief Inspector.
R. B. McIntyre, Examiner in Charge, Expert Accountants' Division.

LAW AND ADJUSTMENT DIVISION.

Albert E. Hadlock, Auditor of Accounts. Room 185.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

James Tilden Adamson, Supervising Statistician and Examiner. Room 180.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk Room 85.

OFFICE OF THE CITY PAYMASTER.

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

DIVISION OF REAL ESTATE.

Charles A. O'Malley, Appraiser of Real Estate Room 103, No. 280 Broadway.

DIVISION OF AWARDS.

Joseph R. Kenny, Bookkeeper in Charge Rooms 155 and 157, No. 280 Broadway.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.
Frederick H. E. Ebstein, Receiver of Taxes.
John J. McDonough and Sylvester L. Malone Deputy Receivers of Taxes.
Borough of The Bronx—Municipal Building, Third and Tremont avenues.
Edward H. Healy and John J. Knewitz, Deputy Receivers of Taxes.
Borough of Brooklyn—Municipal Building Rooms 2-8.
Alfred J. Boulton and David E. Kemlo, Deputy Receivers of Taxes.
Borough of Queens—Municipal Building, Court House Square, Long Island City.
William A. Beadle and Thomas H. Green, Deputy Receivers of Taxes.
Borough of Richmond—Borough Hall, St George, New Brighton.
John De Morgan and Edward J. Lovett, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan, Stewart Building, Room E.
Daniel Moynahan, Collector of Assessments and Arrears.
George W. Wanmaker, Deputy Collector of Assessments and Arrears.
Borough of The Bronx—Municipal Building, Rooms 1-3.
Charles F. Bradbury, Deputy Collector of Assessments and Arrears.
Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.
Theodore G. Christmas, Deputy Collector of Assessments and Arrears.
Borough of Queens—Municipal Building, Court House Square, Long Island City.
Bernard H. Fee, Clerk, Acting Deputy Collector of Assessments and Arrears.
Borough of Richmond—St. George, New Brighton.
Edward W. Berry, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room K.
Sydney H. Goodacre, Collector of City Revenue and Superintendent of Markets.

BUREAU OF THE CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67.
Robert R. Moore, Chamberlain.
Henry J. Walsh, Deputy Chamberlain.
Office hours, 9 a. m. to 5 p. m.
Telephone, 4270 Worth.

DEPARTMENT OF HEALTH.

Centre and Walker streets, Manhattan.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Burial Permit and Contagious Disease Offices always open.
Telephone, 6280 Franklin.
Ernst J. Lederle, Ph. D., Commissioner of Health and President; Joseph J. O'Connell, M. D.; Rhinelander Waldo, Commissioners.
Eugene W. Scheffer, Secretary.
Herman M. Biggs, M. D., General Medical Officer.
Walter Bensel, M. D., Sanitary Superintendent.
William H. Guilfoy, M. D., Registrar of Records.
James McC. Miller, Chief Clerk.

Borough of Manhattan.

Alonzo Blauvelt, M. D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk; Shirley W. Wynne, M. D., Assistant Registrar of Records.
Borough of The Bronx, No. 3731 Third avenue.
Marion B. McMillan, M. D., Assistant Sanitary Superintendent: Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.
Borough of Brooklyn, Flatbush avenue, Willoughby and Fleet streets.
Travers R. Maxfield, M. D., Assistant Sanitary Superintendent; Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrne, M. D., Assistant Registrar of Records.
Borough of Queens, Nos. 372 and 374 Fulton streets, Jamaica.
John H. Barry, M. D., Assistant Sanitary Superintendent; George R. Crowly, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.
Borough of Richmond, No. 514 Bay street, Stapleton, Staten Island.
John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk.

DEPARTMENT OF PARKS.

Charles B. Stover, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.
Clinton H. Smith, Secretary.
Offices, Arsenal, Central Park.
Telephone, 201 Plaza.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Michael J. Kennedy, Commissioner of Parks for the Borough of Brooklyn.
Offices, Litchfield Mansion, Prospect Park, Brooklyn.
Office hours, 9 a. m. to 5 p. m.; July and August, 9 a. m. to 4 p. m.
Telephone, 2300 South.
Thomas J. Higgins, Commissioner of Parks for the Borough of The Bronx.
Office, Zbrowski Mansion, Claremont Park.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 2640 Tremont.
Walter G. Elliot, Commissioner of Parks for the Borough of Queens.
Temporary office, Arsenal, Central Park, Manhattan.

PERMANENT CENSUS BOARD.

Hall of Board of Education, No. 500 Park avenue, third floor. Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
The Mayor, City Superintendent of Schools and Police Commissioner. George H. Chatfield, Secretary.
Telephone, 5752 Plaza.

DEPARTMENT OF PUBLIC CHARITIES.

PRINCIPAL OFFICE.

Foot of East Twenty-sixth street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 7400 Madison Square.
Michael J. Drummond, Commissioner.
Frank J. Goodwin, First Deputy Commissioner.
William J. McKenna, Third Deputy Commissioner.
Thomas L. Fogarty, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn. Telephone, 2977 Main.
J. McKee Borden, Secretary.
Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 9 a. m. to 5 p. m.
The Children's Bureau, No. 124 East 59th street. Office hours, 9 a. m. to 5 p. m.
Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island.
Telephone, 1000 Tompkinsville.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park Row, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3863 Cortlandt.
William H. Edwards, Commissioner.
James F. Lynch, Deputy Commissioner, Borough of Manhattan.
Julian Scott, Deputy Commissioner, Borough of Brooklyn.
James F. O'Brien, Deputy Commissioner, Borough of The Bronx.
John J. O'Brien, Chief Clerk.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.
Commissioners—Lawson Purdy, President; Chas. J. McCormack, John J. Halleran, Charles T. White, Daniel S. McElroy, Edward Kaufmann Judson G. Wall.
Telephone, 3900 Worth.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park Row, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephones: Manhattan, 5962 Cortlandt; Brooklyn, 3980 Main; Queens, 1990 Greenpoint; Richmond, 340 Tompkinsville; Bronx, 3400 Tremont.
Henry S. Thompson, Commissioner.
J. W. F. Bennett, Deputy Commissioner.
Frederic T. Parsons, Deputy Commissioner, Borough of Brooklyn. Municipal Building, Brooklyn.
John L. Jordan, Deputy Commissioner, Borough of The Bronx, Municipal Building, The Bronx.
M. P. Walsh, Deputy Commissioner, Borough of Queens, Municipal Building, Long Island City.
John E. Bowe, Deputy Commissioner, Borough of Richmond. Municipal Building, St. George.

EXAMINING BOARD OF PLUMBERS.

Edwin Hayward, President.
James J. Donahue, Secretary.

August C. Schwager, Treasurer.
Rooms Nos. 14, 15 and 16, Aldrich Building, Nos. 149 and 151 Church street.
Telephone, 6472 Barclay.
Office open during business hours every day in the year (except legal holidays). Examinations are held on Monday, Wednesday and Friday at 1 p. m.

FIRE DEPARTMENT

Headquarters: Office hours for all, from 9 a. m. to 5 p. m.; Saturdays, 12 m. Central offices and fire stations open at all hours.

OFFICES.

Headquarters of Department, Nos. 157 and 159 East 67th street, Manhattan. Telephone, 640 Plaza.
Brooklyn office, Nos. 365 and 367 Jay street, Brooklyn. Telephone, 2653 Main.
Joseph Johnson, Commissioner.
George W. Olvany, Deputy Commissioner.
Philip P. Farley, Deputy Commissioner, Boroughs of Brooklyn and Queens.
Daniel E. Finn, Secretary of Department.
Lloyd Dorsey Willis, Secretary to Commissioner.
Walter J. Nolan, Secretary to Deputy Commissioner, Boroughs of Brooklyn and Queens.
John Kenlon, Chief of Department, in charge Bureau of Fire Extinguishment, 157 and 159 East 67th street, Manhattan.
Thomas Lally, Deputy Chief in charge, Boroughs of Brooklyn and Queens, 365-367 Jay street, Brooklyn.
William Guerin, Deputy Chief in charge Bureau of Fire Prevention, 157 and 159 East 67th street, Manhattan.
John C. Rennard, Electrical Engineer, in charge Fire Alarm Telegraph Bureau, 157 and 159 East 67th street, Manhattan.
John R. Keefe, Clerk, in charge Bureau of Repairs and Supplies, 157 and 159 East 67th street, Manhattan.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Office hours, 9 a. m. to 5 p. m.; Saturdays 9 a. m. to 12 m.
Main office, Hall of Records, Chambers and Centre streets, 6th and 7th floors.
Telephone, 4600 Worth.
Archibald R. Watson, Corporation Counsel.
Assistants—Theodore Connoly, George L. Sterling, Cnarles D. Olendorf, William P. Burr, R. Percy Chittenden, William Beers Crowell, John L. O'Brien, Terence Farley, Edward J. McGoldrick, David S. Garland, Curtis A. Peters, John F. O'Brien, Edward S. Malone, Edwin J. Freedman, Louis H. Hahlo, Frank B. Pierce, Richard H. Mitchell, John Widdecombe, Arthur Sweeny, William H. King, George P. Nicholson, Dudley F. Malone, Charles J. Nehrbas, William J. O'Sullivan, Harford P. Walker, Josiah A. Stover, Arnold C. Weil, Francis J. Byrne, John Lehman, Francis Martin, Charles McIntyre, Clarence L. Barber, Alfred W. Booraem, George H. Cowie Solon Berrick, James P. O'Connor, Elliott S. Benedict, Isaac Phillips, Edward A. McShane, Eugene Fay, Ricardo M. DeAcosta, John M. Barrett, Frank P. Reilly, Leon G. Godley, Alexander C. MacNulty, Samuel Hoffmann, John W. Goff, Jr., William R. Wilson, Jr.,
Secretary to the Corporation Counsel—Edmund Kirby, Jr.
Chief Clerk—Andrew T. Campbell.
Brooklyn office, Borough Hall, 2d floor. Telephone, 2948 Main. James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

Main office, No. 90 West Broadway. Telephone, 5070 Barclay. Joel J. Squier, Assistant in charge.
Brooklyn branch office, No. 166 Montague street. Telephone, 3670 Main. Edward Riegelmann, Assistant in charge.
Queens branch office, Municipal Building, Court House Square, Long Island City. Telephone, 3886 phone, 3010-11 Greenpoint. Walter C. Sheppard. Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 119 Nassau street. Telephone, 4526 Cortlandt. Herman Stiefel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.

No. 280 Broadway, 5th floor. Telephone, 4585 Worth. Geo. O'Reilly, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street. Telephone, 961 Gramercy. John P. O'Brien, Assistant in charge.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery place. George A. Soper, Ph.D., President; James H. Fuertes, Secretary; H. de B. Parsons, Charles Sooysmith, Linsly R. Williams, M. D.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 169 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
James Creelman, President; Richard Welling and Alexander Keogh, Commissioners.
Frank A. Spencer, Secretary.

LABOR BUREAU

Nos. 54-60 Lafayette street.
Telephone, 2140 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East 67th street, Headquarters Fire Department.
Joseph Johnson, Fire Commissioner and ex-officio Chairman; Geo. O. Eaton, Sidney Harris, Bartholomew Donovan, Russell W. Moore.
R. S. Lundy, Secretary.
Meetings at call of Fire Commissioner.

POLICE DEPARTMENT.

CENTRAL OFFICE.

No. 240 Centre street, 9 a. m. to 5 p. m. (months of June, July and August, 9 a. m. to 4 p. m.) Saturdays, 9 a. m. to 12 m.
Telephone, 3100 Spring.
Rhinelander Waldo, Commissioner.
Douglas I. McKay, First Deputy Commissioner
George S. Dougherty, Second Deputy Commissioner.
John J. Walsh, Third Deputy Commissioner.
James E. Dillon, Fourth Deputy Commissioner
William H. Kipp, Chief Clerk.

PUBLIC RECREATION COMMISSION.

51 Chambers Street; Room 1001.
James E. Sullivan, President; General George W. Wingate, Charles B. Stover, Mrs. V. G. Simkhovitch, Gustavus T. Kirby, George D. Pratt, Robbins Gilman: Bascom Johnson, Secretary; Cyril H. Jones, Assistant Secretary.
Office hours, 9 a. m to 5 p. m.; Saturdays 9 a. m. to 12 m.
Telephone, 1471 Worth.
Commission meeting every Tuesday at 4,30 p. m.

PUBLIC SERVICE COMMISSION.

The Public Service Commission for the First District, Tribune Building, No. 154 Nassau street, Manhattan.
Office hours, 8 a. m. to 11 p. m., every day in the year, including holidays and Sundays.
Stated public meetings of the Commission, Tuesdays and Fridays at 12 m., in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.
Commissioners—William R. Willcox, Chairman; Milo R. Maltbie, John E. Eustis, J. Sergeant Cram, George V. S. Williams. Counsel, George S. Coleman. Secretary, Travis H. Whitney.
Telephone, 4150 Beekman.

TENEMENT HOUSE DEPARTMENT.

John J. Murphy, Commissioner, Manhattan. Office, 44 East 23d street. Telephone, 5331 Gramercy. William H. Abbott, Jr., First Deputy Commissioner.
Brooklyn office (Boroughs of Brooklyn, Queens and Richmond), 503 Fulton street. Telephone, 3825 Main. Frank Mann, Second Deputy Commissioner.
Bronx office, 391 East 149th street. Telephone. 7107-7108 Melrose. William B. Calvert, Superintendent.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

BOROUGH OFFICES.

BOROUGH OF MANHATTAN.

Office of the President, Nos. 14, 15 and 16 City Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
George McAneny, President.
Leo Arnstein, Secretary of the Borough.
Julian B. Beaty, Secretary to the President.
Edgar Vietor Frothingham, Commissioner of Public Works.
W. R. Patterson, Assistant Commissioner of Public Works.
Rudolph P. Miller, Superintendent of Buildings.
———— Superintendent of Public Buildings and Offices.

BOROUGH OF THE BRONX.

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Cyrus C. Miller, President.
George Donnelly, Secretary.
Thomas W. Whittle, Commissioner of Public Works.
James A. Henderson, Superintendent of Buildings.
Arthur J. Largy, Superintendent of Highways.
Roger W. Bligh, Superintendent of Public Buildings and Offices.
Telephone, 2680 Tremont.

BOROUGH OF BROOKLYN

President's Office, Nos. 15 and 16, Borough Hall; 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Alfred E. Steers, President.
Reuben L. Haskell, Borough Secretary.
John B. Creighton, Secretary to the President.
Lewis H. Pounds, Commissioner of Public Works.
John Thatcher, Superintendent of Buildings.
William J. Taylor, Superintendent of the Bureau of Sewers.
Howard L. Woody, Superintendent of the Bureau of Public Buildings and Offices.
Frederick Linde, Superintendent of Highways
Telephone, 3960 Main.

BOROUGH OF QUEENS.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 4120 Hunter's Point.
Maurice E. Connolly, President.
Joseph Flanagan, Secretary.
Denis O'Leary, Commissioner of Public Works.
G. Howland Leavitt, Superintendent of Highways.
John W. Moore, Superintendent of Buildings.
John R. Higgins, Superintendent of Sewers.
Daniel Ehntholt, Superintendent of Street Cleaning.
————, Superintendent of Public Buildings and Offices, Flushing. Telephone, 1740 Flushing.

BOROUGH OF RICHMOND.

President's Office, New Brighton, Staten Island
George Cromwell, President.
Maybury Fleming, Secretary.
Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.
John Seaton, Superintendent of Buildings.
H. E. Buel, Superintendent of Highways.
John T. Fetherston, Assistant Engineer and Acting Superintendent of Street Cleaning.
Ernest H. Seehusen, Superintendent of Sewers.
John Timlin, Jr., Superintendent of Public Buildings and Offices
Offices, Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1000 Tompkinsville.

CORONERS.

Borough of Manhattan—Office, 70 Lafayette street, corner of Franklin street.
Open at all times of the day and night.
Coroners: Israel L. Feinberg, Herman Hellenstein, James E. Winterbottom, Herman W. Holtshauser.
Telephones, 5057, 5058 Franklin.
Borough of The Bronx—Corner of Third avenue and Tremont avenue. Telephone, 1250 Tremont and 1402 Tremont.
Jacob Shongut.
Borough of Brooklyn—Office, 236 Duffield street, near Fulton street. Telephone, 4004 Main and 4005 Main.
Alexander J. Rooney, Edward Glinnen, Coroners.
Open all hours of the day and night.
Borough of Queens—Office, Town Hall, Fulton street, Jamaica, L. I.
Alfred S. Ambler, G. J. Schaefer.
Office hours from 9 a. m. to 10 p. m., excepting Sundays and holidays; office open then from 9 a. m. to 12 m.
Borough of Richmond—No. 175 Second street, New Brighton. Open all hours of the day and night.
William H. Jackson, Coroner.
Telephone, 7 Tompkinsville.

COUNTY OFFICES.

NEW YORK COUNTY.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Thomas Allison, Commissioner.
Frederick P. Simpson, Assistant Commissioner.
Telephone, 241 Worth.

COMMISSIONER OF RECORDS.

Office, Hall of Records.
William S. Andrews, Commissioner.
James O. Farrell, Deputy Commissioner.
William Moores, Superintendent.
James J. Fleming, Jr., Secretary.
Telephone, 3900 Worth.
Office hours, 9 a. m. to 5 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.

COUNTY CLERK.

Nos. 5, 8, 9, 10 and 11 New County Court House.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m to 12 m.
William F. Schneider, County Clerk.
Charles E. Gehring, Deputy.
Wm. B. Selden, Second Deputy.
Herman W. Beyer, Superintendent of Indexing and Recording.
Telephone, 5388 Cortlandt.

DISTRICT ATTORNEY.

Building for Criminal Courts, Franklin and Centre streets.
Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Charles S. Whitman, District Attorney.
Henry D. Sayer, Chief Clerk.
Telephone, 2304 Franklin.

PUBLIC ADMINISTRATOR.

No 119 Nassau street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
William M. Hoes, Public Administrator.
Telephone, 6376 Cortlandt.

REGISTER.

Hall of Records, office hours, from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.
Max S. Grifenhagen, Register.
William Halpin, Deputy Register.
Telephone, 3900 Worth.

SHERIFF.

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m. Except during July and August 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Julius Harburger, Sheriff.
John F. Gilchrist, Under Sheriff.
Telephone, 4984 Worth.

SURROGATES.

Hall of Records. Court open from 9 a. m. to 4 p. m.. except Saturday, when it closes at 12 m. During the months of July and August the hours are from9 a. m. to 2 p. m.
John P. Cohalan and Robert L. Fowler, Surrogates; William V. Leary, Chief Clerk.
Bureau of Records: John F. Curry, Commissioner; Charles W. Culkin, Deputy Commissioner; George F. Scannell, Superintendent.
Telephone, 3900 Worth.

KINGS COUNTY.

COMMISSIONER OF JURORS.

5 County Court House.
Thomas R. Farrell, Commissioner.
Michael J. Trudden, Deputy Commissioner.
Office hours from 9 a. m 4 p. m.; Saturdays from 9 a. m. to 12 m.
Office hours during July and August, 9 a. m to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1454 Main.

COMMISSIONER OF RECORDS.

Hall of Records.
Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Charles H. Graff, Commissioner.
William F. Thompson, Deputy Commissioner.
Telephone, 6988 Main.

COUNTY CLERK.

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Charles S. Devoy, County Clerk.
John Feitner, Deputy County Clerk.
Telephone call, 4930 Main.

COUNTY COURT.

County Court House, Brooklyn, Rooms 1, 10, 14, 17, 18, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I., Room No. 23; Part II., Room No. 10; Part III., Room No. 14; Part IV., Room No. 1, Court House, Clerk's office, Rooms 17, 18, 19 and 22, open daily from 9 a. m. to 5 p. m.; Saturdays, 12 m.
Norman S. Dike and Lewis L. Fawcett, County Judges.
John T. Rafferty, Chief Clerk.
Telephone, 4154 and 4155 Main.

DISTRICT ATTORNEY.

Office, 66 Court street, Borough of Brooklyn. Hours, 9 a. m. to 5.30 p. m.; Saturdays, 9 a. m. to 1 p. m.
James C. Cropsey, District Attorney.
Telephone number, 2954-5-6-7 Main.

PUBLIC ADMINISTRATOR.

No. 44 Court street (Temple Bar), Brooklyn 9 a. m. to 5 p. m.
Frank V. Kelly, Public Administrator.
Telephone, 2840 Main.

REGISTER.

Hall of Records. Office hours, 9 a. m. to 4 p. m.; excepting months of July and August, then from 9 a. m. to 2 p. m., provided for by statute; Saturdays, 9 a. m. to 12 m.
Edward T. O'Loughlin, Register.
Alfred T. Hobley, Deputy Register.
Telephone, 2830 Main.

SHERIFF.

Temple Bar Building, 186 Remsen street, Room 401, Brooklyn, N. Y.
9 a. m. to 4 p. m.; Saturdays, 12 m.
Charles B. Law, Sheriff.
Lewis M. Swasey, Under Sheriff.
Telephone, 6845, 6846, 6847 Main.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
Herbert T. Ketcham, Surrogate.
John H. McCooey, Chief Clerk and Clerk to the Surrogate's Court.
Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m., except during months of July and August, when office hours are from 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3954 Main.

QUEENS COUNTY.

COMMISSIONER OF JURORS.

Office hours, 9 a. m. to 4 p. m.; July and August 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.; Queens County Court House, Long Island City.
George H. Creed, Commissioner of Jurors.
Rodman Richardson, Assistant Commissioner.
Telephone, 455 Greenpoint.

COUNTY CLERK.

No. 364 Fulton street, Jamaica, Fourth Ward, Borough of Queens, City of New York.
Office open, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. o 12 m.
Martin Mager, County Clerk.
Telephone, 151 Jamaica.

COUNTY COURT.

County Court House, Long Island City.
County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September.
Burt J. Humphrey, County Judge.
Telephone, 551 Jamaica.

DISTRICT ATTORNEY.

Office, Queens County Court House, Long Island City, 9 a. m. to 5 p. m., Saturdays, 9 a. m. to 12 m.
County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.
Matthew J. Smith, District Attorney.
Telephone, 3871 and 3872 Hunter's Point.

PUBLIC ADMINISTRATOR.

No. 364 Fulton street, Jamaica, Queens County.
Randolph White, Public Administrator, County of Queens.
Office hours, 9 a. m. to 4 p. m.
Saturdays, 9 a. m. to 12 m.
Telephone 397 Jamaica.

SHERIFF.

County Court House, Long Island City, 9 a. m. to 4 p. m.; during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Thomas M. Quinn, Sheriff.
John M. Phillips, Under Sheriff.
Telephone, 3766-7 Hunter's Point (office).
Henry O. Schleth, Warden.
Telephone, 4161 Hunter's Point.

SURROGATE.

Daniel Noble, Surrogate.
Office, No. 364 Fulton street, Jamaica.
Except on Sundays, holidays and half-holidays, the office is open from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m. July and August, 9 a. m. to 2 p. m.
The calendar is called on each week day at 10 a. m., except during the month of August.
Telephone, 397 Jamaica.

RICHMOND COUNTY.

COMMISSIONER OF JURORS.

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

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
C. Livingston Bostwick, County Clerk.
Telephone, 28 New Dorp.

COUNTY JUDGE AND SURROGATE.

County Court—J. Harry Tiernan, County Judge.
Terms of the County Court.
First Monday of March and first Monday of October, 1912, with a Grand and Trial Jury.
First Monday of May and first Monday of December, 1912, with a Trial Jury only.
On Wednesdays of each week at Richmond (except during the month of August).
Surrogate's Court—J. Harry Tiernan, Surrogate.
Court days: Mondays and Tuesdays, at the Surrogate's Office in the Borough Hall, St. George, and Wednesdays, at the Surrogate's Office, Richmond, at 10.30 a. m., on which citations and orders are returnable, except during the month of August, and except on days when Jury terms of the County Court are held.
Telephones, 235 New Dorp, 1000 Tompkinsville—Court Room.

DISTRICT ATTORNEY.

Borough Hall, St. George, S. I.
Albert C. Fach, District Attorney.
Telephone, 50 Tompkinsville.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

PUBLIC ADMINISTRATOR.

Office, Port Richmond.
William T. Holt, Public Administrator.
Telephone, 704 West Brighton.

SHERIFF.

County Court House, Richmond, S. I.
John J. Collins, Sheriff; Peter J. Finn, Jr., Under-Sheriff.
Office hours, 9 a. m. to 4 p. m.; Saturdays a. m. to 12 m.
Telephone, 120 New Dorp.

THE COURTS.

APPELLATE DIVISION OF THE SUPREME COURT.

FIRST JUDICIAL DEPARTMENT.

Court House, Madison avenue, corner Twenty fifth street. Court open from 2 p. m. until 6 p. m. Friday, Motion Day, Court opens at 10.30 a. m. Motions called at 10 a. m. Orders called at 10.30 a. m.
George L. Ingraham, Presiding Justice; Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, Francis M. Scott, Nathan L. Miller Victor J. Dowling, Justices; Alfred Wagstaff, Clerk William Lamb, Deputy Clerk.
Clerk's Office opens 9 a. m.
Telephone, 3340 Madison Square.

SUPREME COURT—FIRST DEPARTMENT.

County Court House, Chambers street. Court open from 10.15 a. m. to 4 p. m.
Special Term, Part I. (motions), Room No. 16.
Special Term, Part II. (ex-parte business), Room No. 13.
Special Term, Part III., Room No. 19.
Special Term, Part IV., Room No. 20.
Special Term, Part V., Room No. 6.
Special Term, Part VI., Room No. 31.
Trial Term, Part II., Room No. 34.
Trial Term, Part III., Room No. 32.
Trial Term, Part IV., Room No. 21.
Trial Term, Part V., Room No. 24.
Trial Term, Part VI., Room No. 18.
Trial Term, Part VII., Room No. —.
Trial Term, Part VIII., Room No. 23.
Trial Term, Part IX., Room No. 35.
Trial Term, Part X., Room No. 26.
Trial Term, Part XI., Room No. 27.
Trial Term, Part XII., Room No. —.
Trial Term, Part XIII., and Special Term, Part VII., Room No. 36.
Trial Term, Part XIV., Room No. 28.
Trial Term, Part XV., Room No. 37.
Trial Term, Part XVI., Room No. —.
Trial Term, Part XVII., Room No. 20.
Trial Term, Part XVIII., Room No. 29.
Appellate Term, Room No. 29.
Naturalisation Bureau, Room No. 38, third floor.
Assignment Bureau, room on mezzanine floor northeast.
Clerks in attendance from 10 a. m. to 4 p.m.
Clerk's Office, Special Term, Part I. (motion), Room No. 15.
Clerk's Office, Special Term, Part II. (ex-parte business), ground floor, southeast corner.
Clerk's Office, Special Term, Calendar, ground floor, south.
Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.
Clerk's Office, Appellate Term, room southwest corner, third floor.
Trial Term, Part I. (criminal business).
Criminal Court House, Centre street.
Justices—Henry Bischoff, Leonard A. Giegerich P. Henry Dugro, James Fitzgerald, James A Blanchard, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Joseph E. Newburger, John W. Goff, Samuel Seabury M. Warley Platzek, Peter A. Hendrick, John Ford, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard, Irving Lehman, Alfred R. Page, Edward J. Gavegan, Nathan Bijur, John J. Delany, Francis K. Pendleton, Daniel F. Cohalan, Henry D. Hotchkiss.
Telephone, 4580 Cortlandt.

SUPREME COURT—CRIMINAL DIVISION.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.

Court opens at 10.30 a. m.

William F. Schneider, Clerk; Edward R. Carroll, Special Deputy to the Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

During July and August, Clerk's Office will close at 2 p. m.

Telephone, 6064 Franklin.

APPELLATE DIVISION, SUPREME COURT.

SECOND JUDICIAL DEPARTMENT.

Court House, Borough Hall, Brooklyn. Court meets from 1 p. m. to 5 p. m., except that on Fridays court opens at 10 o'clock a. m. Almet F. Jenks, Presiding Justice; Michael H. Hirschberg, Joseph A. Burr, Edward B. Thomas, William J. Carr, John Woodward, Adelbert P. Rich, Justices. John B. Byrne, Clerk; Clarence A. Barrow, Deputy Clerk. Motion days, first and third Mondays of each Term.

Clerk's office opens 9 a. m.

Telephone, 1392 Main.

John B. Byrne, Clerk.

SUPREME COURT—SECOND DEPARTMENT

KINGS COUNTY

Kings County Court-house, Joralemon and Fulton streets, Borough of Brooklyn.

Clerk's office hours, 9 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions. Special Term (ex-parte business).

Naturalization Bureau, Room 7, Hall of Records Brooklyn, N. Y.

James F. McGee, General Clerk.

Telephone. 5460 Main.

QUEENS COUNTY.

County Court House, Long Island City.

Court opens at 10 a. m. Trial and Special Term for Motions and ex parte business each month except July, August and September, in Part 1.

Trial Term, Part 2, January, February, March, April, May and December.

Special Term for Trials, January, April, June and November.

Naturalization, first Friday in each Term.

Thomas B. Seaman, Special Deputy Clerk in charge.

John D. Peace, Part 1 and Calendar Clerk

James Ingram, Part 2, Clerk.

Clerk's office open 9 a. m. to 5 p. m., except Saturday 9 a. m. to 12.30 p. m.

Telephone, 3896 Hunter's Point.

RICHMOND COUNTY.

Terms of Court in Year 1912.

Second Monday of January, first Monday of February, first Monday of April, first Monday of June, first Monday of November. Trial Terms to be held at County Court House at Richmond.

Second Monday of February, second Monday of June, second Monday of November. Special Terms for Trials to be held at Court Room, Borough Hall, St. George.

First and third Saturdays of January, second and fourth Saturdays of March, first and third Saturdays of April, second and fourth Saturdays of May, first and third Saturdays of October, first and third Saturdays of December. Special Terms for Motions to be held at Court Room, Borough Hall, St. George.

C. Livingston Bostwick, Clerk.

John H. Wilkinson, Special Deputy.

COURT OF GENERAL SESSIONS.

Held in the Building for Criminal Courts, Centre, Elm, White and Franklin streets.

Court opens at 10.30 a. m.

Warren W. Foster, Thomas C. O'Sullivan, Otto A. Rosalsky, Thomas C. T. Crain, Edward Swann, Joseph F. Mulqueen, James T. Malone, Judges of the Court of General Sessions; Edward R. Carroll, Clerk Telephone, 1201 Franklin.

Clerk's Office open from 9 a. m. to 4 p. m.

During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.

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; Francis B. Delehanty, Joseph I. Green, Alexander Finelite, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Richard T. Lynch, Edward B. La Fetra, Richard H. Smith, Justices. Thomas F. Smith, Clerk.

Telephone, 122 Cortlandt.

COURT OF SPECIAL SESSIONS.

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

Court opens at 10 a. m.

Isaac Franklin Russell, Chief Justice; Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Franklin Chase Hoyt, Joseph F. Moss, Howard J. Forker, John Fleming, Robert J. Wilkin, George J. O'Keefe, Morgan M. L. Ryan, James J. McInerney, Arthur C. Salmon, Henry Steinert and Cornelius F. Collins, Justices. Frank W. Smith, Chief Clerk.

Part I., Criminal Court Building, Borough of Manhattan, John P. Hilly, Clerk. Telephone, 2092 Franklin.

Part II., 171 Atlantic avenue, Borough of Brooklyn. This part is held on Mondays, Thursdays and Fridays. Joseph L. Kerrigan, Clerk. Telephone, 4280 Main.

Part III., Town Hall, Jamaica, Borough of Queens. This part is held on Tuesdays. H. S. Moran, Clerk. Telephone, 657 Jamaica.

Part IV., Borough Hall, St. George, Borough of Richmond. This part is held on Wednesdays. Robert Brown, Clerk. Telephone, 49 Tompkinsville.

CHILDREN'S COURT.

New York County—No. 66 Third avenue, Manhattan. Dennis A. Lambert, Clerk. Telephone, 1832 Stuyvesant.

Kings County—No. 102 Court street, Brooklyn. Joseph W. Duffy, Clerk. Telephone, 627 Main.

Queens County—No. 19 Hardenbrook avenue, Jamaica. Sydney Ollendorff, Clerk. This court is held on Mondays and Thursdays.

Richmond County—Corn Exchange Bank Bldg., St. George, S. I. William J. Browne, Clerk. This court is held on Tuesdays. Office open every day (except Sundays and holidays) from 9 a. m. to 4 p. m. On Saturdays from 9 a. m. to 12 m.

CITY MAGISTRATES' COURT.

FIRST DIVISION.

Court opens from 9 a. m. to 4 p. m.

William McAdoo, Chief City Magistrate; Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Frederick B. House, Charles N. Harris, Frederic Kernochan, Arthur C. Butts, Joseph E. Corrigan, Moses Herrman, Paul Krotel, Keyran J. O'Connor, Henry W. Herbert, Charles W. Appleton, Daniel F. Murphy, John J. Freschi, Francis X. McQuade, City Magistrates.

Philip Bloch, Chief Clerk, 300 Mulberry street.

Telephone, 6213 Spring.

First District—Criminal Courts Building.

Second District—Jefferson Market.

Third District—Second avenue and First street.

Fourth District—No. 151 East Fifty-seventh street.

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth District—One Hundred and Sixty-first street and Brook avenue.

Seventh District—No. 314 West Fifty-fourth street.

Eighth District—Main street, Westchester.

Ninth District (Night Court for Females)—No. 125 Sixth avenue.

Tenth District (Night Court for Males)—No. 151 East Fifty-seventh street.

Eleventh District—Domestic Relations Court—No. 151 East Fifty-seventh street.

SECOND DIVISION.

BOROUGH OF BROOKLYN.

Otto Kempner, Chief City Magistrate; Edward J. Dooley, John Naumer, A. V. B. Voorhees, Jr., Alexander H. Geismar, John F. Hylan, Howard P. Nash, Moses J. Harris, Charles J. Dodd, John C. McGuire, Louis H. Reynolds, City Magistrates.

Office of Chief Magistrates, 44 Court street Rooms 209-214. Telephone, 7411 Main.

William F. Delaney, Chief Clerk.

Archibald J. McKinney, Chief Probation Officer Myrtle and Vanderbilt avenues, Brooklyn, N. Y.

Courts.

First District—No. 318 Adams street.

Second District—Court and Butler streets.

Fifth District—No. 249 Manhattan avenue.

Sixth District—No. 495 Gates avenue.

Seventh District—No. 31 Snider avenue (Flatbush).

Eighth District—West Eighth street (Coney Island).

Ninth District—Fifth avenue and Twenty-third street.

Tenth District—No. 133 New Jersey avenue.

Domestic Relations Court—Myrtle and Vanderbilt avenues.

BOROUGH OF QUEENS.

City Magistrates—Joseph Fitch, John A. Leach, Harry Miller, James J. Conway.

Courts.

First District—St. Mary's Lyceum, Long Island City.

Second District—Town Hall, Flushing, L. I.

Third District—Central avenue, Far Rockaway, L. I.

Fourth District—Town Hall, Jamaica, L. I.

BOROUGH OF RICHMOND.

City Magistrates—Joseph B. Handy, Nathanie Marsh.

Courts.

First District—Lafayette avenue, New Brighton Staten Island.

Second Division—Village Hall, Stapleton, Stater Island.

All Courts open daily for business from 9 a. m. to 4 p. m., except on Saturdays, Sundays and legal holidays, when only morning sessions are held.

MUNICIPAL COURTS.

BOROUGH OF MANHATTAN.

First District—The First District embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.

Wauhope Lynn, William F. Moore, John Hoyer, Justices.

Thomas O'Connell, Clerk.

Frank Mangin, Deputy Clerk.

Location of Court—Merchants' Association Building, Nos. 54-60 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. a. m. to 12 m. July and August from 9 a. m. to 2 p. m.

Additional Part is held at southwest corner of Sixth avenue and Tenth street.

Telephone, 6030 Franklin.

Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue and on the south and east by the southerly and easterly boundaries of the said borough on the north by the centre line of East Fourteenth street, on the west by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.

Benjamin Hoffman, Leon Sanders, Thomas P. Dinnean, Leonard A. Snitkin, Justices.

James J. Devlin, Clerk.

Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 4300 Orchard.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.

Thomas E. Murray, Thomas F. Noonan, Justices.

Michael Skelly, Clerk.

Location of Court—No. 314 West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone number, 5450 Columbus.

Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Pa k, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough; excluding, however any portion of Blackwells Island.

Michael F. Blake, William J. Boyhan, Justices

Abram Bernard, Clerk.

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

Telephone, 3860 Plaza.

Fifth District—The Fifth District embraces the territory bounded on the south by the centre line of Sixty-fifth street, on the east by the centre line of Central Park West, on the north by the centre line of One Hundred and Tenth street, on the west by the westerly boundary of said borough.

Alfred P. W. Seaman, William Young, Frederick Spiegelberg, Justices.

John H. Servis, Clerk.

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

Telephone, 4006 Riverside.

Sixth District—The Sixth District embraces the territory bounded on the south by the centre line of Fifty-ninth street and by the centre line of Ninety-sixth street from Lexington avenue to Fifth avenue, on the west by the centre line of Lexington avenue from Fifty-ninth street to Ninety-sixth street and the centre line of Fifth avenue from Ninety-sixth street to One Hundred and Tenth street, on the north by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, including, however, all of Blackwells Island and excluding any portion of Wards Island.

Jacob Marks, Solomon Oppenheimer, Justices.

Edward A. McQuade, Clerk.

Location of Court—Northwest corner of Third avenue and Eighty-third street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4343 Lenox.

Seventh District—The Seventh District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the east by the centre line of Fifth avenue to the northerly terminus thereof, and north of the northerly terminus of Fifth avenue, following in a northerly direction the course of the Harlem River, on a line coterminus with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.

Philip J. Sinnott, David L. Weil, John R. Davies, ustices.

John P. Burns, Clerk.

Location of Court—No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.

Eighth District—The Eighth District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the west by the centre line of Fifth avenue, on the north and east by the northerly and easterly boundaries of said borough, including Randalls Island and the whole of Wards Island.

Joseph P. Fallon and Leopold Prince, Justices.

Hugh H. Moore, Clerk.

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

Telephone, 3950 Harlem.

Ninth District—The Ninth District embraces the territory bounded on the south by the centre tne of Fourteenth street and by the centre line of Fifty ninth street from the centre line of Seventh avenue to the centre line of Central Park West, on the east by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, and by the centre line of Fifth avenue from the centre line of Ninety-sixth street to the centre line of One Hundred and Tenth street, on the north by the centre line of Ninety-sixth street from the centre line of Lexington avenue to the centre line of Fifth avenue and One Hundred and Tenth street from Fifth avenue to Central Park West, on the west by the centre line of Seventh avenue and Central Park West.

Edgar J. Lauer, Frederic De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.

Frank Bulkley, Clerk.

Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Parts I. and II Court opens at 9 a. m. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.

Telephone, 3873 Plaza.

BOROUGH OF THE BRONX

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by chapter 934 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court room, Town Hall, No. 1400 Williamsbridge road, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.

Peter A. Sheil, Justice.

Stephen Collins, Clerk.

Office hours from 9 a. m. to 4 p. m.; Saturdays closing at 12 m.

Telephone, 457 Westchester.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court room southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours from 9 a. m. to 4 p. m. Court opens at 9 a. m., Sundays and legal holidays excepted.

John M. Tierney and William E. Morris, Justices.

Thomas A. Maher, Clerk.

Telephone, 3043 Melrose.

BOROUGH OF BROOKLYN.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards, and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn.

Court House, northwest corner State and Court streets. Parts 1. and 11.

Eugene Conran, Justice. Edward Moran, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Telephone, 7091 Main.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Mrytle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.

Court room. No. 495 Gates avenue.

John R. Farrar, George Freifield, Justices Franklin B. Van Wart, Clerk.

Clerk's Office open from 8.45 a. m. to 4 p. m. Sundays and legal holidays excepted. Saturdays 8.45 a. m. to 12 m.

Telephone, 504 Bedford.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest to the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court House, Nos. 6 and 8 Lee avenue, Brooklyn.

Philip D. Meagher and William J. Bogenshutz, Justices. John W. Carpenter, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Court opens at 9 a. m.

Telephone, 995 Williamsburg.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court room, No. 14 Howard avenue.

Jacob S. Strahl, Justice. Joseph P. McCarthy, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue.

Court House, northwest corner of Fifty-third street and Third avenue (No. 5220 Third avenue).

Cornelius Furgueson, Justice. Jeremiah J. O'Leary, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Telephone, 3907 Sunset.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue; also that portion of the Eleventh and the Twentieth Wards beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic avenue to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of Mrytle avenue to Hudson avenue thence along the centre line of Hudson avenue to Johnson street; thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.

Lucien S. Bayliss and Stephen Callaghan Justices. William R. Fagan, Clerk:

Court House, No. 236 Duffield street.

Telephone, 6166-J Main.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal and Edward A. Richards, Justices. James P. Sinnott, Clerk.

Court House, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania avenue).

Clerk's Office open from 8.45 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m. Trial days, Tuesdays Wednesdays, Thursdays and Fridays. During July and August, 8.45 a. m. to 2 p. m.

Telephone, 904 and 905 East New York

BOROUGH OF QUEENS.

First District—Embraces the territory bounded by and within the canal, Rapelye avenue, Jackson avenue, Old Bowery Bay road, Bowery Bay, East River and Newtown Creek. Court room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.

Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days, Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.

Thomas C. Kadien, Justice. John F. Cassidy Clerk.

Telephone. 1420 Hunters Point.

Second District—Embraces the territory bounded by and within Maspeth avenue, Maurice avenue, Calamus road, Long Island Railroad, Trotting Course lane, Metropolitan avenue, boundary line between the Second and Fourth Wards, boundary line between the Second and Third Wards, Flushing Creek, Ireland Mill road, Lawrence avenue, Bradford avenue, Main street, Lincoln street, Union street, Broadway, Parsons avenue, Lincoln street, Percy street, Sanford avenue, Murray lane, Bayside avenue, Little Bayside road, Little Neck bay, East River, Bowery Bay, Old Bowery Bay road, Jackson avenue, Rapelye avenue, the canal and Newtown Creek.

Court room in Court House of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. address, Elmhurst, Queens County, New York.

John M. Cragen, Justice. J. Frank Ryan, Clerk.

Trial days, Tuesdays and Thursdays.

Fridays for Jury trials only.

Clerk's Office open from 9 a. m. to 4 p. m. Sundays and legal holidays excepted.

Telephone, 87 Newtown.

Third District—Embraces the territory bounded by and within Maspeth avenue, Maurice avenue Calamus road, Long Island Railroad, Trotting Course lane, Metropolitan avenue, boundary line between the Second and Fourth Wards, Vandeveer avenue, Jamaica avenue, Shaw avenue, Atlantic avenue, Morris avenue, Rockaway road, boundary line between Queens and Nassau counties, Atlantic Ocean, Rockaway Inlet, boundary line between Queens and Kings counties and Newtown Creek.

Alfred Denton, Justice. John H. Huhn, Clerk 1908 and 1910 Myrtle avenue, Glendale.

Telephone, 2352 Bushwick.

Clerk's Office open from 9 a. m. to 4 p. m.

Trial days, Tuesdays and Thurdays (Fridays or Jury trials only), at 9 a. m.

Fourth District—Embraces the territory bounded by and within the boundary line between the Second and Fourth Wards, the boundary line between the Second and Third Wards, Flushing Creek, Ireland Mill road, Lawrence avenue, Bradford avenue, Main street, Lincoln street, Union treet, Broadway, Parsons avenue, Lincoln street, Percy street, Sanford avenue, Murray lane, Bayside avenue, Little Bayside road, Little Neck Bay, boundary line between Queens and Nassau counties Rockaway road, Morris avenue, Atlantic avenue, Shaw avenue, Jamaica avenue and Vandeveer avenue.

Court House, Town Hall, northeast corner of Fulton street and Flushing avenue, Jamaica.

James F. McLaughlin, Justice. George W Damon, Clerk.

Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Court held on Mondays, Wednesdays and Fridays at 9 a. m.

Telephone, 1654 Jamaica.

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. Thomas E. Cremins Clerk.

Clerk's Office open from 8.45 a. m. to 4 p. m.

Telephone, 503 Tompkinsville.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court room, former Edgewater Village Hall, Stapleton.

Arnold J. B. Wedemeyer, Justice. William Wedemeyer, Clerk.

Clerk's Office open from 8.45 a. m. to 4 p. m.

Court opens at 9 a. m. Calendar called at 9 a. m. Court continued until close of business. Trial days, Mondays, Wednesdays and Fridays.

Telephone, 313 Tompkinsville.

COLLEGE OF THE CITY OF NEW YORK.

THE COLLEGE OF THE CITY OF NEW YORK, 139TH ST. AND ST NICHOLAS TERRACE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Trustees of the College of the City of New York at 17 Lexington ave., until 1 p. m., on

TUESDAY, JUNE 11, 1912,

FOR BINDING TEXT BOOKS AS FOLLOWS:

Item A, 40.
Item B, 600.
Item C, 1,300.
Item D, 2,200.

The time allowed for doing and completing the work is until August 15, 1912.

The amount of security required will be 25 per cent. of the amount of bid on each item.

The bidders will state in their estimate a separate unit price for each item.

The award of the contract, if awarded, for the binding work specified in each item will be made to the lowest bidder on such item.

Blank forms of the contract and specifications and bid sheet may be obtained at the office of the Curator of the College, Room 114, Main Building, 139th st. and St. Nicholas terrace, The City of New York, Borough of Manhattan.

THEO. F. MILLER, Chairman; JAMES W. HYDE, Secretary; BERNARD M. BARUCH, FREDERICK P. BELLAMY, JAMES BYRNE, WM. F. McCOOMBS, LEE KOHNS, M. J. STROOCK, WM. HENRY CORBITT, EGERTON L. WINTHROP, JR., Board of Trustees and Committee on Buildings.

Dated Borough of Manhattan, May 29, 1912.
m29,j11.

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

BOARD MEETINGS.

Board of Aldermen.

The Board of Aldermen meets in the Aldermanic Chamber, City Hall, every Tuesday, at 1.30 o'clock p. m.

P. J. SCULLY, City Clerk and Clerk to the Board of Aldermen.

Board of Estimate and Apportionment.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Thursday, at 10.30 o'clock a. m.

JOSEPH HAAG, Secretary.

Commissioners of Sinking Fund.

The Commissioners of the Sinking Fund meet in the Meeting Room (Room 16), City Hall, on Wednesdays, at 11 a. m., at call of the Mayor.

JOHN KORB, JR., Secretary.

Board of Revision of Assessments.

The Board of Revision of Assessments meets in the Meeting Room (Room 16), City Hall, every Friday, at 11 a. m., upon notice of the Chief Clerk.

JOHN KORB, JR., Chief Clerk.

Board of City Record.

The Board of City Record meets in the City Hall at call of the Mayor.

DAVID FERGUSON, Supervisor, Secretary.

DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF E. 26TH ST., NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

MONDAY, JUNE 10, 1912,

FOR FURNISHING AND DELIVERING MEDICAL AND SURGICAL SUPPLIES.

The time for the performance of the contract is during the year 1912.

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

The bidder will state the price per pound, ounce, etc., by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each line or item, as stated in the specifications.

Blank forms and further information may be obtained at the office of the General Drug Department, Bellevue Hospital Grounds, E. 26th st., Borough of Manhattan.

MICHAEL J. DRUMMOND, Commissioner.
The City of New York, May 28, 1912.
m29,j10.

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

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF E. 26TH ST., NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

MONDAY, JUNE 10, 1912,

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF A DORMITORY FOR MALE HELP AT THE METROPOLITAN HOSPITAL, BLACKWELLS ISLAND, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract is one hundred and fifty (150) consecutive working days.

The security required will be Fifty Thousand Dollars ($50,000).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire for a complete job.

Blank forms and further information may be obtained at the office of Frank J. Helmle, Architect, 190 Montague st., Borough of Brooklyn, The City of New York, where plans and specifications may be seen.

MICHAEL J. DRUMMOND, Commissioner.
Dated May 25, 1912. m28,j10

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

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF E. 26TH ST., NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

MONDAY, JUNE 10, 1912,

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF A DORMITORY FOR FEMALE HELP AT THE CITY HOSPITAL, BLACKWELLS ISLAND, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract is one hundred and fifty (150) consecutive working days.

The security required will be Twenty-four Thousand Dollars ($24,000).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire for a complete job.

Blank forms and further information may be obtained at the office of Frank J. Helmle, Architect, 190 Montague st., Borough of Brooklyn, The City of New York, where plans and specifications may be seen.

MICHAEL J. DRUMMOND, Commissioner.
Dated May 25, 1912. m28,j10

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

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF E. 26TH ST., NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

TUESDAY, JUNE 4, 1912,

FOR FURNISHING AND DELIVERING DRY GOODS, LAUNDRY MACHINERY, VEHICLES, RUBBER GOODS AND OTHER MISCELLANEOUS SUPPLIES.

The time for the performance of the contract is during the year 1912.

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

The bidder will state the price per yard, per dozen or other unit, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each line or item, as stated in the specifications.

Blank forms and further information may be obtained at the office of the Department, foot of E. 26th st., Borough of Manhattan.

MICHAEL J. DRUMMOND, Commissioner.
The City of New York, May 22, 1912.
m23,j4

☞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 14, in The City of New York, until 2 o'clock p. m. on

TUESDAY, JUNE 11, 1912,

FOR FURNISHING, DELIVERING AND ERECTING STEEL BOOKCASES IN THE JUDGES' LIBRARY, 12TH FLOOR, EMIGRANT BANK BUILDING, 51 CHAMBERS STREET, BOROUGH OF MANHATTAN.

The time allowed for doing and completing the work will be sixty (60) consecutive calendar working days.

The security required will be One Thousand Dollars ($1,000).

The bidder shall state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job.

The contract will be awarded to the lowest bidder.

Blank forms and specifications may be obtained at the office of the Auditor, offices of the Commissioner of Public Works, eighteenth floor, 13 to 21 Park row, Borough of Manhattan.

GEORGE McANENY, President.
City of New York, May 29, 1912. m29,j11

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

PRESIDENT OF THE BOROUGH OF MANHATTAN, OFFICES OF THE COMMISSIONER OF PUBLIC WORKS, 21 PARK ROW.

SALE AT PUBLIC AUCTION.

FRIDAY, MAY 31, 1912,

The President of the Borough of Manhattan will sell at public auction, at 12 o'clock noon, on the premises No. 232 W. 60th st. (Public Bath Building),

ABOUT 24 BLACK SLATE SLABS.

The material may be inspected on Wednesday or Friday, and the purchaser will be required to remove the same within 48 hours after the sale.

A deposit of $100 will be required as a guarantee against damage to the building or any part thereof, during the removal of the material by the purchaser.

All material not removed within the specified time will be resold and disposed of as provided by law.

GEORGE McANENY, President, Borough of Manhattan. m29,31

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 14, in The City of New York, until 2 o'clock p. m. on

TUESDAY, JUNE 11, 1912,

FOR FURNISHING AND DELIVERING 2,400 LINEAR FEET OF 2½-INCH FOUR-PLY RUBBER FIRE HOSE.

Time allowed for the performance of the contract is thirty (30) consecutive calendar working days.

The amount of security required will be Five Hundred Dollars ($500).

For quantities and places of delivery see schedule following.

DELIVERY SCHEDULE.

The probable required deliveries in amount will be about as follows, at the locations named:

Corporation Yards, foot of Rivington st., East River, or at Manhattan Bridge, between Cherry and Monroe sts., about 50 per cent.

Corporation Yards, 415 W. 123d st., or Lexington ave., between 131st and 132d sts., 50 per cent.

Bidders are requested to carefully consider the foregoing delivery schedule and shall state a price per unit of each item for furnishing and delivering at each of the places mentioned.

Bids will be compared and the contracts awarded to the lowest bidder.

Blank forms and specifications may be obtained at the Bureau of Sewers, Room 1636, 16th floor, 13 to 21 Park row, Borough of Manhattan. GEORGE McANENY, President.

City of New York, May 29, 1912. m29,j11

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

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 14, in The City of New York, until 2 o'clock p. m. on

TUESDAY, JUNE 11, 1912,

FOR FURNISHING AND DELIVERING ONE EIGHT (8) TON STEAM ROLLER.

The time allowed for doing and completing the work will be twenty (20) consecutive calendar working days.

The security required will be Seven Hundred Dollars ($700).

The bidder shall state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job.

The contract will be awarded to the lowest bidder.

Blank forms and specifications may be obtained at the office of the Auditor, offices of the Commissioner of Public Works, 18th floor, 13 to 21 Park row, Borough of Manhattan.

GEORGE McANENY, President.
City of New York, May 29, 1912. m29,j11

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

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 14, until 2 o'clock p. m. on

TUESDAY, JUNE 11, 1912,

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR COMPLETING CONTRACT FOR ALTERATION AND IMPROVEMENT TO SEWER AND APPURTENANCES IN 72D ST., BETWEEN AMSTERDAM AND COLUMBUS AVES., TOGETHER WITH THE WORK INCIDENTAL THERETO, HERETOFORE AWARDED TO THOMAS A. REILLY AND ABANDONED BY HIM.

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:

245 linear feet of brick sewer, 3 feet 6 inches by 2 feet 4 inches, Class 1.

100 linear feet of brick sewer, Class 2.

24 linear feet of 15-inch pipe sewer, laid in concrete.

48 linear feet of 12-inch pipe culvert.

2 receiving basins, with old head now in place.

30 cubic yards of rock to be excavated and removed.

25,000 feet (B. M.) of timber and planking, for bracing and sheeting.

500 feet (B. M.) of timber and planking for foundation.

The time allowance to complete the whole work is seventy-five (75) working days.

The amount of security required will be Two Thousand Five Hundred Dollars ($2,500).

The bidder will state the price of each item in the specifications or schedules therein contained or thereto annexed, per foot, yard or other unit of measure, or article by which the bids will be tested. The extensions must be made and footed up.

Blank forms may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, 13-21 Park row, Bureau of Sewers, Borough of Manhattan.

GEORGE McANENY, President, Borough of Manhattan.

The City of New York, May 29, 1912.
m29,j11

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

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, 299 BROADWAY, NEW YORK, May 29, 1912.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received from

WEDNESDAY, MAY 29TH, 1912, TO 4 P. M. THURSDAY, JUNE 13TH, 1912,

for the position of

ENGINEER INSPECTOR, Grades C and D.

No application delivered at the office of the Commission, by mail or otherwise, after 4 p. m., June 13, 1912, will be accepted.

The examination will be held Monday, July 8, 1912, at 10 o'clock a. m.

The subjects and weights of the examination are as follows: Technical (including report), 5; experience, 3; arithmetic (including survey notes), 2. 75 per cent. is required on the technical paper and 70 per cent. on all.

Candidates for Engineer Inspector (Civil) will be required to show a knowledge of the laws and ordinances governing the regulating, grading and paving of streets, the building of vaults, the removal of encumbrances and the making of sewer connections. They should show an experience, as inspector, contractor or employee on public works and have some knowledge of surveying for the establishment of grades.

The candidates for the architectural branch will be required to show an intimate knowledge of the structural requirements of the Building Code; the economic conditions of design and a familiarity with the practice of the Bureau of Buildings. A previous experience as architect, inspector of buildings or engineer will be requisite.

Minimum age, 25 years; 20 vacancies in the office of the President, Borough of Brooklyn, at $1,800 per annum; salary, $1,200 to $1,800 per annum.

Application blanks will be mailed upon request, but the Commission will not guarantee the delivery of the same.

F. A. SPENCER, Secretary. m29,j13

MUNICIPAL CIVIL SERVICE COMMISSION, 299 BROADWAY, NEW YORK, May 21, 1912.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received from

TUESDAY, MAY 21ST, 1912, TO 4 P. M. WEDNESDAY, JUNE 5TH, 1912,

for the position of

ALIENIST, Grades 1 to 3.

No application delivered at the office of the Commission, by mail or otherwise, after 4 p. m., June 5, 1912, will be accepted.

The subjects and weights of the examination are as follows: Technical, 6; experience, 4; 75 per cent. is required on the technical paper and 70 per cent. on all.

Candidates must be qualified Examiners in Lunacy of the State of New York.

The requirement that all applicants shall be residents of the State of New York is waived for this examination.

The requirement that vouchers shall be residents of The City of New York is waived for this examination, and applications bearing the certificates of four persons resident or engaged in business elsewhere will be accepted.

The requirement of citizenship is waived for this examination.

The provision of the rules to the effect that no person who has failed in or withdrawn from an examination shall be admitted within nine months to a new examination for the same position is waived for this examination.

Candidates must have had at least two years' experience in institutions for the care of the insane as Resident Physician.

Candidates for the higher grades will be called on for a more severe test.

Minimum age, 25 years; 2 vacancies in the Kings County Hospital, Department of Public Charities; salary, $1,200 per annum.

Application blanks will be mailed upon request, but the Commission will not guarantee the delivery of the same.

F. A. SPENCER, Secretary.
m21,j5

MUNICIPAL CIVIL SERVICE COMMISSION, 299 BROADWAY, NEW YORK, May 16, 1912.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received from

THURSDAY, MAY 16TH, 1912, TO 4 P. M. FRIDAY, MAY 31ST, 1912,

for the position of

STATISTICIAN (MALE AND FEMALE), GRADE 4.

No application delivered at the office of the Commission, by mail or otherwise, after 4 p. m., May 31, 1912, will be accepted.

The examination will be held on MONDAY, JUNE 24, 1912, at 10 o'clock a. m.

The subjects and weights of the examination are as follows: Special, 5; Mathematics, 2; Experience, 3. Seventy per cent. is required on the final average.

Candidates should know how to tabulate figures in official reports and should 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.

Minimum age, 21 years; vacancies, 1 in the Department of Finance; salary, $1,800.

Application blanks will be mailed upon request, but the Commission will not guarantee the delivery of the same.

F. A. SPENCER, Secretary. m16,31

MUNICIPAL CIVIL SERVICE COMMISSION, 299 BROADWAY, NEW YORK, May 15, 1912.

PUBLIC NOTICE IS HEREBY GIVEN THAT applications will be received from

WEDNESDAY, MAY 15TH, 1912, TO 4 P. M WEDNESDAY, MAY 29TH, 1912,

for the position of

ASSISTANT ELECTRICAL ENGINEER, GRADE E.

No application delivered at the office of the Commission, by mail or otherwise, after 4 p. m., May 29, 1912, will be accepted.

The examination will be held on THURSDAY, JUNE 20, 1912, at 10 o'clock a. m.

The subjects and weights of the examination are as follows: Technical, 5; Experience, 3; Arithmetic, 2. Seventy-five per cent is required on the technical paper and 70 per cent. on all.

Certification will be made to any City department requiring the services of an Assistant Electrical Engineer.

Applicants should possess the education of an Electrical Engineer and should have had practical experience in the construction and management of fire alarm and lighting circuits, including the construction of subways, planning circuits and extension of light and power lines with the electric attachments incident thereto. A thorough knowledge of the conditions of illumination, with the wiring and fixtures for the same, is essential. The candidates should have had administrative experience and be competent to prepare specifications and estimates of cost of installation of electric equipment.

Minimum age, 24 years; vacancies existing in Fire Alarm Telegraph Bureau, Fire Department and Department of Water Supply, Gas and Electricity; salary, $3,000 per annum.

Application blanks will be mailed upon request, but the Commission will not guarantee the delivery of the same.

F. A. SPENCER, Secretary. m15,29

DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION, No. 148 E. 20TH ST., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m., on

TUESDAY, JUNE 11, 1912,

No. 1. FOR FURNISHING AND DELIVERING 3,495 TONS OF ANTHRACITE COAL FOR CITY INSTITUTIONS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before March 31, 1913.

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

No. 2. FOR FURNISHING AND DELIVERING 23,540 TONS OF ANTHRACITE COAL FOR ISLAND INSTITUTIONS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before March 31, 1913.

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

Bids must be submitted in duplicate, each in a separate envelope. No bid will be accepted unless this provision is complied with.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 E. 20th st.

PATRICK A. WHITNEY, Commissioner.
Dated May 28, 1912. m29,j11

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

DEPARTMENT OF CORRECTION, 148 E. 20TH ST., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, JUNE 4, 1912,

FOR FURNISHING AND DELIVERING HARDWARE, PAINTS, IRON STEAM FITTINGS, LUMBER AND MISCELLANEOUS ARTICLES.

The time for the delivery of the articles and supplies and performance of the contract is by or before December 31, 1912.

The amount of security required is fifty (50) per cent. 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 (class) and awards made to the lowest bidder on each item (class). The bids on lumber 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 Department of Correction, the Borough of Manhattan, 148 E. 20th st.

PATRICK A. WHITNEY, Commissioner.
Dated May 20, 1912. m22,j4

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

DEPARTMENT OF CORRECTION, 148 E. 20TH ST., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, JUNE 4, 1912,

FOR FURNISHING AND DELIVERING

SUPPLIES FOR MANUFACTURING PURPOSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1912.

The amount of security required is fifty (50) per cent. 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.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, 148 E. 20th st.

PATRICK A. WHITNEY, Commissioner.
Dated May 20, 1912. m22,j4

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

BOARD OF ESTIMATE AND APPORTIONMENT.

Public Improvement Matters.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Board of Estimate and Apportionment, in pursuance of a resolution duly adopted by said Board on the 23d day of May, 1912, in accordance with the provisions of chapter 776 of the Laws of 1911, known as the New York City Freight Terminals Act, will hold a public hearing in Room 16 of the City Hall, in the Borough of Manhattan, City of New York, at 10.30 o'clock in the forenoon, on Thursday, the 13th day of June, 1912, relative to the application of the Commissioner of Docks to the Board of Estimate and Apportionment for authority to adopt plans for terminal facilities and equipment thereof and therefor, to be located upon all those certain lands and lands under water situate, lying and being in the Borough of Queens, City of New York, bounded and described as follows:

Beginning at a point in the intersection of the northerly line of Nott avenue with the westerly line of Vernon avenue; thence westerly and along the northerly line of Nott avenue a distance of 1,018.50 feet to its intersection with the established pierhead and bulkhead line; thence northeasterly and along said bulkhead and pierhead line to a point in said line distant 145 feet northerly of the westerly prolongation of the northerly line of 13th street, measured at right angles thereto, from a point in said northerly line distant 748 feet westerly from the westerly line of Vernon avenue, measured along the westerly prolongation of the said northerly line of 13th street; thence easterly to a point 60 feet northerly of the westerly prolongation of the northerly line of 13th street, measured at right angles thereto from a point in said northerly line distant 532 feet westerly from the westerly line of Vernon avenue, measured along the westerly prolongation of said northerly line of 13th street; thence still easterly to a point in the westerly prolongation of the northerly line of 13th street distant 175 feet westerly from the westerly line of Vernon avenue, measured along said northerly line; thence easterly and along the westerly prolongation of the northerly line of 13th street a distance of 175 feet to its intersection with the westerly line of Vernon avenue; thence southerly along the westerly line of Vernon avenue a distance of 270.14 feet to the point or place of beginning.

The proposed plan of the Commissioner of Docks, submitted with the aforesaid application, is for the construction of a freight terminal upon and within the lines of the above-described property, with equipment thereof and therefor as shown upon the proposed plan and in the memorandum inscribed thereon, accompanying the application of the Commissioner of Docks, which, together with the said application, is on file in the office of the Board of Estimate and Apportionment, at 277 Broadway, Borough of Manhattan, City of New York, and which are open to the inspection of the public.

Notice is further given that at such meeting all parties in interest will be heard by the Board of Estimate and Apportionment prior to the adoption of any resolution by said Board in the premises.

JOSEPH HAAG, Secretary.
Dated New York, May 24, 1912. m27,j4

NOTICE IS HEREBY GIVEN THAT AT THE meeting of the Board of Estimate and Apportionment, held on May 16, 1912, the Board adjourned until June 6, 1912, the hearing on the proposed area of assessment in the matter of acquiring title to East 18th street, from Avenue Z to Voorhies avenue, Borough of Brooklyn.

The hearing will be held in the Old Council Chamber, Room 16, City Hall, Borough of Manhattan, City of New York, on Thursday, June 6, 1912, at 10.30 o'clock a. m.

The following is the proposed area of assessment in the proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Avenue Z, the said distance being measured at right angles to Avenue Z; on the east by a line midway between East 18th street and East 19th street and by the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Voorhies avenue, the said distance being measured at right angles to Voorhies avenue; and on the west by a line midway between East 17th street and East 18th street and by the prolongation of the said line.

Dated May 23, 1912.

JOSEPH HAAG, Secretary, 277 Broadway.
Telephone 2280 Worth. m23,j4

NOTICE IS HEREBY GIVEN THAT AT THE meeting of the Board of Estimate and Apportionment, held on May 16, 1912, the hearing in the matter of changing the map or plan of The City of New York so as to lay out the lines and grades of Amersfort place, from Farragut road to Germania place, and change the lines and grades of the street system bounded by Farragut road, Flatbush avenue, Nostrand avenue, Avenue H and East 26th street, in the Borough of Brooklyn, City of New York, in accordance with a map or plan bearing the signature of the Commissioner of Public Works of the Borough, and dated February 1, 1912, was adjourned until June 6, 1912.

The hearing will be held in the Old Council Chamber, Room 16, City Hall, Borough of Manhattan, on Thursday, June 6, 1912, at 10.30 o'clock a. m.

Dated May 23, 1912.

JOSEPH HAAG, Secretary, 277 Broadway,
Telephone 2280 Worth. m23,j4

NOTICE IS HEREBY GIVEN THAT AT THE meeting of the Board of Estimate and Apportionment, held on May 16, 1912, the Board adjourned until June 6, 1912, the hearing on the proposed areas of assessment in the matter of acquiring title to Chaffee street, from Shaler street to Cornelia street; Doubleday street, from Madison street to Traffic street; McPherson street, from Shaler street to Cornelia street, and Sedgwick street, from Kossuth place to Cornelia street, Borough of Queens.

The hearing will be held in the Old Council Chamber, Room 16, City Hall, Borough of Manhattan, City of New York, on Thursday, June 6, 1912, at 10.30 o'clock a. m.

The following are the proposed areas of assessment in the proceeding:

1. Beginning at a point on the southwesterly line of Traffic street midway between Ralph street and Grove street, and running thence northeastwardly at right angles to Traffic street a distance of 150 feet; thence southeastwardly and parallel with Traffic street to the intersection with a line at right angles to Traffic street and passing through a point on its northeasterly side where it is intersected by the prolongation of a line midway between Doubleday street and Shaler street, as these streets are laid out between Madison street and Woodbine street; thence southwestwardly along the said line at right angles to Traffic street to the intersection with its northeasterly side; thence southwardly along the said line midway between Doubleday street and Shaler street and along the prolongations of the said line to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of Madison street, the said distance being measured at right angles to Madison street; thence westwardly along the said line parallel with Madison street to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the easterly line of Fresh Pond road and the westerly line of Doubleday street, as these streets are laid out between Madison street and Woodbine street; thence northwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the easterly line of Fresh Pond road and the westerly line of Doubleday street, as these streets are laid out between Gates avenue and Linden street; thence northwardly along the said bisecting line to a point midway between Linden street and Grove street; thence northwardly in a straight line to the point or place of beginning.

2. Beginning at a point on the northwesterly right of way line of the Manhattan Beach Division of the Long Island Railroad where it is intersected by the prolongation of a line midway between Fremont street and McPherson street, and running thence southwestwardly along the said right of way line to a point distant 100 feet southwesterly from the southwesterly line of Kossuth place, the said distance being measured at right angles to Kossuth place; thence northwestwardly and always distant 100 feet southwesterly from and parallel with the southwesterly line of Kossuth place to the intersection with the prolongation of a line distant 100 feet westerly from and parallel with the westerly line of Sedgwick street, the said distance being measured at right angles to Sedgwick street; thence northwardly along the said line parallel with Sedgwick street and along the prolongation of the said line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the easterly line of Fresh Pond road and the westerly line of Sedgwick street as these streets are laid out between Catalpa avenue and Hughes street; thence northwardly along the said bisecting line to the intersection with a line distant 100 feet northerly from and parallel with the northerly line of Cornelia street, the said distance being measured at right angles to Cornelia street; thence eastwardly along the said line parallel with Cornelia street to the intersection with the prolongation of a line midway between Fremont street and McPherson street; thence southwardly along the said line midway between Fremont street and McPherson street and along the prolongations of the said line to the point or place of beginning.

Dated May 23, 1912.

JOSEPH HAAG, Secretary, 277 Broadway.
Telephone 2280 Worth. m23,j4

Franchise Matters.

PUBLIC NOTICE IS HEREBY GIVEN THAT at the meeting of the Board of Estimate and Apportionment held this day, the following resolutions were adopted:

Whereas, The Manhattan Bridge Three Cent Line has under date of December 30, 1909, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a street surface railway upon and along Desbrosses, Vestry, Washington, Greenwich and Canal streets, Borough of Manhattan, to and across the Manhattan Bridge and upon and along Flatbush avenue extension and other streets in the Borough of Brooklyn, from the Desbrosses Street Ferry, Borough of Manhattan, to the Long Island Railroad Depot, Borough of Brooklyn; and

Whereas, Section 172 of the Railroad Law and sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on January 7, 1910, fixing the date for a public hearing thereon as February 4, 1910, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the New York "Press" and the "World," newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such date; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for, and proposed to be granted to the Manhattan Bridge Three-Cent Line, and the adequacy of the compensation to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Manhattan Bridge Three-Cent Line containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the Manhattan Bridge Three-Cent Line the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all of the terms and conditions, including the provisions as to rates, fares and charges, upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

PROPOSED FORM OF CONTRACT.

This contract made this day of , 1912, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Manhattan Bridge Three-Cent Line (hereinafter called the Company), party of the second part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the following rights and privileges:

First—To construct, maintain and operate a street surface railway with the necessary wires and equipment for the purpose of conveying passengers and property in the Boroughs of Manhattan and Brooklyn, in The City of New York, upon the following routes:

(1) Beginning at a point in the marginal way adjacent to the North River at or near the Desbrosses Street Ferry, thence by double track in, upon and across the marginal way and West street to Desbrosses street, thence by double track in and upon Desbrosses street to Washington street, thence by single track in and upon Washington street to Vestry street, thence by single track in and upon Vestry street to Greenwich street, thence by double track in and upon Vestry street to Canal street, thence by double track in and upon Canal street to a point easterly from the Bowery and opposite the property acquired by the City for a terminal to the Manhattan Bridge, thence southerly in, upon and across Canal street to a point on the southerly side thereof where a connection can conveniently be made with the tracks to be constructed by the City upon said Manhattan Bridge, its approaches and terminals.

Also a branch beginning at and connecting with the above described route at the intersection of Washington and Desbrosses streets, thence by single track in and upon Desbrosses street to Greenwich street, thence by single track in and upon Greenwich street to Vestry street, and there connecting with the above described tracks in said last-named street, all in the Borough of Manhattan.

(2) Beginning at a point on the northerly side of Nassau street, where a connection can conveniently be made with the tracks to be constructed by the City upon the Manhattan Bridge, its approaches and terminals, thence by double track in, upon and across Nassau street to Flatbush avenue extension, thence by double track in and upon Flatbush avenue extension to its intersection with Fulton street, thence by single track in and upon Fulton street to Rockwell place, thence by single track in and upon Rockwell place to Flatbush avenue, thence by single track in and upon Flatbush avenue to 4th avenue, thence by single track in and upon 4th avenue to Atlantic avenue, thence by single track in and upon Atlantic avenue to 3d avenue, thence by single track in and upon 3d avenue to Flatbush avenue, thence by single track in and upon Flatbush avenue to Livingston street, thence by single track in and upon Livingston street to Hoyt street, thence by single track in and upon Hoyt street to Fulton street, thence by single track in and upon Fulton street to Bridge street, thence by single track in and upon Bridge street to Flatbush avenue extension, and there connecting with the above-described double track in Flatbush avenue extension, all in the Borough of Brooklyn. And to cross such other streets and avenues, named and unnamed, as may be encountered in said routes. Provided, however, that nothing in this contract shall be construed as permitting more than a double track in any portion of said routes or branches thereof in which there already exist street surface railway tracks.

The said routes with turnouts, switches and crossovers hereby authorized are shown upon a map entitled: "Map showing proposed track of the Manhattan Bridge Three-Cent Line in the Boroughs of Manhattan and Brooklyn, City of New York, to accompany petition to the Board of Estimate and Apportionment, dated December 30, 1909," and signed by F. W. Rowe, President, and J. C. Brackenridge, Engineer; a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description, and the other provisions of this contract may be permitted by resolution of the Board.

Second—To operate the cars of the Company upon two (2) tracks when constructed upon the Manhattan Bridge and approaches thereto, such tracks to be assigned to the Company by the Commissioner of Bridges; beginning at a point in the southerly side of Canal street upon the land acquired by the City for bridge terminal purposes, in the Borough of Manhattan, and there connecting with the tracks of the Company first above described, thence in and upon said bridge terminal to the approach to the Manhattan Bridge in the Borough of Manhattan, thence upon and along said bridge approach to the Manhattan Bridge, thence upon and along said bridge to the approach thereto in the Borough of Brooklyn, to land acquired for the Manhattan Bridge terminal in the Borough of Brooklyn, thence upon and along said land to Nassau street, and there connecting with the above-described tracks in Nassau street. The said route is more particularly shown upon the map hereinbefore referred to and is to be operated by the Company as a continuous route in connection with the routes hereinbefore described.

Sec. 2. The grant of the right or privilege to construct, maintain and operate said railway from a point in the marginal way adjacent to the North River at or near Desbrosses Street Ferry to the entrance to the Manhattan Bridge and upon the approach thereto upon the routes hereinbefore described in the Borough of Manhattan, and from the entrance to the Manhattan Bridge to the intersection of Atlantic avenue with 4th avenue, upon the routes hereinbefore described in the Borough of Brooklyn, is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railway shall be obtained by the Company within six (6) months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall, within said six (6) months or within one (1) month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Second—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any other corporation or to any individual a similar right or privilege upon the same or other terms and conditions over the routes hereinbefore described, and the Company shall not at any time oppose, but shall consent to the construction and operation of any street surface railway by any such other corporation or individual which may receive a franchise therefor from the City, and which may necessitate the use of any portion of the railway which shall be constructed by the Company pursuant to this contract.

Should the City at any time during the term of this contract grant to any other corporation or to any individual the right or privilege to operate a railway upon the tracks of the Company on the route herein described or any portion thereof, then the City shall within thirty (30) days thereafter give notice to the Company that such right has been granted and of the name of the corporation or individual to which such right has been granted.

At the expiration of ninety (90) days after the giving of such notice such individual or corporation shall have the right to begin the operation of cars upon the tracks of the Company upon the route or any portion thereof over which such corporation or individual may receive a right or privilege, and continue such operation during the term thereof. Such corporation or individual shall pay to the Company for the right to use its tracks, equipment, power and all other property of the Company which shall be necessary in the operation of the railway upon the Company's tracks, such sum or sums as may be agreed upon by such corporation or individual and the Company within said ninety (90) days, or in the event that such agreement cannot be reached within said ninety (90) days, then such sum or sums as shall be determined by arbitrators, as hereinafter provided.

If the Company and such corporation or individual cannot, prior to the expiration of said ninety (90) days, agree upon the compensation for the use of such tracks, then such compensation shall be fixed by arbitrators selected in the following manner:

One fit and impartial person shall be chosen by the Company; one fit and impartial person shall be chosen by such corporation or individual. In default of such selection by either party within thirty (30) days after the expiration of said ninety (90) days, then the person who shall have been so selected by one party shall appoint and associate with himself one fit and impartial person for the purposes aforesaid, and if the persons so chosen shall differ in judgment, they shall appoint a fit and impartial person to be associated with them for the said purpose, if they can agree upon such person, or if they cannot agree, then each of them shall nominate two fit and impartial persons and from the names of the four persons so nominated that of one of them shall be drawn by lot, who shall be associated for the purpose aforesaid with the said two persons previously so respectively chosen or appointed. The decision under oath of any two of the said persons who shall be so selected shall be final and conclusive. The compensation and expenses of the persons so selected shall be borne by the individual or corporation to which such right may be granted.

Within thirty (30) days after an agreement has been reached between said parties or in case said agreement cannot be reached before the time specified herein, then within thirty (30) days after the determination of the arbitrators as herein provided, the said parties shall enter into a written agreement which will specify the sum or sums which such corporation or individual shall pay to the Company for said privilege and the Company shall file the same with the Board. If the Company fails to sign such an agreement within said thirty (30) days and file the same with the Board, then the right herein granted shall cease and determine.

Third—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipments of the Company constructed pursuant to this contract within the streets and avenues shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any Company or individual.

If, however, at the termination of this contract as above, the Board shall so order, by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets and avenues shall be restored to their original condition at the sole cost and expense of the Company.

Fourth—The Company shall commence construction of the railway herein authorized within three (3) months from the date upon which the consents of the property owners are filed with the Board or from the date of the order of the Appellate Division of the Supreme Court made pursuant to section 174 of the Railroad Law confirming the determination of the Commissioners appointed thereunder, that such railway ought to be constructed, and shall complete the construction and place the same in full operation within six (6) months from the date of filing such consents or the date of such order; otherwise this right shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided that the period for commencement and the period for completion and placing the railway in full operation may be extended by the Board, but the total extension of time for either of such periods shall not exceed in the aggregate six (6) months; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the Court proceedings shall be diligently prosecuted by the Company, and provided further that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such Court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board, the Company shall, in writing, consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Fifth—Said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

No construction upon said railway shall be commenced until written permits have been obtained from the proper City officials. In any permits so issued such officials may also impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures, in the streets and avenues, over which such officials have jurisdiction, and the Company shall comply with such conditions.

The electrical equipment to be installed by the Company for the operation of the railway within the limits of the City, whether the same be upon streets and avenues or upon private property, shall be constructed and maintained under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Sixth—The portion of said railway in the Borough of Manhattan and upon the Manhattan Bridge and its terminals shall be operated by underground electric power substantially similar to the system of underground electric power now used by the street surface railways in the Borough of Manhattan, by gas engine power or by electric storage battery power; provided that any other power may be used, except locomotive steam power, horse power or overhead electric power, which may be lawfully used, approved by the Board and consented to by the abutting property owners in accordance with the provisions of law and by the Public Service Commission for the First District of the State of New York. The portion of said railway in the Borough of Brooklyn, except upon the Manhattan Bridge and its terminals, may be operated by

overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the Borough of Brooklyn, by gas engine power or by electric storage battery power; provided that any other power may be used, except locomotive steam power or horse power, which may be lawfully used, approved by the Board and consented to by the abutting property owners in accordance with the provisions of law and by the Public Service Commission for the First District of the State of New York.

Seventh—No wires for the transmission of power, except trolley wires, shall be permitted unless they be placed in conduits underneath or along the side of the railway. When such conduits are constructed, the Company shall provide two (2) conduits not less than three (3) inches in diameter each for the exclusive use of the City. The Company hereby agrees that such conduits shall be used only by the Company and the City, as above.

Eighth—The Company shall at all times keep the streets and avenues upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

Ninth—As long as said railway, or any portion thereof, remains in any street or avenue, the Company shall pave and keep in permanent repair that portion of the surface of the street or avenue in which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. In case of the neglect of the Company to make pavement or repairs in the Borough of Manhattan after the expiration of thirty (30) days' notice to do so from the President of the Borough of Manhattan or to make pavement or repairs in the Borough of Brooklyn, after like notice from the President of the Borough of Brooklyn, then the said Presidents or either of them may make such pavement or repairs in their respective Boroughs at the expense of the Company. And the City shall have the right to change the material or character of the pavement of any street or avenue, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City official, at its own expense, and the provisions as to repairs herein contained shall apply to such renewed or altered pavement.

Tenth—Any alteration to the sewerage or drainage systems, or to any other subsurface or to any surface structures in the streets, required on account of the construction or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Eleventh—It is agreed that the right hereby granted to operate a street surface railway shall not be in preference or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets and avenues, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Twelfth—Should the grades or lines of the streets and avenues in which the railway is hereby authorized be changed at any time after the railway has been constructed and during the term of this contract, the Company shall at its own expense, change its tracks and appurtenances to conform with such new grades and lines, and during the construction of any public improvement upon said streets and avenues the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the City official having jurisdiction over the construction of such change.

Sec. 3. The grant of the right or privilege to operate cars upon two (2) tracks on the Manhattan Bridge and the approaches thereto, upon the route hereinbefore described, and to use other equipment owned by the City upon said bridge, is subject to the following conditions, which shall be complied with by the Company:

First—The Company shall use only such tracks as shall be assigned to the Company by the Commissioner of Bridges, and nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, or to affect the right of the Commissioner of Bridges to assign the same or other tracks to such individual or other corporation.

Such tracks and all electrical equipment necessary for the operation of cars thereon shall be installed at the expense of the City, and shall remain the property of the City, but the Company shall pay the cost of keeping and maintaining such tracks and electrical equipment in good order and repair, and in such manner as shall be approved and directed by the Commissioner of Bridges, and shall furnish all motive power required by the Commissioner of Bridges, for the operation of its cars, and the Company shall renew any or all tracks and electrical equipment used by it upon the bridge and its terminals when directed by the Commissioner of Bridges, and in such manner as may be prescribed by him. If deemed necessary by the Commissioner of Bridges, the Company shall install and operate a system of signals to insure the safe and efficient operation of cars; such system to be approved by the Commissioner of Bridges. In the event of any necessity for changing the layout of tracks, curves, switches, sidings or platforms on the bridge in order to facilitate operation of cars by the Company, said Company must do all the work and furnish all the labor and tools necessary for affecting such changes, which shall all be made under the control and direction of the Commissioner of Bridges, and no such changes or construction connected therewith, or relating thereto, shall be made unless the plan or plans for the same have been first submitted to the Commissioner of Bridges and approved by him.

If, however, the tracks and appliances herein mentioned are used by any other individual or corporation, then the Company shall bear only such proportion of the cost of work required by the terms and conditions of this subdivision as the use of such track and appliances by the Company bears to the entire use of such track and appliances.

Second—Before beginning the operation of the cars, the Company shall file with the Commissioner of Bridges a statement for his approval and assent as to the type of car which it proposes to operate and a sketch showing clearance dimensions, weight on axles and wheel spacing, or such other information as may be required by said Commissioner. All cars operated over the bridge by the Company and all equipment and appliances relating to such operation shall be subject at all times to the inspection of the Commissioner of Bridges or his authorized representatives, who shall have power to forbid the entrance to the bridge of cars which may for any reason be unsatisfactory, and who shall have power to direct the removal of any old or inadequate appliance, and the substitution therefor of appliances of approved character.

Said Commissioner may adopt rules and regulations in regard to the number of cars to be operated over the bridge, the rate of speed of said cars, the movement and headway thereof, the type and weight of cars to be used and the condition thereof, the switching of cars and the use of platforms and the control of the electrical current used by the Company, and the said Commissioner may alter and amend any such rules and regulations so as to secure the safety and comfort of persons using the bridge and preserve the purposes for which the bridge was constructed, and, upon serving notice upon the Company that such rules and regulations have been made, amended or altered, the Company shall comply with all the requirements thereof.

Third—Nothing in this contract shall be deemed to affect in any way the right of the Commissioner of Bridges to make any alterations or changes in the construction, operation or management of the bridge or to affect in any way the control of such Commissioner over such bridge, as provided by the Charter of the City.

Sec. 4. The grant of the said right and privilege to construct, maintain and operate a street surface railway from a point in the marginal way adjacent to the North River at or near Desbrosses Street Ferry to the westerly approach to the Manhattan Bridge in the Borough of Manhattan and from the easterly approach to said bridge to the intersection of 4th and Atlantic avenues in the Borough of Brooklyn, upon the routes hereinbefore described and the grant of the said right and privilege to operate cars upon the Manhattan Bridge and the approaches thereto are both subject to the following conditions which shall be complied with by the Company:

First—The said rights and privileges shall be held and enjoyed by the Company for the term of ten (10) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of fifteen (15) years upon a fair revaluation of the right and privilege to operate over such continuous route and for the right to use the tracks owned by the City upon the Manhattan Bridge and the approaches thereto, and the terminal loop or other terminal facilities which are the property of the City and used by the Company.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two (2) years and not later than one (1) year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one (1) year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding fifteen (15) years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other to enter into a written agreement with each other, fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six (6) months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of the original term of this contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company each paying one-half thereof.

Second—The Company shall pay to the City for the privilege hereby granted the following sums of money:

(a) The sum of fifteen thousand dollars ($15,000) in cash within three (3) months after the date on which this contract is signed by the Mayor, and before anything is done in exercise of the privilege hereby granted.

(b) During the first term of five (5) years an annual sum which shall in no case be less than four thousand dollars ($4,000), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of four thousand dollars ($4,000).

During the second term of five (5) years an annual sum which shall in no case be less than seven thousand dollars ($7,000), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of seven thousand dollars ($7,000).

The gross annual receipts mentioned above shall be the gross receipts of the Company from all sources within the limits of the City.

The annual charges shall commence from the date upon which this contract is signed by the Mayor.

(c) For the use of the tracks owned by the City upon the Manhattan Bridge and the approaches thereto, the sum of five cents for each round trip or the sum of two and one-half cents for each single trip of each and every car operated upon the bridge.

The number of such cars shall be certified by the Commissioner of Bridges to the Comptroller once each month in such form as shall be designated by the Comptroller.

(d) The Company shall pay to the City four (4) per cent. per annum upon the cost of any terminal loops or other terminal facilities which are the property of the City and used by the Company; provided, however, that if such terminal facilities are used by any other company or companies, then the Company shall only pay such portion of four (4) per cent. per annum upon the cost thereof as shall be proportionate to the use of such facilities by the Company.

The Commissioner of Bridges shall determine such amounts due the City and certify the same to the Comptroller.

All annual charges as above shall be paid into the treasury of the City on November 1 of each year, and shall be for the amount due to September 30 next preceding. Provided that the first annual payment shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole of one year.

Whenever the percentage required to be paid shall exceed the minimum amount as above, then such sum over and above such minimum shall be paid on or before November 1 in each year for the year ending September 30 next preceding.

The annual charges herein provided are intended to include the percentages of gross receipts now required to be paid by railway companies to the City pursuant to the Railroad Law as amended.

Any and all payments to be made by the terms of this contract to the City by the Company shall not be considered in any manner in the nature of a tax, but such payments shall be made in addition to any and all taxes of whatsover kind or description, now or hereafter required to be paid by any ordinance of the City or resolution of the Board or any law of the State of New York.

Third—The annual charges or payments shall continue throughout the whole term of this contract (whether original or renewal), notwithstanding any clause in any statute or in the charter of any other railway or railroad company providing for payment for railway or railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted (whether original or renewal), or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Fourth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in any wise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Fifth—Said railway shall be constructed and operated in the latest approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Company to improve or add to the railway equipment, including rolling stock and railway appurtenances, from time to time, as such additions and improvements are necessary, in the opinion of the Board. Upon failure on the part of the Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Sixth—The rate of fare for any passenger upon said railway shall not exceed three (3) cents, and the Company shall not charge any passenger more than three (3) cents for one continuous ride from any point on its road or on any road, line or branch operated by it or under its control to any other point thereof or any connecting branch thereof within the limits of the City, and the Company shall at all times have tickets on sale, one of which shall entitle a passenger to a like privilege, and the Company shall sell such tickets at a rate not exceeding five (5) cents for two (2) tickets.

Should the Company at any time during the term of this contract be merged or consolidated with any other street surface railway company or companies, whose lines connect with or intersect the lines of the Company, the Company shall, by reason of such merger or consolidation, become obligated to receive passengers from and transfer passengers to the lines of such merged or consolidated company or companies, and said passengers shall be given a continuous ride over the lines of the Company and the lines of such merged or consolidated company or companies for a single fare of not exceeding five (5) cents.

In the event of the failure at any time subsequent to such merger or consolidation of the Company or any merged or consolidated company or companies whose lines connect with or intersect the lines of the Company or of the successors or assigns of such company or companies for any reason whatsoever to receive and transfer passengers as hereinabove provided, this franchise shall ipso facto become void and forfeited.

The Company shall carry free upon the railway hereby authorized during the term of this contract all members of the Police and Fire Departments of the City, when such employees are in full uniform.

Seventh—No cars shall be operated upon the railway hereby authorized, other than passenger cars, cars for the transportation of express matter and cars necessary for the repair or maintenance of the railway, and no freight cars shall be operated upon the tracks of said railway. Provided that no cars for the transportation of express matter shall be operated between the hours of six o'clock a. m. and eight o'clock p. m. daily, and that the Board may further limit the operation of such cars as public convenience may require.

The rate for the carrying of property over the said railway upon the cars of the Company shall in all cases be reasonable in amount, subject to the control of the Board, and may be fixed by the Board after notice to the Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Company, and no greater sums shall be charged for such services than provided for by it.

Eighth—The Company shall attach to each car run over the said railway proper fenders and wheelguards, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Ninth—All cars which are operated on said railway shall be heated during the cold weather, in conformity with such laws and ordinances as are now in force, or may hereafter during the term of this contract be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Tenth—All cars operated on said railway shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by resolution of the Board.

Eleventh—Cars on the said railway shall run at intervals of not more than thirty (30) minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board.

Twelfth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time upon the request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Total receipts of Company for each class of business.
17. Amounts paid by the Company for damage to persons or property on account of construction and operation.
18. Total expenses for operation, including salaries.

—and such other information in regard to the business of the Company as may be required by the Board.

Thirteenth—The Company shall at all times keep accurate books of account of the gross receipts from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross receipts, the total miles in operation within the limits of the City and the miles of railway constructed and operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report and may examine its officers under oath.

Fourteenth—In case of any violation or breach or failure to comply with any of the provisions herein contained or with any orders of the Board acting under the powers herein reserved, the franchise or consent herein granted may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Fifteenth—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars ($250) as fixed or liquidated damages, or the Board, in case such structures or equipment which may affect the surface of the streets shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided for.

Sixteenth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Seventeenth—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of ten thousand dollars ($10,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract and compliance with all orders of the Board acting under the powers herein reserved, especially those which relate to the payment of the annual charges for the privilege hereby granted, the rendering of efficient public service at the rates herein fixed, the repairs of the street pavement, the removal of snow and ice, the quality of construction of the railway and the maintenance of the property in good condition throughout the whole term of this contract, and in case of default in the performance by the Company of such terms and conditions, or compliance with such orders, or either or any of them, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten (10) days' notice to the Company; or in case of failure to observe the said terms and conditions of this contract and orders of the Board acting thereunder, relating to the headway, heating and lighting of cars, fenders, wheelguards and watering of street pavements, the Company shall pay a penalty of fifty dollars ($50) per day for each day of violation, and the further sum of ten dollars ($10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheelguards, in case of a violation of the provisions relating to these matters, all of which sums may be deducted from said fund.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Board, on complaint made, shall give no-

tice to the Company, directing its President, or other officer, to appear before the Board on a certain day not less than ten (10) days after the date of such notice, to show cause why the Company should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or after a hearing appears in the judgment of the Board to be in fault, said Board shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to the Board to be just, and without legal procedure direct the Comptroller to withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice, pay to the City a sum sufficient to restore said security fund to the original amount of ten thousand dollars ($10,000), and in default thereof this contract shall be cancelled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Eighteenth—The words "notice" or "direction," wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided, shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Nineteenth—The words "streets or avenues" and "streets and avenues," wherever used in this contract, shall be deemed to mean "streets, avenues, highways, driveways, bridges, viaducts, public places or any other property to which the City has title or over which the public has an easement" encountered in the routes hereinabove described, and upon or in which authority is hereby given to the Company to construct a railway.

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

Sec. 5. The rights hereby granted are for a continuous line, but it is expressly agreed that no forfeiture shall be claimed by the City in the event of the Company being unable to secure the consents of the street surface railways in the Borough of Manhattan for operation over their tracks, provided through operation is had by the Company over the balance of the route or routes hereby authorized.

Sec. 6. Nothing in this contract shall be construed as in any manner limiting the present or future jurisdiction of the Public Service Commission under the laws of the State of New York.

Sec. 7. This grant is also upon the further and express condition that the provisions of article 5 and other provisions of the Railroad Law, pertinent hereto, shall be strictly complied with by the Company.

Sec. 8. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed; and the party of the second part, by its officers, thereunto duly authorized, has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK,
By ....., Mayor.
[CORPORATE SEAL.]
Attest: ....., City Clerk.
MANHATTAN BRIDGE THREE-CENT LINE,
By....., President.
[SEAL.]
Attest: ....., Secretary.
(Here add acknowledgments.)

Resolved, That the result of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions including the provisions as to rates, fares and charges, are as hereinbefore specified, and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Manhattan Bridge Three-Cent Line, and the said form of a proposed contract for the grant of such franchise or right containing said result of such inquiry after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Thursday, June 20, 1912, in the CITY RECORD, and at least twice during the ten (10) days immediately prior to Thursday, June 20, 1912, in two (2) daily newspapers, to be designated by the Mayor therefor, and published in The City of New York, at the expense of the Manhattan Bridge Three-Cent Line, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment before authorizing any contract for the grant of the franchise or right applied for by the Manhattan Bridge Three-Cent Line, and fully set forth and described in the foregoing form of proposed contract, for the grant of such franchise or right and before adopting any resolution authorizing such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Thursday, June 20, 1912, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

JOSEPH HAAG, Secretary.
Dated New York, May 16, 1912. m27,j20

PUBLIC NOTICE IS HEREBY GIVEN THAT at a meeting of the Board of Estimate and Apportionment, held May 2, 1912, the following petition was received:

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

Gentlemen—Paul T. Brady and Willard V. King, receivers of the South Shore Traction Company, and the Manhattan and Jamaica Railway Company, respectfully petition as follows:

1. That the contract between The City of New York and the South Shore Traction Company, dated December 31, 1909, and the agreement between the said parties dated December 24, 1909, both modifying a previous contract between said parties dated May 20, 1909, be declared null and void and of no effect.

2. That the contract dated May 20, 1909, be amended, first, so that the route covered by said franchise shall be from the Manhattan terminal of the Queensboro Bridge, over and across said bridge and its approaches and terminals, to Jackson avenue, in the Borough of Queens; thence crossing Jackson avenue by way of the new diagonal street and viaduct over the Sunnyside Yards and by way of Thomson avenue and Hoffman boulevard (Queens boulevard) to Fulton street or Brooklyn and Jamaica turnpike; thence by way of Fulton street, Rose avenue, Campion avenue, Carll street and Archer place and private property, or an extension of the present Carll street and Archer place, to a point in private property in line with the present Guilford street, if the same were extended; thence over a route covered by certain streets as located and described in a map commonly known as the "Jamaica Map," adopted by the Board of Estimate and Apportionment of The City of New York, January 11, 1912, to wit: Sutphin road to Lambertville avenue; Lambertville avenue to Spangler street; Spangler street to Brinkerhoff avenue; Brinkerhoff avenue to Smith street; Smith street to Ulster street; Ulster street to Westchester avenue or the present Central avenue; Westchester avenue or the present Central avenue to the point where Westchester avenue or the present Central avenue intersects the boundary line between The City of New York and the County of Nassau, said streets as described in said map consisting at the present time of private property, Guilford street, private property, Jay street, private property, Rockaway turnpike, Pacific street, private property, Vine street, private property, State street, Morris place, private property, Woodland avenue, private property, and Central avenue; and that the company shall be allowed until the 31st day of December to complete and put in operation that portion of the line from the Manhattan terminal of the Queensboro Bridge to the vicinity of the new Long Island Railroad Station in the Village of Jamaica, and until December 31, 1913, for that portion of the line from the vicinity of the new Long Island Railroad Station in Jamaica to the intersection of Lambertville avenue with Spangler street; and until December 31, 1914, for the balance of the line; and so that various changes shall be made in regard to certain of the payments required to be made to the City by the company; and so that certain changes shall be made in regard to the conditions governing the future operation of the road; and so that the existing contract shall be modified in all ways necessary to conform to the changes above mentioned, and in such other respects as the Board deems fit and proper.

And it is further asked that when said contract is modified, that your honorable Board consent to the assignment and sale of said contract to the Manhattan and Jamaica Railway Company, a corporation organized for the express purpose of constructing and placing in operation a railroad along the line described in the above route.

Dated this 2d day of May, 1912.
Respectfully submitted,
PAUL T. BRADY, WILLARD V. KING,
Receivers of South Shore Traction Company.
MANHATTAN AND JAMAICA RAILWAY COMPANY,
By ALBERT H. FLINT, President.
HAROLD B. WEAVER, Secretary.

—and at the meeting of May 16, 1912, the following resolutions were adopted:

Whereas, The foregoing petition from the receivers, South Shore Traction Company; Manhattan and Jamaica Railway Company, dated May 2, 1912, was presented to the Board of Estimate and Apportionment at a meeting held May 2, 1912;

Resolved, That in pursuance of law this Board sets Thursday, the 6th day of June, 1912, at 10.30 o'clock in the forenoon, and Room 16, in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

Resolved, That this Board does not recognize any rights of the South Shore Traction Company and the fixing of such hearing is without prejudice in the premises.

JOSEPH HAAG, Secretary.
New York, May 16, 1912. m24,j6

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK RVW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

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

WEDNESDAY, MAY 29, 1912,

FOR THE INTERIOR FINISH OF THE MUNICIPAL BUILDING, EXCLUSIVE OF THE TOWER.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller of The City of New York, and will be required to complete the entire work to the satisfaction of the Commissioner and in accordance with the plans and specifications on or before the expiration of twelve (12) calendar months.

In case the contractor shall fail to complete the work within the time aforesaid, he shall pay to The City of New York the sum of Two Hundred Dollars ($200) for each and every calendar day the time consumed in said performance and completion may exceed the time allowed.

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

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

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

ARTHUR J. O'KEEFFE, Commissioner.
Dated May 6, 1912. m7,29

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

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, CENTRAL DEPARTMENT, BOROUGH OF MANHATTAN.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of The City of New York, at the Bookkeeper's Office, Headquarters of the Police Department, 240 Centre st., Borough of Manhattan, in The City of New York, until 10 o'clock a. m. on

FRIDAY, JUNE 7, 1912,

FOR FURNISHING AND DELIVERING HORSESHOEING SUPPLIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 1912.

The amount of security will be 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 per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item, and the Police Commissioner will award the contract to the lowest bidder on each item for all the articles, materials or supplies specified and contained in the specifications and schedule.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Commissioner, 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 Commissioner, and any further information can be obtained at the office of the Bureau of Repairs and Supplies, Headquarters of the Police Department, 240 Centre st., Borough of Manhattan.

R. WALDO, Police Commissioner.
The City of New York, May 22, 1912.
m25,j7

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

POLICE DEPARTMENT—CITY OF NEW YORK.

OWNERS WANTED BY THE PROPERTY

Clerk of the Police Department of The City of New York, No. 240 Centre street, for the following property now in 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.

R. WALDO, Police Commissioner.

POLICE DEPARTMENT OF CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE PROPERTY

Clerk of the Police Department of The City of New York—Office, No. 269 State street, Borough of Brooklyn—for the following property, now in 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.

R. WALDO, Police Commissioner.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said acts will be held at the office of the Commission, Room 223, 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Tuesdays and Thursdays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, July 26, 1911.

WILLIAM D. DICKEY, CAMBRIDGE LIVINGSTON, DAVID ROBINSON, Commissioners.

LAMONT MCLOUGHLIN, Clerk.

DEPARTMENT OF FINANCE.

Interest on City Bonds and Stock.

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

THE INTEREST DUE ON JULY 1, 1912, ON Registered Bonds and Stock of The City of New York will be paid on that day by the Comptroller at his office, Room 85, Stewart Building, corner of Broadway and Chambers street.

The transfer books thereof will be closed from June 15, 1912, to July 1, 1912.

The interest due on July 1, 1912, on the Coupon Bonds of the late City of Brooklyn will be paid on that day by the Nassau National Bank of Brooklyn, 26 Court st.

The interest due July 1, 1912, on the Coupon Bonds of other corporations now included in The City of New York will be paid on that day at the office of the Guaranty Trust Company, 28 and 30 Nassau st., New York City.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's office, May 29, 1912 m29,jy1.

Sureties on Contracts.

UNTIL FURTHER NOTICE SURETY COMpanies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, Including Gas and Electricity.

One company on a bond up to $50,000.

When such company is authorized to write that amount as per letter of Comptroller to the surety companies, dated September 16, 1907.

Construction.

One company on a bond up to $25,000.

Including regulating, grading, paving, sewers, maintenance, dredging, construction of parks, parkways, docks, buildings, bridges, tunnels, aqueducts, repairs, heating, ventilating, plumbing, etc., etc.

When such company is authorized to write that amount as per letter of Comptroller to the surety companies, dated September 16, 1907.

Asphalt, Asphalt Block and Wood Block Pavements.

Two companies will be required on any and every bond up to amount authorized by letter of Comptroller to the surety companies, dated September 16, 1907.

Dated January 3, 1910.

WILLIAM A. PRENDERGAST, Comptroller.

Notices of Sale.

NOTICE OF CONTINUATION OF QUEENS TAX SALE.

THE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Queens, Fifth Ward, as to liens remaining unsold at the termination of sales of November 21, December 12, 1911, January 16, February 20, March 19, April 23 and May 21, 1912, has been continued to

TUESDAY, JUNE 25, 1912,

at 2 o'clock p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in the Arrears office, third floor, Municipal Building, Court House Square, Long Island City, in the Borough of Queens, City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears.
Dated May 21, 1912. m22,j25

Corporation Sales.

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

AT THE REQUEST OF THE PRESIDENT of the Borough of The Bronx, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain encroachments standing upon property owned by The City of New York, acquired by it for street opening purposes in the

Borough of The Bronx.

Being certain buildings, parts of buildings, etc., standing within the lines of Bronx boulevard, from the northerly line of Gun Hill road to Burke ave., in the Borough of The Bronx, all of which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund adopted at a meeting held May 22, 1912, the sale by sealed bids, at the upset or minimum prices named in the description of each parcel, of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

THURSDAY, JUNE 13, 1912,

at 11 a. m., in lots and parcels and in manner and form and at upset prices as follows:

Parcel No. 94A. Three-story brick building on the southeast corner of Bronx boulevard and Gun Hill road. Upset price, $350.

Parcel No. 94B. Two-story frame barn and part of outhouse on the easterly side of Bronx boulevard, in the rear of Parcel No. 94A. Upset price, $50.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, 280 Broadway, Borough of Manhattan, until 11 a. m. on the 13th day of June, 1912, and then publicly opened for the sale for removal of the above-described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of $50 will be required with all bids, and that a deposit of $500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be inclosed in properly sealed envelopes, marked "Proposals to be opened June 13, 1912," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller.
City of New York, Department of Finance, Comptroller's Office, May 23, 1912. m27,j13

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

AT THE REQUEST OF THE FIRE COMMISsioner, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain buildings standing upon property owned by The City of New York, acquired by it for Fire Department purposes, in the

Borough of Brooklyn.

Being the buildings situated on the plot of ground, 50 feet by 100 feet, on the north side of Richardson st., distant 100 feet westerly from the northwest corner of Richardson st. and Leonard st., in the Borough of Brooklyn, all of which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, 280 Broadway, Borough of Manhattan.

Pursuant to a resolution adopted by the Commissioners of the Sinking Fund, at a meeting held May 22, 1912, the sale by sealed bids of the above-described buildings and appurtenances thereto will be held by direction of the Comptroller on

TUESDAY, JUNE 11, 1912,

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel No. 1. Two-story frame house and sheds in rear, 75 Richardson st.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, 280 Broadway, Borough of Manhattan, until 11 a. m. on the 11th day of June, 1912, and then publicly opened for the sale for removal of the above-described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of $50 will be required with all bids, and that a deposit of $500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be inclosed in properly sealed envelopes, marked "Proposals to be opened June 11, 1912," and must be delivered or mailed in

time for their delivery prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 23, 1912. m25,j11

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

AT THE REQUEST OF THE PRESIDENT of the Borough of Queens, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain encroachments standing upon property owned by The City of New York, acquired by it for street opening purposes, in the

Borough of Queens,

Being all the buildings, parts of buildings, etc., standing within the lines of Greene ave., from Grandview ave. to Forest ave., in the 2d Ward of the Borough of Queens, all of which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held May 22, 1912, the sale by sealed bids at the upset or minimum prices named in the description of each parcel of the above described buildings and appurtenances thereto, will be held by direction of the Comptroller on

WEDNESDAY, JUNE 12, 1912,

at 11 a. m., in lots and parcels and in manner and form and at upset prices, as follows:

Parcel No. 7. Part of two-story frame house with one-story extension, No. 8 Butler st. Cut house 19.25 on east side by 9.32 feet on south (rear) end. Also part of two-story frame house, No. 10 Butler st. Cut 18.09 feet on west side by 2.87 feet on east side. Upset price $200.

Parcel No. 18. Part of two and one-half story frame house, No. 15 Butler st. Cut 11.84 feet on west side by 26.67 feet on east side. Upset price $50.

Parcel No. 19. Two and one-half story frame house and part of one-story extension, No. 17 Butler st. Upset price $125.

Parcel No. 20. Part of two-story frame house, No. 21 Butler st. Cut 5.63 feet on west side by 25.69 feet on east side. Upset price $20.

Parcel No. 21. Part of two and one-half story frame house and shed, No. 23 Butler st. Upset price $20.

Parcel No. 23. One-story frame barn and shed in rear of No. 29 Butler st. Upset price $5.

Parcel No. 36. Part of two and one-half story frame house, No. 26 Forest ave. Cut 29.59 feet on south side by 16.6 feet on front end. Upset price $25.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m. on the 12th day of June, 1912, and then publicly opened for the sale for removal of the above-described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of $50 will be required with all bids, and that a deposit of $500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defect or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be inclosed in properly sealed envelopes, marked "Proposals to be opened June 12, 1912," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 23, 1912. m25j12

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

AT THE REQUEST OF THE DIRECTOR OF the New York Public Library, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain buildings standing upon property owned by The City of New York, acquired by it for a Carnegie Library site in the

Borough of The Bronx.

Being the buildings, parts of buildings, etc., situated on the plot of ground 65 feet by 86 feet on the northeast corner of E. 162d st. and Morris ave., in the Borough of The Bronx, all of which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held May 8, 1912, the sale by sealed bids of the above buildings and appurtenances thereto, will be held by direction of the Comptroller,

FRIDAY, MAY 31, 1912,

at 11 a. m., in lots and parcels and in manner and form, as follows:

Parcel No. 1. Two story frame house, No. 269 E. 162d st.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m., on the 31st day of May, 1912, and then publicly opened for the sale for removal of the above described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of $50 will be required with all bids, and that a deposit of $500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be inclosed in properly sealed envelopes, marked "Proposals to be opened May 31, 1912," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's office, May 10, 1912. m14,31

CORPORATION SALE OF REAL ESTATE.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund of The City of New York, by virtue of the power vested in them by law, will offer for sale at public auction on

WEDNESDAY, MAY 29, 1912,

at 12 o'clock m., at Room K, No. 280 Broadway, Borough of Manhattan, the following-described real estate, belonging to the corporation of The City of New York, and located in the City of Yonkers, County of Westchester and State of New York, bounded and described as follows:

Beginning at a point in the northerly side of Tuckahoe rd., where the said northerly side of Tuckahoe rd. is intersected by the easterly line of lands now owned by The City of New York; running thence north 4 degrees 0 minutes east 145 feet; running thence north 19 degrees 30 minutes east 45 feet; running thence north 35 degrees 30 minutes west 120.91 feet; running thence southerly on a curve deflecting to the right with a radius of 634.6 feet a distance of 137.74 feet; running thence south 4 degrees 0 minutes west 95.43 feet to the said northerly side of Tuckahoe rd.; running thence south 41 degrees 15 minutes east along said northerly side of Tuckahoe rd. 70.4 feet to the point or place of beginning, said parcel containing about 11,319 square feet, and being known as plots "A" and "B" on a survey made by Rogers & Latimer, Civil Engineers and City Surveyors, dated February 5, 1912.

The minimum or upset price at which said property shall be sold is hereby appraised and fixed at two thousand two hundred and sixty-five dollars ($2,265), plus the cost of advertising the sale. The sale is made upon the following

TERMS AND CONDITIONS.

The highest bidder will be required to pay 10 per cent. of the amount of his bid, together with the auctioneer's fees, at the time of the sale, the balance to be paid upon the delivery of the deed, which shall be within thirty (30) days from the date of the sale.

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 person so failing to comply therewith, will be held liable for any deficiency which may result from such resale. The right is reserved to reject any and all bids.

The deed so delivered will be one of bargain and sale without covenants.

It being clearly understood and agreed, however, that The City of New York reserves from the conveyances of the land above described as Plot "A" the right and easement to maintain at all times hereafter the present aqueduct now running under said parcel of land as said aqueduct is now constructed, or any other aqueduct that may be built in reconstruction and replacement thereof, and also the perpetual right and easement to enter in, over and upon the said land mentioned as Plot "A," and to excavate and work upon the same at any time for the purpose of maintaining, replacing or repairing the aqueduct and pipes now upon the said premises or any other aqueduct and pipes that may be substituted therefor; and that the deed to be delivered of said Plot "A" shall contain a covenant to run with the land, that the purchaser and his successor in interest will forever maintain a fence along the westerly line of Plot "A" sufficient to prevent the access of persons and animals from the said land designated as Plot "A" to the lands of The City of New York on the westerly side thereof.

Maps of said real estate may be seen on application at the Comptroller's Office, Stewart Building, No. 280 Broadway, Borough of Manhattan.

By order of the Commissioners of the Sinking Fund under resolution adopted at meeting of the Board held March 27, 1912.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, May 10, 1912. m13,29

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

AT THE REQUEST OF THE PRESIDENT of the Borough of Queens, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids certain encroachments standing upon property owned by The City of New York, acquired by it for street opening purposes in the

Borough of Queens,

Being all the buildings, parts of buildings, etc., standing within the lines of Summerfield st., from Wyckoff ave. to Myrtle ave., in the Borough of Queens, all of which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held May 8, 1912, the sale by sealed bids at the upset or minimum prices named in the description of each parcel of the above described buildings and appurtenances thereto, will be held by direction of the Comptroller on

WEDNESDAY, MAY 29, 1912,

at 11 a. m., in lots and parcels and in manner and form and at upset prices, as follows:

Parcel No. 57. Part of one-story frame building on the northeast corner of Cypress ave. and Summerfield st. Cut 12.98 feet on northerly end by 9.32 feet on southerly end by 100.48 feet. Also board fence within the line of Summerfield st. Upset price, $10.

Parcel No. 94. Part of one-story frame house on the northerly side of Summerfield st., about 95 feet east of Seneca ave. Cut 12.64 feet on north side by 11.81 feet on south side by 22.25 feet. Upset price, $10.

Parcel No. 98. Part of one-story and basement frame house, about 175 feet east of Parcel No. 94. Cut 12.46 feet on northerly side by 14.98 feet on southerly side by 22.3 feet. Upset price, $25.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, No. 280 Broadway, Borough of Manhattan, until 11 a. m. on the 29th day of May, 1912, and then publicly opened for the sale for removal of the above-described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of $50 will be required with all bids, and that a deposit of $500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be inclosed in properly-sealed envelopes, marked "Proposals to be opened May 29, 1912," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, No. 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, May 10, 1912. m13,29

Notice to Property Owners.

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:

TWENTY-SIXTH WARD, SECTION 13.

MAGENTA STREET — REGULATING, GRADING, CURBING AND FLAGGING, between Crescent st. and Railroad ave. Area of assessment: Both sides of Magenta st., between Crescent st. and Railroad ave., and to the extent of half the block at the intersecting streets.

TWENTY-NINTH WARD, SECTION 16.

EAST TENTH STREET—GRADING, CURBING, FLAGGING AND PAVING, between Church and Caton aves. Area of assessment: Both sides of E. 10th st., from Church to Caton ave., and to the extent of half the block at the intersecting avenues.

—that the same were confirmed by the Board of Revision of Assessments on May 24, 1912, and entered May 24, 1912, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

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

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of 177th st. and 3d ave., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 23, 1912, 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.

WILLIAM A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 24, 1912. m28,j8

NOTICE TO PROPERTY OWNERS.

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

TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND SEVENTY-NINTH STREET—PAVING THE ROADWAY AND SETTING CURB, from 3d ave. to Bronx st. Area of assessment: Both sides of E. 179th st., from 3d ave. to Bronx st., and to the extent of half the block at the intersecting and terminating streets and avenues.

EAST ONE HUNDRED AND EIGHTY-SECOND STREET—REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES, from Jerome ave. to Valentine ave. Area of assessment: Both sides of E. 182d st., from Jerome ave. to Valentine ave., and to the extent of half the block at the intersecting avenues,

—that the same were confirmed by the Board of Revision of Assessments May 24, 1912, and entered May 24, 1912, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

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

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of 177th st. and 3d ave., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 23, 1912, 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.

WM. A. PRENDERGAST, Comptroller, City of New York. Department of Finance, Comptroller's Office, May 24, 1912. m28,j8

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 streets in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 9.

EAST ONE HUNDRED AND SIXTY-FIRST STREET—OPENING, from Brook ave. to 3d ave. Confirmed October 23, 1911; entered May 20, 1912. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the centre line of Brook ave., where it is intersected by the prolongation of a line midway between E. 157th st. and E. 158th st., as laid out between Brook ave. and Park ave., and running thence westwardly along the said line midway between E. 157th st. and E. 158th st., and the prolongation thereof, to a point midway between Sheridan ave. and Mott ave.; thence northwardly and parallel with Sheridan ave. to the intersection with a line which bisects the angle formed by the intersection of the prolongation of the westerly line of Sheridan ave. and the easterly line of Mott ave., as laid out between E. 158th st. and E. 161st st.; thence northwardly along the said bisecting line to the intersection with the prolongation of a line midway between Sheridan ave. and Mott ave., as laid out between E. 161st and E. 164th sts.; thence northwardly along the said line midway between Sheridan and Mott aves. to the intersection with a line distant 150 feet northerly from and parallel with the northerly line of E. 163d st., as laid out between Mott ave. and Park ave., the said distance being measured at right angles to the line of E. 163d st.; thence eastwardly along the said line parallel with E. 163d st., and the prolongation thereof, to the intersection with a line always distant 100 feet easterly from and parallel with the easterly line of Boston road, the said distance being measured at right angles to the line of Boston road; thence southwardly, parallel with and always distant 100 feet easterly from the easterly lines of Boston road, 3d ave. and St. Anns ave., respectively, to the intersection with the prolongation of a line midway between E. 157th and E. 158th st., as laid out between German place and St. Anns ave.; thence westwardly along the said line midway between E. 157th st. and E. 158th st. and the prolongation thereof to the centre line of Brook ave.; thence northwardly along the centre line of Brook ave. to the point or place of beginning.

The above-entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit of 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 177th st. and 3d ave., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 19, 1912, 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.

WM. A. PRENDERGAST, Comptroller, City of New York. Department of Finance, Comptroller's Office, May 20, 1912. m25,j6

NOTICE TO PROPERTY OWNERS.

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

FIRST WARD.

FIFTEENTH AVENUE—REGULATING, GRADING, CURBING AND FLAGGING, between Newtown road and Grand ave. Area of assessment: Both sides of 15th ave., from Newtown road to Grand ave., including property in Blocks Nos. 218, 219, 226 and 227.

—the above-entitled assessment was confirmed by the Board of Assessors on May 21, 1912, and entered May 21, 1912, in the Record of Titles of Assessments kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

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

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

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Municipal Building, Court House square, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 20, 1912, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessment became a lien to the date of payment.

WM. A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 21, 1912. m25,j6

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.

WHITTIER STREET—SETTING CURBSTONES AND FLAGGING THE SIDEWALK, from Garrison ave. to Ludlow ave. Area of assessment: Both sides of Whittier st., from Garrison ave. to Ludlow ave.

TWENTY-FOURTH WARD, SECTION 11.

CRESCENT AVENUE AND HUGHES AVENUE—RECEIVING BASIN at the southeast corner. Area of assessment: Block No. 3087.

TWENTY-FOURTH WARD, SECTION 13.

RIVERDALE AVENUE—SEWER AND APPURTENANCES, between W. 259th st. and the summit south of said street. Area of assessment affects property in Blocks Nos. 3423, 3425 and 3426.

—that the same were confirmed by the Board of Assessors May 21, 1912, and entered May 21, 1912, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

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

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of 177th st. and 3d ave., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 20, 1912, 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.

WILLIAM A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 21, 1912. m25,j6

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 QUEENS:

FIRST WARD.

GRAND AVENUE—OPENING, from Steinway ave. to Old Bowery Bay road. Confirmed April 23, 1912; entered May 20, 1912. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the intersection of the easterly line of Steinway ave. with the centre line of the blocks between Vandeventer ave. and Grand ave., and running thence easterly along said centre line to its intersection with the centre line of Old Bowery Bay road; thence southerly along said last mentioned centre line to its intersection with the centre line of the blocks between Jamaica ave. and Grand ave.; thence westerly along said last mentioned centre line to its intersection with the easterly line of Steinway avenue; thence northerly along the easterly line of Steinway ave. to the point or place of beginning.

The above entitled assessment was entered on the day hereinbefore 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 assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

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

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

The above 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, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

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

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 20, 1912, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

WILLIAM A. PRENDERGAST, Comptroller.

City of New York, Departmetn of Finance, Comptroller's office, May 21, 1912. m25,j6

NOTICE TO PROPERTY OWNERS.

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

EIGHTH WARD, SECTION 3.

FIRST AVENUE—CURBING, RECURBING AND FLAGGING, between 50th and 60th sts. Area of assessment: Both sides of 1st ave., from 50th to 60th sts.

EIGHTH WARD, SECTION 3, AND NINTH WARD, SECTION 4.

FLAGGING ALBANY AVENUE, between Montgomery and Lefferts sts.; PROSPECT PLACE, between Franklin and Classon aves.; north side of ST. MARKS AVE., between Grand and Classon aves., where necessary; south side of FORTIETH STREET, between 5th and 6th aves., and on FORTY-NINTH STREET, between a point 100 feet west of 7th ave. and a point 100 feet east of 7th ave. Area of assessment affects both sides of Albany ave., between Lefferts st. and Montgomery st.; Lots 1 and 67 in Block 1156, Lots 24, 26, 27 and 31 in Block 1163, Lots 1 and 58 in Block 1148, Block 917 and Lot 45 in Block 776 and Lot 1 in Block 777.

SIXTEENTH WARD, SECTION 8.

MONTROSE AVENUE — REGULATING, GRADING, CURBING AND FLAGGING, between Union avenue and Broadway. Area of assessment: Both sides of Montrose ave., from Union ave. to Broadway, and to the extent of half the block at the intersecting streets.

SEVENTEENTH WARD, SECTION 9.

NORTH HENRY STREET—REGULATING, GRADING AND CURBING, between Greenpoint ave. and Greene st. Area of assessment: Both sides of N. Henry st., from Greene st. to Greenpoint ave., and to extent of half the block at intersecting streets.

TWENTY-SIXTH WARD, SECTION 12.

LIVONIA AVENUE—REGULATING, GRADING, CURBING AND FLAGGING, between Hinsdale and Van Sinderen aves. Area of assessment: Both sides of Livonia ave., between Hinsdale and Van Sinderen aves., and to the extent of half the block at the intersecting avenues.

TWENTY-NINTH WARD, SECTION 15.

NEW YORK AVENUE—REGULATING, GRADING, CURBING AND FLAGGING, between Clarendon road and Snyder ave. Area of assessment: Both sides of New York ave., from Clarendon road to Snyder ave., and to the extent of half the block at the intersecting streets.

TILDEN AVENUE—REGULATING, GRADING, CURBING AND FLAGGING, between Nostrand ave. and Holy Cross Cemetery. Area of assessment: Both sides of Tilden ave., from Nostrand ave. to Holy Cross Cemetery, and to the extent of half the block at the intersecting streets.

BROOKLYN AVENUE — REGULATING, GRADING, CURBING AND FLAGGING, between Clarkson st. and Ditmas ave. Area of assessment: Both sides of Brooklyn ave., from Clarkson st. to Ditmas ave. (Foster ave.), and to the extent of half the block at the intersecting streets.

TWENTY-NINTH WARD, SECTION 16.

LOUISA STREET (south side)—CURBING AND FLAGGING, between Chester ave. and 36th st. Area of assessment affects Lots 9 and 10 in Block 5312.

EAST TWENTY-THIRD STREET—REGULATING, GRADING, CURBING, PAVING AND FLAGGING, between Clarendon and Beverley roads. Area of assessment: Both sides of E. 23d st., from Clarendon road to Beverley road, and to the extent of half the block at the intersecting streets.

THIRTIETH WARD, SECTION 17.

FORTY-SECOND STREET—REGULATING, GRADING, CURBING AND FLAGGING, between 13th and 14th aves. Area of assessment: Both sides of 42d st., from 13th to 14th aves., and to the extent of half the block at the intersecting avenues.

THIRTY-FIRST WARD, SECTION 21.

SURF AVENUE AND WEST ELEVENTH STREET—BASIN at the northeast corner. Area of assessment affects Lot 213 in Block 7268.

—that the same was confirmed by the Board of Assessors on May 21, 1912, and entered May 21, 1912, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

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

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

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Court House Square, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 19, 1912, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessment became a lien to the date of payment.

WM. A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 20, 1912. m25,j6

DEPARTMENT OF DOCKS AND FERRIES.

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 12 o'clock noon on

TUESDAY, JUNE 11, 1912,

CONTRACT No. 1325.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING CARTS WITH HORSES AND DRIVERS.

The time for the completion of the work and the full performance of the contract is on or before December 31, 1912.

The amount of security required is as follows:

Class 1—100 "cart days" on North River, Borough of Manhattan, the sum of $140.

Class 2—200 "cart days" on East River, Borough of Manhattan, the sum of $280.

Class 3—100 "cart days," Borough of Brooklyn, the sum of $120.

Class 4—200 "cart days" on North River, Borough of Manhattan, the sum of $280.

Class 5—100 "cart days" on East River, Borough of Manhattan, the sum of $140.

Class 6—300 "cart days," Borough of Brooklyn, the sum of $360.

The bidder shall state, both in writing and in figures, a price per "cart day" as defined in the specifications. Bids may be submitted on one or more classes, as each class is a separate and distinct contract in itself, and as such will be awarded to the bidder whose price per cart day is the lowest and whose bid is regular in all respects. In case of discrepancy between the written price and that given in figures the price in writing will be considered as the bid.

Carts shall be furnished 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 on personal application; or by mail, only when request is accompanied by ten (10) cents in stamps to pay postage.

CALVIN TOMKINS, Commissioner of Docks.

Dated May 27, 1912. m29,j11

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

DEPARTMENT OF HEALTH.

CITY OF NEW YORK, DEPARTMENT OF HEALTH, OFFICE OF THE SECRETARY, May 22, 1912.

AT A MEETING OF THE BOARD OF Health of the Department of Health, held May 21, 1912, the following resolution was adopted:

Resolved, That the following additional section, to be known as section 151A of the Sanitary Code, be and the same is hereby adopted:

Section 151A. The master, chief officer, ship's surgeon or the company, corporation, charterer or person having the management and control of any vessel which shall arrive at the port of New York, shall report to the Department of Health of The City of New York, within three days after the arrival of such vessel, the death or marriage of any resident of said City occurring thereon at sea, or the birth of any child occurring thereon at sea, whose parent or parents are residents of said City; and shall file in the Bureau of Records of said Department a transcript of the entry made in the log book of such vessel, in respect to any such death, marriage or birth. A transcript of any death, marriage or birth filed as aforesaid may be issued, in the discretion of said Department, to any person entitled to receive the same.

A true copy, EUGENE W. SCHEFFER, Secretary. m24,31

DEPARTMENT OF HEALTH OF THE CITY OF NEW YORK, SOUTHWEST CORNER OF CENTRE AND WALKER STS., 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 10.30 o'clock a. m., on

TUESDAY, JUNE 4, 1912,

FOR FURNISHING AND DELIVERING PAINTS, OILS, ETC., TO THE WILLARD PARKER HOSPITAL, BOROUGH OF MANHATTAN; RIVERSIDE HOSPITAL, BOROUGH OF THE BRONX; KINGSTON AVENUE HOSPITAL, BOROUGH OF BROOKLYN, AND THE TUBERCULOSIS SANATORIUM AT OTISVILLE, ORANGE COUNTY, NEW YORK.

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

The amount of security required is fifty (50) per cent. of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder for each item.

Bids must be submitted in duplicate, each in a separate envelope. No bid will be accepted unless this provision is complied with.

Blank forms, samples and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Centre and Walker sts., Borough of Manhattan.

ERNST J. LEDERLE, Ph.D., President; JOSEPH J. O'CONNELL, M.D., RHINELANDER WALDO, Board of Health.

Dated May 23, 1912. m23,j4

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

BOARD OF WATER SUPPLY.

SEALED BIDS WILL BE RECEIVED BY the Board of Water Supply, at its offices, 7th floor, 165 Broadway, New York, until 11 a. m. on

TUESDAY, JUNE 4, 1912,

for

CONTRACT 101.

FOR FURNISHING AND ERECTING ABOUT 150 MILES OF WIRE FENCE WITH CONCRETE POSTS, AND SHORT LENGTHS OF WOODEN FENCE AND STONE WALLS, AT RESERVOIRS AND AT VARIOUS LOCALITIES ALONG CATSKILL AQUEDUCT.

The work has been divided into six districts. The bidder may bid on any district or districts, separately, and also on the work as a whole.

An approximate statement of the quantities of the various classes of work and further information are given in the Information for Bidders, forming part of the contract. At the above place and time bids will be publicly opened and read. The award of the contract or contracts, if awarded, will be made by the Board as soon thereafter as practicable. The Board reserves the right to reject any and all bids.

Bonds, varying in amount from ten thousand dollars ($10,000) to twenty-five thousand dollars ($25,000) will be required for the several districts for the faithful performance of the contract.

No bid will be received and deposited unless accompanied by a certified check upon a National or State bank, drawn to the order of the Comptroller of The City of New York for the total amount required for the district or districts bid upon. The amounts for the several districts vary from five hundred dollars ($500) to thirteen hundred dollars ($1,300).

Time allowed for the completion of the work in the several districts varies from seven to eighteen months from the service of notice by the Board to begin work.

Pamphlets containing information for bidders, forms of proposal and contract, specifications, etc., and contract drawings can be obtained at the above address, upon application in person or by mail, by depositing the sum of ten dollars ($10) in currency, or check drawn to the order of the Board of Water Supply, for each pamphlet. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

CHARLES STRAUSS, President; CHARLES N. CHADWICK, JOHN F. GALVIN, Commissioners of the Board of Water Supply.

JOSEPH P. MORRISSEY, Secretary.

Note.—See general instructions to bidders on last page, last column of the CITY RECORD, so far as applicable hereto and not otherwise provided for. m17,j4

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1903, 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, JUNE 12, 1912,

Borough of Brooklyn.

FOR FURNISHING, DELIVERING AND LAYING WATER MAINS AND APPURTENANCES IN NOSTRAND AVE., BETWEEN CLARKSON AND FLATBUSH AVES.

The time allowed for doing and completing the entire work is one hundred (100) working days.

The security required is Fifteen Thousand Dollars ($15,000).

FOR FURNISHING, DELIVERING AND ERECTING PLATFORMS AND RAILINGS FOR THE DAVIS & FARNUM ENGINES AT THE RIDGEWOOD NORTH SIDE STATION, ATLANTIC AVE. AND LOGAN ST.

The time allowed for doing and completing the entire work is seventy-five (75) working days.

The amount of security required is Eight Hundred Dollars ($800).

The bids will be compared and award made to the lowest formal bidder in the aggregate or lump sum on each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department, Room 1903, 13 to 21 Park row, Borough of Manhattan, where any further information desired may be obtained.

HENRY S. THOMPSON, Commissioner.

Dated May 24, 1912. m29,j12

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1903, 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, JUNE 12, 1912,

Boroughs of Manhattan and The Bronx,

FOR FURNISHING AND DELIVERING DOUBLE-NOZZLE FIRE HYDRANTS.

The time allowed for the delivery of the supplies and the performance of the contract is one hundred and twenty-five (125) calendar days.

The amount of security required is Eight Thousand Dollars ($8,000).

The bidder will state the price, per unit, of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

The bids will be compared and award made to the lowest formal bidder for all the work and materials contained in the specifications and schedule of quantities.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department, Room 1903, 13 to 21 Park row, Borough of Manhattan, where any further information desired may be obtained.

HENRY S. THOMPSON, Commissioner.

Dated May 23, 1912. m29,j12

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1903, 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, JUNE 12, 1912,

Borough of Brooklyn.

No. 1. FOR OVERHAULING AND REPAIRING WORTHINGTON HIGH DUTY TWENTY-MILLION GALLON PUMPING ENGINE IN THE OLD RIDGEWOOD NORTH SIDE PUMPING STATION.

The time allowed for doing and completing the entire work will be two hundred (200) consecutive working days.

The security required will be Ten Thousand Dollars ($10,000).

No. 2. FOR HAULING AND LAYING WATER MAINS AND APPURTENANCES IN IRVING AVE., MOULTRIE ST. AND SCHAEFFER ST.

The time allowed for doing and completing the entire work will be twenty-five (25) consecutive working days.

The security required will be Eight Hundred Dollars ($800).

The bidder will state the price, per unit, of each item of work or supplies contained in the specifications or schedules by which the bids will be tested. The bids will be compared and award made to the lowest formal bidder in the aggregate for all the work and materials contained in the specifications and schedule of quantities.

Bidders are requested to make bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department, Room 1903, 13 to 21 Park row, Borough of Manhattan, where any further information desired may be obtained.

HENRY S. THOMPSON, Commissioner.

Dated May 25, 1912. m29,j12

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

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1903, 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, JUNE 5, 1912,

Boroughs of Manhattan and The Bronx,

FOR HAULING AND SETTING FIRE HYDRANTS AND APPURTENANCES IN VARIOUS STREETS IN THE BOROUGH OF THE BRONX.

The time allowed for doing and completing the entire work is one hundred (100) consecutive working days.

The security required is Three Thousand Dollars ($3,000).

The bidder will state the price, per unit, of each item of work or supplies contained in the specifications or schedule by which the bids will be tested. The bids will be compared and the award made to the lowest formal bidder in a lump or aggregate sum.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department, Room 1903, 13 to 21 Park row, Borough of Manhattan, where any further information desired may be obtained.

HENRY S. THOMPSON, Commissioner.

Dated May 20, 1912. m23,j5

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

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

Borough of The Bronx.

2518. Regulating, grading, curbing, flagging, etc., W. 176th st., from Aqueduct ave. to Popham ave., together with a list of awards for damages caused by a change of grade.

The area of assessment extends to within one-half the block at the intersecting streets.

Borough of Queens,

2431. Laying six-inch pipe for house connections from the sewer to the curb line in 1st ave., between Payntar and Webster aves., 1st Ward.

Affecting block numbers 65, 66, 77, 93 and 94.

2544. Regulating, grading, curbing and flagging 18th ave., between Jackson and Grand aves., 1st Ward.

The area of assessment extends to within one-half the block at the intersecting streets.

Borough of Brooklyn.

1686. Regulating, grading, curbing and flagging 65th st., between 5th and 7th aves., together with a list of awards for damages caused by a change of grade.

2459. Regulating, grading, curbing and flagging Montgomery st., between New York and Nostrand aves., together with a list of awards for damages caused by a change of grade.

The area of assessment extends to within one-half the block at the intersecting streets.

2488. Sewers in Benson ave., from 15th ave. to Bay 10th st.; from Bay 13th st. to 18th ave., and outlet in Benson ave., from Bay 8th st. to 15th ave.; sewer in 15th ave., between Benson ave. and 86th st.

Affecting block numbers 6358 to 6368 inclusive, 6393 to 6402 inclusive.

2490. Sewer in Church ave., between Gravesend ave. and 14th ave.; in 14th ave., between Church ave. and 37th st.; in Fort Hamilton ave. (both sides), between 37th and 38th sts.; in 37th st., between Fort Hamilton ave. to 14th ave.; 14th ave., between 37th and 39th sts.; in 13th ave., between 36th and 39th sts.; in 38th st., between 13th and 14th aves.; in 38th st., between 12th and Fort Hamilton aves., and between 12th and 13th aves.; in Chester ave., between Louisa st. and Church ave.; in Church ave., between 14th ave. and 36th st.; in 36th st., between Church and 14th aves., and in 12th ave., between 38th st. and 39th st.

Affecting block numbers 871, 877, 878, 883, 884, 889, 890, 895, 902, 5270, 5280, 5288 to 5292, 5294 to 5296, 5299 to 5314, 5347 to 5352, 5260, 5264, 5323, 5332 and 5333.

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, 320 Broadway, New York, on or before June 25, 1912, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

JOS. P. HENNESSY, WM. C. ORMOND, ANTONIO C. ASTARITA, Board of Assessors.

THOMAS J. DRENNAN, Secretary, 320 Broadway, City of New York, Borough of Manhattan. May 25, 1912. m25,j6

PUBLIC NOTICE IS HEREBY GIVEN TO all persons claiming to have been injured by a change of grade in the regulating and grading of the following named streets to present their claims, in writing, to the Secretary of the Board of Assessors, 320 Broadway, on or before June 4, 1912, at 11 o'clock a. m., at which place and time the said Board of Assessors will receive evidence and testimony of the nature and extent of such injury. Claimants are requested to make their claims for damages upon the blank form prepared by the Board of Assessors, copies of which may be obtained upon application at the above office.

Borough of Queens,

2566. Ely ave., between Jamaica ave. and Broadway, 1st Ward.

2567. Radde st., between Payntar ave. and Webster ave., 1st Ward.

2568. Stephen st., from Wyckoff ave. to Myrtle ave., 2d Ward.

2569. Wierfield st. (Willow st.), between Wyckoff ave. and Myrtle ave., 2d Ward.

2570. Wilbur ave., between William st. and Sunswick st., 1st Ward.

JOS. P. HENNESSY, WM. C. ORMOND, ANTONIO C. ASTARITA, Board of Assessors.

THOMAS J. DRENNAN, Secretary, 320 Broadway, City of New York, Borough of Manhattan, May 23, 1912. m25,j6

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

Borough of Manhattan,

2134. Regulating, grading, curbing and flagging W. 218th st., from Broadway to Seaman ave.

Affecting blocks 2243, 2244, 2250, 2251 and 2252.

Borough of The Bronx.

2438. Sewers in W. 231st st., between Broadway and Kingsbridge ave., and in Kingsbridge ave., between W. 230th and W. 232d sts.

Affecting blocks numbers 3403 and 3404.

2316. Sewers in Corlear ave., between W. 230th and W. 232d sts., and in W. 231st st., between Corlear and Kingsbridge aves.

Affecting blocks numbers 3403 and 3406.

Borough of Queens,

2545. Regulating, grading, curbing, flagging and laying crosswalks on Freeman ave., from the Crescent to William st., 1st Ward.

The area of assessment extends to one-half the block at the intersecting and terminating streets.

Borough of Brooklyn.

1976. Regulating, grading, curbing and flagging 95th st., between 5th and Fort Hamilton aves., together with a list of awards for damages caused by a change of grade.

2354. Regulating, grading, curbing and flagging both sides of 67th st., between Fort Hamilton and 14th aves.

2445. Regulating, grading, curbing and flagging Apollo st., from Meeker ave. to Bridgewater st.

The area of assessment of the above mentioned lists extends to one-half the block at the intersecting and terminating streets.

2492. Sewer in Dixon place, between Prospect and Sands sts.

2496. Sewer in 89th st., between 2d and 3d aves.

2500. Sewer in Humboldt st., from Norman to Meserole ave.

2501. Sewer in Montauk ave., from a point 277 feet south of New Lots road southerly to Hegeman ave.

Affecting blocks 4455 and 4456.

2502. Sewer in 19th ave., between 50th and 51st sts.

Affecting blocks 5461 and 5462.

2503. Sewer in Otsego st., from Sigourney to Beard sts.

Affecting blocks 600, 606, 607, 612 and 613.

2504. Sewer in 68th st., between New Utrecht and 16th aves.

2529. Sewer basins at the north and west corners of 43d st. and 9th ave.

Affeching blocks 733 and 925.

2531. Sewer basins at the north and west corners of 53d st. and 8th ave.

Affecting blocks 810 and 818.

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, 320 Broadway, New York, on or before June 18, 1912, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

JOS. P. HENNESSY, WM. C. ORMOND, ANTONIO C. ASTARITA, Board of Assessors.

THOMAS J. DRENNAN, Secretary, 320 Broadway, City of New York, Borough of Manhattan, May 18, 1912. m18,29

DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING OF THE CITY OF NEW YORK, 13-21 PARK ROW, NEW YORK, May 13, 1912.

PUBLIC NOTICE.

BOROUGH OF BROOKLYN.

NOTICE IS HEREBY GIVEN THAT, IN ACcordance with the provisions of section 541 of the New York Charter, I shall sell at public auction at Stable A, Kent and Flushing aves., in the Borough of Brooklyn, the following described unused property of this Department of the Borough of Brooklyn, at 10 o'clock a. m. on

TUESDAY, JUNE 11, 1912,

1 lot of old canvas, etc., consisting of 624 canvas quarter blankets, 460 canvas cart covers, 40 canvas truck covers, 813 canvas feed bags, 19 rubber horse covers, all more or less.

1 lot of old blankets, consisting of 172 stable blankets, 48 sick-horse blankets, all more or less.

1 lot old robes, consisting of 2 fur robes, 4 ordinary lap robes, all more or less.

1 lot consisting of 9 old auto shoes, more or less.

1 lot consisting of 31 pounds, more or less, old auto inner tubes.

1 lot consisting of 81 pounds, more or less, horse hair.

60,000 pounds, more or less, old tire, scrap and malleable iron, including 175 pounds, more or less, old steel cart bodies.

TERMS OF SALE.

On all the property (except the old iron) a deposit of 75 per cent. will be required at the time of the sale. A deposit of $200 will be required on the old iron at the time of the sale, said deposit to be held by the Department of Street Cleaning until all the iron is removed. The iron will be sold by the ton of 2,000 pounds, and must be paid for as removed.

All the articles sold must be removed within five (5) working days, or, in default thereof, said deposits shall be forfeited to The City of New York as liquidated damages.

WM. H. EDWARDS, Commissioner of Street Cleaning. m28,j11

DEPARTMENT OF STREET CLEANING OF THE CITY OF NEW YORK, 13-21 PARK ROW, NEW YORK, May 13, 1912.

PUBLIC NOTICE.

BOROUGHS OF MANHATTAN AND THE BRONX.

NOTICE IS HEREBY GIVEN THAT, IN ACcordance with the provisions of section 541 of the New York Charter, I shall sell at public auction at Stable A, 17th st. and Avenue C, in the Borough of Manhattan, the following described unused property of this Department of the Boroughs of Manhattan and The Bronx, at 10 o'clock a. m.,

WEDNESDAY, JUNE 5, 1912,

125 horses, more or less.

1 lot of old canvas, etc., consisting of 662 canvas cart covers, 665 canvas quarter blankets, 11 canvas truck covers, 31 rubber horse covers, 312 canvas feed bags, all more or less.

1 lot consisting of old blankets, 96 stable blankets, 21 sick-horse blankets, all more or less.

1 lot of old robes, consisting of 4 fur robes, 2 ordinary lap robes, all more or less.

2 old horse clipping machines, more or less.

1 old buggy, more or less.

1 lot consisting of 300 pounds (more or less) horse hair (manes and tails only).

1 lot consisting of 80 old auto shoes, more or less.

4,000 pounds (more or less) old manila rope.

1 lot consisting of 100 old bicycle tires, more or less.

1 lot old brass, 200 pounds, more or less.

24 empty barrels (oil, turpentine, etc.), more or less.

80,000 pounds (more or less) old tire, scrap and malleable iron, including 125 (more or less) old steel cart bodies.

TERMS OF SALE.

The horses are to be paid for in full at the time of the sale, and are to be removed before three o'clock p. m. on the day of the sale. On all the rest of the property (except the old iron) a deposit of 75 per cent. will be required at the time of the sale. A deposit of $200 will be required on the old iron at the time of the sale, said deposit to be held by the Department of Street Cleaning until all the iron is removed. The iron will be sold by the ton of 2,000 pounds, and must be paid for as removed.

All the articles sold must be removed within five (5) working days, or, in default thereof, said deposit shall be forfeited to The City of New York as liquidated damages.

WM. H. EDWARDS, Commissioner of Street Cleaning. m23,j5

BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS, DEPARTMENT OF NEW YORK CITY, 26TH ST. AND 1ST AVE., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees in the Staff Room of Bellevue Hospital (entrance, 415 E. 26th st.), until 3 o'clock p. m. on

TUESDAY, JUNE 4, 1912,

FOR X-RAY PLATES.

The surety required will be not less than fifty per cent. (50%) of the amount of the bid. The time for the delivery of the supplies and the full performance of the contract is by or before December 31, 1912.

The bids will be read from the total, and will be compared and awarded to the lowest bidder for the line or class according to specifications as soon thereafter as practicable, according to law.

Bids must be submitted in duplicate, each in separate envelope. No bid will be accepted unless this provision is complied with.

Blank forms may be obtained at the office of the Contract Clerk, entrance 400 E. 29th st., Borough of Manhattan.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated May 18, 1912. m22,j4

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

BELLEVUE AND ALLIED HOSPITALS, DEPARTMENT OF NEW YORK CITY, 26TH ST. AND 1ST AVE., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees in the Staff Room of Bellevue Hospital (entrance, 415 E. 26th st.) until 3 o'clock p. m. on

TUESDAY, JUNE 4, 1912,

FOR ALL LABOR AND MATERIAL REQUIRED FOR THE TREE-PLANTING ON THE GROUNDS OF THE NEW BELLEVUE HOSPITAL, SITUATED ON 1ST AVE. AND BOUNDED BY 26TH AND 29TH STS., THE CITY OF NEW YORK.

The time allowed for doing and completing all the work included under this contract will be not more than forty (40) consecutive calendar days from date the contractor is notified to begin the work.

The surety required will be Two Thousand Dollars ($2,000).

The bids will be compared and the contract awarded as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, 400 E. 29th st., Borough of Manhattan.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated May 18, 1912. m22,j4

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

BELLEVUE AND ALLIED HOSPITALS, DEPARTMENT OF NEW YORK CITY, 26TH ST. AND 1ST AVE., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees in the Staff Room of Bellevue Hospital (entrance, 415 E. 26th st.), until 3 o'clock p. m. on

TUESDAY, JUNE 4, 1912,

FOR COAL.

The surety required will be not less than fifty per cent. (50%) of the amount of the bid. The time for the delivery of the supplies and the full performance of the contract is by or before December 31, 1912.

The bids will be read from the total, and will be compared and awarded to the lowest bidder for the line as soon thereafter as practicable, according to law.

Bids must be submitted in duplicate, each in separate envelope. No bid will be accepted unless this provision is complied with.

Blank forms may be obtained at the office of the Contract Clerk, entrance 400 E. 29th st., Borough of Manhattan.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated May 18, 1912. m22,j4

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

FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 E. 67TH ST., 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

MONDAY, JUNE 10, 1912,

No. 1. FOR FURNISHING AND DELIVERING SUPPLIES FOR THE FIRE ALARM TELEGRAPH BUREAU.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1912.

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

Bidders are required to submit duplicate estimates.

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 extension must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class; 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 E. 67th st., Manhattan.

JOSEPH JOHNSON, Fire Commissioner.

m28,j10

☞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 E. 67TH ST., 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

MONDAY, JUNE 10, 1912,

No. 1. FOR FURNISHING AND DELIVERING 800 GALLONS OF LIQUID POLISH AND 9,500 POUNDS OF METAL POLISHING PASTE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is December 31, 1912.

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

Bids must be submitted in duplicate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, gallon or other unit of measure, by which the bids will be tested. The extension 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.

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 E. 67th st., Manhattan.

JOSEPH JOHNSON, Fire Commissioner.

m28,j10

☞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, 157 AND 159 E. 67TH ST., 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 4, 1912,

No. 1. FOR FURNISHING AND DELIVERING FIVE (5) MAP CASES FOR THE FIRE ALARM TELEGRAPH.

The time for the delivery of the articles, materials and supplies and the performance of the contract is forty-five (45) days.

The amount of security required is fifty (50) per cent. 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 case or other unit of measure, by which the bids will be tested. The extension must be made and footed up, as the bids will be read from the total. The bids wil be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, 157 and 159 E. 67th st., Manhattan.

JOSEPH JOHNSON, Fire Commissioner.

m22,j4

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

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., 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 2 oclock p. m. on

MONDAY, JUNE 10, 1912,

Borough of The Bronx.

No. 5. FOR ALTERATIONS AND REPAIRS TO HEATING AND VENTILATING APPARATUS IN PUBLIC SCHOOLS 3, 4, 11, 23, 25, 27, 29, 30, 31, 32, 33, 34, 37 AND MORRIS HIGH SCHOOL, BOROUGH OF THE BRONX.

The time allowed to complete the whole work on each school will be sixty (60) working days, as provided in the contract.

The amount of security required is as follows:

P. S. 3, $150; P. S. 4, $500; P. S. 11, $100; P. S. 23, $200; P. S. 25, $200; P. S. 27, $200; P. S. 29, $250; P. S. 30, $100; P. S. 31, $200; P. S. 32, $500; P. S. 33, $300; P. S. 34, $200; P. S. 37, $200; Morris High School, $500.

A separate proposal must be submitted for each school and award will be made thereon.

Borough of Manhattan,

No. 6. FOR FIRE PROTECTION WORK AT PUBLIC SCHOOLS 12, 22, 28, 33 AND 46, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work of each school will be as follows:

P. S. 12, forty (40) working days; P. S. 22, sixty (60) working days; P. S. 28, forty-five (45) working days; P. S. 33, sixty (60) working days; P. S. 46, sixty (60) working days, as provided in the contract.

The amount of security required is as follows:

P. S. 12, $1,200; P. S. 22, $2,600; P. S. 28, $500; P. S. 33, $2,000; P. S. 46, $3,000.

A separate proposal must be submitted for each school and award will be made thereon.

No. 7. FOR ADDITIONS TO THE ELECTRIC EQUIPMENT IN PUBLIC SCHOOLS 14, 30, 45, 77, 141 AND 151, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be as follows:

P. S. 14, thirty (30) working days; P. S. 30, forty-five (45) working days; P. S. 45, forty-five (45) working days; P. S. 77, thirty (30) working days; P. S. 141, forty-five (45) working days; P. S. 151, forty-five (45) working days, as provided in the contract.

The amount of security required is as follows:

P. S. 14, $400; P. S. 30, $1,400; P. S. 45, $1,400; P. S. 77, $400; P. S. 141, $1,400; P. S. 151, $1,200.

A separate proposal must be submitted for each school and award will be made thereon.

No. 8. FOR INSTALLING ELECTRIC EQUIPMENT IN THE ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 78, ON THE NORTHEAST CORNER OF PLEASANT AVE. AND E. 119TH ST., BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be ninety (90) working days, as provided in the contract.

The amount of security required is Six Thousand Dollars ($6,000).

No. 9. FOR ALTERATIONS, REPAIRS, ETC., AT PUBLIC SCHOOL 81, 119TH AND 120TH STS., WEST OF 7TH AVE., AND PUBLIC SCHOOL 165, 108TH AND 109TH STS., WEST OF AMSTERDAM AVE., BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be fifty-five (55) working days, as provided in the contract.

The amount of security required is as follows:

P. S. 81, $500; P. S. 165, $500.

A separate proposal must be submitted for each school and award will be made thereon.

On Nos. 5, 6, 7 and 9 the bidders must state the price of each item by which the bids will be tested.

On No. 8 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park ave. and 59th st., Borough of Manhattan.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated May 28, 1912. m28,j10

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., 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 2 oclock p. m. on

MONDAY, JUNE 10, 1912,
Borough of Brooklyn.

No. 1. FOR FIRE PROTECTION WORK AT PUBLIC SCHOOLS 10, 23, 35, 43 AND 122, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work on each school will be ninety (90) working days, as provided in the contract.

The amount of security required is as follows:

P. S. 10, $4,000; P. S. 23, $3,000; P. S. 35, $10,000; P. S. 43, $3,000; P. S. 122, $5,000.

A separate proposal must be submitted for each school, and award will be made thereon.

No. 2. FOR THE CONSTRUCTION OF PUPILS' CLOSET BUILDING AND IMPROVING THE SANITARY CONDITION AT PUBLIC SCHOOL 23, ON THE WEST SIDE OF HUMBOLDT ST., BETWEEN CONSELYEA ST. AND SKILLMAN AVE., BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be sixty (60) working days, as provided in the contract.

The amount of security required is Three Thousand Dollars ($3,000).

No. 3. FOR FURNITURE, ETC., FOR NEW ADDITION TO BOYS' HIGH SCHOOL ON MARCY AVE., BETWEEN MADISON ST. AND PUTNAM AVE., BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be sixty (60) working days, as provided in the contract.

The amount of security required is as follows:

Item 1, $3,000; Item 2, $200; Item 3, $1,800; Item 4, $800; Item 5, $1,000; Item 6, $3,000; Item 7, $2,400.

A separate proposal must be submitted for each item and award will be made thereon.

No. 4. FOR SANITARY ALTERATIONS AT GIRLS' HIGH SCHOOL, NOSTRAND AVE., HALSEY AND MACON STS., BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be fifty-five (55) working days, as provided in the contract.

The amount of security required is Three Thousand Dollars ($3,000).

On Nos. 1 and 3, the bidders must state the price of each item, by which the bids will be tested.

On Nos. 2 and 4 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park ave. and 59th st., Borough of Manhattan, and also at branch office, 131 Livingston st., Borough of Brooklyn. Buildings.

C. B. J. SNYDER, Superintendent of School

Dated May 28, 1912. m28,j10

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., 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 2 o'clock p. m. on

MONDAY, JUNE 3, 1912,
Borough of Brooklyn,

No. 1. FOR REPAIRS TO HEATING AND VENTILATING APPARATUS IN PUBLIC SCHOOLS 12, 111 AND 117, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work on each school will be sixty (60) working days, as provided in the contract.

The amount of security required is as follows:

P. S. 12, $3,000; P. S. 111, $5,000; P. S. 117, $3,000.

A separate proposal must be submitted for each school and award will be made thereon.

No. 2. FOR WATER SUPPLY PRESSURE SYSTEMS AT PUBLIC SCHOOLS 53, 102, 123 AND 130, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work on each school will be fifty-five (55) working days, as provided in the contract.

The amount of security required is as follows:

P. S. 53, $600; P. S. 102, $600; P. S. 123, $600; P. S. 130, $400.

A separate proposal must be submitted for each school and award will be made thereon.

No. 3. FOR ALTERATIONS IN ASSEMBLY ROOM AT MANUAL TRAINING HIGH SCHOOL, 7TH AVE., BETWEEN 4TH AND 5TH STS., BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be thirty (30) working days, as provided in the contract.

The amount of security required is as follows:

Item 1, $1,000; Item 2, $200.

A separate proposal must be submitted for each item and award will be made thereon.

On Nos. 1, 2 and 3 the bidders must state the price of each item by which the bids will be tested.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, 9th floor, Hall of the Board of Education, Park ave. and 59th st., Borough of Manhattan, and also at Branch Office, 131 Livingston st., Borough of Brooklyn.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated May 21, 1912. m21,j3

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., 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 2 o'clock p. m. on

MONDAY, JUNE 3, 1912,
Borough of Brooklyn,

No. 4. FOR ALTERATIONS AND REPAIRS TO SANITARY WORK IN PUBLIC SCHOOLS 57, 89, 94, 109, 119, 141, 168, 169, 170, 186 AND HIGH SCHOOL OF COMMERCE, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be fifty (50) working days, as provided in the contract.

The amount of security required is as follows:

P. S. 57, $200; P. S. 89, $600; P. S. 94, $100; P. S. 109, $200; P. S. 119, $400; P. S. 141, $100; P. S. 168, $100; P. S. 169, $200; P. S. 170, $200; P. S. 186, $200; High School of Commerce, $400.

A separate proposal must be submitted for each school and award will be made thereon.

Borough of Queens,

No. 5. FOR ITEM 1, INSTALLING HEATING AND VENTILATING APPARATUS, AND ITEM 2, INSTALLING TEMPERATURE REGULATION IN NEW PUBLIC SCHOOL 92, ON THE NORTHERLY SIDE OF HAYES AVE., BETWEEN 42D AND 43D STS., CORONA, BOROUGH OF QUEENS.

The time allowed to complete the whole work of each item will be one hundred (100) working days, as provided in the contract.

The amount of security required is as follows: Item 1, $15,000; Item 2, $1,200.

A separate proposal must be submitted for each item and award will be made thereon.

On Nos. 4 and 5 the bidders must state the price of each item, by which the bids will be tested.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, 9th floor, Hall of the Board of Education, Park ave. and 59th st., Borough of Manhattan, and also at Branch Office, 69 Broadway, Flushing, Borough of Queens, for work for their respective Boroughs.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated May 21, 1912. m21,j3

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

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., 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 2 o'clock p. m. on

MONDAY, JUNE 3, 1912,
Borough of Queens,

No. 6. FOR COMPLETING AND FINISHING ITEM 2, PLUMBING AND DRAINAGE OF NEW PUBLIC SCHOOL 92, ON THE NORTHERLY SIDE OF HAYES AVE., BETWEEN 42D AND 43D STS., CORONA, BOROUGH OF QUEENS, IN ACCORDANCE WITH THE ORIGINAL PLANS AND SPECIFICATIONS OF CONTRACT AWARDED TO JAMES J. COOKE & SON, WHICH HAS BEEN DECLARED ABANDONED.

The time allowed to complete the whole work will be a total of two hundred and seventy-five (275) working days beginning with October 26, 1911, as provided in the contract.

The amount of security required is Five Thousand Dollars ($5,000).

The work in question is for the completion of said abandoned contract.

The attention of bidders is expressly called to the printed addenda (No. 2), which is inserted in the printed specifications.

The quantities of work to be done and the materials to be furnished are the balance of the work, together with corrections enumerated in the addenda.

Bidders must examine the abandoned work before making an estimate, and must examine the printed addenda attached to the contract and specifications.

The bids will be compared and the contract will be awarded in a lump sum to the lowest bidder.

Blank forms, original plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, 9th floor, Hall of the Board of Education, Park ave. and 59th st., Borough of Manhattan, and also at Branch Office, 69 Broadway, Flushing, Borough of Queens.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated May 21, 1912. m21,j3

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

DEPARTMENT OF EDUCATION, PARK AVE. AND 59TH ST., 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 11 o'clock a. m. on

WEDNESDAY, MAY 29, 1912,

FOR FURNISHING AND DELIVERING SUPPLIES FOR THE VACATION SCHOOLS OF THE CITY OF NEW YORK.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 1912.

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

The bidder will state the price of each item or article contained in the specifications and schedules herein contained or hereto annexed, per pound, dozen, gallon, foot, yard or other unit of measure by which the bids will be tested.

Awards will be made to the lowest bidder on each item whose sample is equal to the Board sample.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, Borough of Manhattan, southwest corner of Park ave. and 59th st.

PATRICK JONES, Superintendent of School Supplies.

Dated May 17, 1912. m17,29

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

BOROUGH OF THE BRONX.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, 177TH ST. AND 3D AVE.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of The Bronx at the above office until 10.30 a. m. on

TUESDAY, JUNE 4, 1912,

No. 1. FOR REPAVING WITH SHEET ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF TINTON AVE., FROM E. 166TH ST. TO E. 169TH ST., AND SETTING CURB WHERE NECESSARY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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

5,450 square yards of completed sheet asphalt pavement, including binder course, and keeping the pavement in repair for five years from date of acceptance.

956 cubic yards of concrete.

1,000 linear feet of new curbstone, furnished and set.

2,250 linear feet of old curbstone, rejointed, recut on top and reset.

The time allowed for the completion of the work will be forty (40) consecutive working days.

The amount of security required will be Five Thousand Dollars ($5,000).

No. 2. FOR REGULATING AND REGRADING, SETTING CURBSTONES, FLAGGING SIDEWALKS AND PAVING WITH BITUMINOUS PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF MANIDA ST., FROM LAFAYETTE AVE. TO OAK POINT AVE. (EASTERN BOULEVARD), AND ADJUSTING CURB WHERE NECESSARY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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

8,030 square yards of completed bituminous pavement, and keeping the pavement in repair from five years from date of acceptance.

900 cubic yards of concrete.

990 linear feet of curbstone, adjusted.

2,130 linear feet of new bluestone curb.

25 linear feet of new cement curb.

2,845 square feet of new bluestone flagging.

4,760 square feet of new cement flagging.

3,455 square feet of old flagging.

The time allowed for the completion of the work will be fifty (50) consecutive working days.

The amount of security required will be Four Thousand Eight Hundred Dollars ($4,800).

No. 3. FOR PAVING WITH BITUMINOUS PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF MARION AVE., FROM E. 188TH ST. TO FORDHAM ROAD, ADJUSTING CURB WHERE NECESSARY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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

1,960 square yards of completed bituminous pavement, and keeping the pavement in repair for five years from date of acceptance.

220 cubic yards of concrete.

1,180 linear feet of curbstone, adjusted.

The time allowed for the completion of the work will be twenty-five (25) consecutive working days.

The amount of security required will be One Thousand Dollars ($1,000).

No. 4. FOR REPAVING WITH SHEET ASPHALT, ASPHALT BLOCKS AND REDRESSED GRANITE BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF MELROSE AVE., FROM 163D ST. TO BROOK AVE., AND SETTING CURB WHERE NECESSARY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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

1,850 square yards of completed sheet asphalt pavement in roadway, including binder course, and keeping the pavement in repair for five years from date of acceptance.

1,750 square yards of completed sheet asphalt pavement in roadway, including binder course, not to be kept in repair.

40 square yards of completed asphalt block pavement (3-inch blocks), and keeping the same in repair for five years from date of acceptance.

45 square yards of completed asphalt block pavement (3-inch blocks), not to be kept in repair.

800 square yards of completed redressed granite block pavement, laid with cement grout joints, and keeping the same in repair for one year from date of acceptance.

320 cubic yards of Class B concrete, including mortar bed, if required.

100 linear feet of new granite curbstone, furnished and set.

400 linear feet of old granite curbstone, rejointed, recut on top and reset.

1,540 square yards of completed sheet asphalt pavement on sidewalks, and keeping the same in repair from five years from date of acceptance.

6,230 square feet of cement flagging.

Repairing, adjusting and reconnecting metal curb.

The time allowed for the completion of the work will be forty-five (45) consecutive working days.

The amount of security required will be Three Thousand Five Hundred Dollars ($3,500).

No. 5. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND ERECTING FENCES WHERE NECESSARY IN E. 236TH ST., FROM WHITE PLAINS ROAD TO BARNES AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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

17,250 cubic yards of earth excavation.

2,000 cubic yards of rock excavation.

550 cubic yards of filling.

1,650 linear feet of new curb.

6,350 square feet of cement flagging.

1,260 square feet of new bridgestone.

120 cubic yards of dry rubble masonry.

The time allowed for the completion of the work will be one hundred and twenty-five (125) working days.

The amount of security required will be Five Thousand Five Hundred Dollars ($5,500).

No. 6. FOR REGULATING, GRADING, REGRADING AND PAVING WITH GRANITE BLOCKS ON A SAND FOUNDATION, THE ROADWAY OF TIFFANY ST., FROM THE NORTHERLY SIDE OF FORMER EDGEWATER ROAD TO THE DOCK AT THE FOOT OF TIFFANY ST., AND SETTING CURB WHERE NECESSARY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

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

1,225 square yards of completed granite block pavement, on a sand foundation, laid with sand joints, and keeping the same in repair for one year from date of acceptance.

1,200 square feet of new bluestone flagging.

330 linear feet of new curbstone, furnished and set.

50 linear feet of old curbstone, rejointed, recut on top and reset.

435 square feet of new bridgestone for crosswalks, furnished and laid.

170 square feet of old bridgestone, rejointed and relaid.

100 cubic yards of excavation of all kinds.

4,150 cubic yards of filling.

275 cubic yards of dry rubble masonry.

2,000 feet (B. M.) of timber and lumber.

360 linear feet of guard rail.

Sinkage, shrinkage and settlement.

The time allowed for the completion of the work will be one hundred (100) consecutive working days.

The amount of security required will be Two Thousand Three Hundred Dollars ($2,300).

No. 7. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN AUSTIN PLACE BETWEEN 144TH ST. (ST. JOSEPHS ST.) AND E. 147TH ST., TOGETHER WIH ALL THE WORK INCIDENTAL THERETO.

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

259 linear feet of pipe sewer, 15-inch.

485 linear feet of pipe sewer, 12-inch.

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

8 manholes, complete.

1,230 cubic yards of rock excavation.

2,000 feet (B. M.) of timber.

25 linear feet of pipe drain, 12-inch to 24-inch.

The time allowed for the completion of the work will be 150 consecutive working days.

The amount of security required will be Three Thousand Five Hundred Dollars ($3,500).

No. 8. FOR CONSTRUCTING SEWERS AND APPURTENANCES IN E. 170TH ST., BETWEEN MORRIS AVE. AND THE GRAND BOULEVARD AND CONCOURSE; AND IN THE GRAND BOULEVARD AND CONCOURSE (EAST SIDE), BETWEEN E. 167TH ST. AND E. 172D ST., TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

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

264 linear feet of pipe sewer, 18-inch.

1,140 linear feet of pipe sewer, 15-inch.

1,287 linear feet of pipe sewer, 12-inch.

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

30 manholes, complete.

3 receiving basins, complete.

3,100 cubic yards of rock excavation.

10,000 feet (B. M.) of timber.

50 linear feet of pipe drain, 12-inch to 24-inch.

The time allowed for the completion of the work will be two hundred and fifty (250) consecutive working days.

The amount of security required will be Ten Thousand Dollars ($10,000).

No. 9. FOR FURNISHING AND DELIVERING 2,500 CUBIC YARDS OF HARD COAL CLEAN STEAM BOILER ASHES TO THE BUREAU OF HIGHWAYS.

The time allowed for the delivery of the supplies and the performance of the contract will be by or before December 31, 1912.

The amount of security required will be Eight Hundred Dollars ($800).

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

m22,j4

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

BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, RICHMOND BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, N. Y., May 25, 1912.

NOTICE IS HEREBY GIVEN, IN ACCORDance with section 432 of the Greater New York Charter, that Petition 1239, to relay or renew sidewalks where necessary on the north side of Beach ave., between 3d st. and 5th st., in the 4th Ward of the Borough of Richmond, together with all work incidental thereto, has been presented to me and is on file in this office for inspection, and that a meeting of the Local Board of the Staten Island District will be held in Richmond Borough Hall, at St. George, Borough of Richmond, on the 11th day of June, 1912, at 10.30 o'clock in the forenoon, at which meeting said petition will be submitted to said Board.

GEORGE CROMWELL, President of the Borough.

MAYBURY FLEMING, Secretary. m29

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond, at the above office, until 12 o'clock m., on

TUESDAY, JUNE 11, 1912,
Borough of Richmond,

No. 3. FOR FURNISHING BROKEN STONE AT STABLE "A," SWAN ST., TOMPKINSVILLE, S. I.

The Superintendent's estimate of the quantity and quality of the material required is as follows:

1,000 tons ¾-inch broken stone (trap rock).

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 Seven Hundred Dollars ($700).

No. 4. FOR FURNISHING BROKEN STONE AT STABLE "B," COLUMBIA ST., WEST NEW BRIGHTON, S. I.

The Superintendent's estimate of the quantity and quality of the material required is as follows:

1,000 tons ¾-inch broken stone (trap rock).

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 Seven Hundred Dollars ($700).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. Other information may be obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL, President.

The City of New York, May 17, 1912.

m29,j11

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

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond, at the above office, until 12 o'clock m. on

TUESDAY, JUNE 11, 1912,
Borough of Richmond,

No. 1. FOR FURNISHING FORAGE AT STABLE "A," SWAN ST., TOMPKINSVILLE, S. I.

The Superintendent's estimate of the quantity and quality of the material required is as follows:

120,000 pounds No. 1 Timothy hay.

30,000 pounds No. 1 straight rye straw.

165,000 pounds No. 2 clipped oats.

8,500 pounds bran.

200 pounds fine salt.

400 pounds oil meal.

11 dozen salt bricks.

The time for the completion of the work and the full performance of the contract is by or before December 31, 1912.

The amount of security required is Three Thousand Dollars ($3,000).

No. 2. FOR FURNISHING FORAGE AT STABLE "B," COLUMBIA ST., WEST NEW BRIGHTON, S. I.

The Superintendent's estimate of the quantity and quality of the material required is as follows:

65,000 pounds No. 1 Timothy hay.

18,000 pounds No. 1 straight rye straw.

90,000 pounds No. 2 white clipped oats.

3,000 pounds bran.

500 pounds oil meal.

200 pounds fine salt.

8 dozen salt bricks.

The time for the completion of the work and the full performance of the contract is by or before December 31, 1912.

The amount of security required is Two Thousand Dollars ($2,000).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, together

with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. Other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL, President.
m29,j11

☞**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, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, 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 6, 1912,
Borough of Brooklyn.

FOR REPLACING TWO (2) FLAGPOLES, ONE (1) IN FORT GREENE PARK AND ONE (1) IN CARROLL PARK, BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract will be thirty (30) days.

The amount of security required is Three Hundred Dollars ($300).

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

Blank forms may be obtained at the office of the Department of Parks, Borough of Brooklyn, Litchfield Mansion, Prospect Park West and 5th st., Prospect Park, Brooklyn.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.
m24,j6

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

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, 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 6, 1912,
Borough of Manhattan,

FOR ALL LABOR AND MATERIAL REQUIRED FOR FURNISHING AND DELIVERING METAL STORAGE CABINETS FOR THE AMERICAN MUSEUM OF NATURAL HISTORY IN MANHATTAN SQUARE.

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

The time allowed to complete the work will be sixty consecutive working days.

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

Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Boroughs of Manhattan and Richmond, Arsenal, Central Park, 64th st. and 5th ave., Borough of Manhattan.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.
m24,j6

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

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, 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 6, 1912,
Borough of Manhattan,

FOR ALL LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF A CARPENTER SHOP FOR THE METROPOLITAN MUSEUM OF ART, LOCATED IN CENTRAL PARK, ON THE WEST SIDE OF 5TH AVE., OPPOSITE 83D ST.

The amount of security required is Twenty-one Thousand Dollars ($21,000).

The time allowed to complete the whole work will be two hundred and fifty (250) consecutive working days.

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

Blank forms and specifications may be obtained and plans may be seen at the office of the Department of Parks, Boroughs of Manhattan and Richmond, Arsenal, Central Park, 64th st. and 5th ave., Borough of Manhattan. Plans may be purchased at the office of McKim, Mead & White, architects, 160 5th ave.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.
m24,j6

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

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, 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 6, 1912,
Borough of Manhattan,

FOR FURNISHING AND SETTING CURBSTONES AND PAVING WITH PORTLAND CEMENT PAVEMENT THE ENDS OF THE PARK PLOTS IN 7TH AVE., BETWEEN 110TH AND 153D STS.

The time allowed for the completion of the whole work will be thirty-five consecutive working days.

The amount of security required is Two Thousand Dollars ($2,000).

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

Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Boroughs of Manhattan and Richmond, Arsenal, Central Park, 64th st. and 5th ave., Borough of Manhattan.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.
m24,j6

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

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, 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 6, 1912,
Borough of Manhattan,

FOR FURNISHING AND DELIVERING 200 CUBIC YARDS OF COW BAY SAND.

Time allowed for the completion of this contract is as required before January 1, 1913.

The amount of security required is Twelve Hundred Dollars.

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

Bids must be submitted in duplicate.

Blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, New York City.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.
m25,j6

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

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, 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 6, 1912,
Borough of Brooklyn,

FOR FURNISHING ALL LABOR AND MATERIALS REQUIRED TO RAISE THE GRADES ON MAIN ROADWAY, CYCLE PATHS AND BRIDLE PATH, ON OCEAN PARKWAY, BETWEEN CONEY ISLAND CREEK AND NEPTUNE AVE., BOROUGH OF BROOKLYN.

The time allowed for the completion of this contract will be thirty (30) days.

The amount of security required is Eight Thousand Dollars ($8,000).

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

Blank forms may be obtained at the office of the Department of Parks, Borough of Brooklyn, Litchfield Mansion, Prospect Park West and 5th st., Prospect Park, Brooklyn.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.
m24,j6

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

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, 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 6, 1912,
Borough of The Bronx.

FOR FURNISHING AND DELIVERING THREE THOUSAND (3,000) CUBIC YARDS OF ROAD GRAVEL FOR PARKS AND PARKWAYS, BOROUGH OF THE BRONX.

The time allowed for the completion of the contract is before July 1, 1912.

The amount of security required is Three Thousand Dollars ($3,000).

Submit bid in duplicate.

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

Blank forms and other information may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, Borough of The Bronx, on personal application; or by mail only when request is accompanied by ten (10) cents in stamps to pay postage.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.
m24,j6

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

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, 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 6, 1912,
Borough of The Bronx.

FOR FURNISHING AND DELIVERING ONE (1) TEAM OF TRUCK HORSES AND THREE (3) DRIVING HORSES FOR PARKS, BOROUGH OF THE BRONX.

The time allowed for the completion of this contract will be thirty (30) working days.

The amount of security required is Seven Hundred Dollars ($700).

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

Submit bid in duplicate.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, Borough of The Bronx, upon personal application, or by mail when request is accompanied by ten cents in stamps to pay postage.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, WALTER G. ELIOT, Commissioners of Parks.
m24,j6

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

BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.
SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m., on

WEDNESDAY, JUNE 5, 1912,

1. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON BARBEY ST., FROM BELMONT AVE. TO NEW LOTS AVE.

The Engineer's estimate is as follows:
30 linear feet old curbstone reset in concrete.
780 cubic yards excavation.
760 cubic yards filling (to be furnished).
4,500 linear feet cement curb (1 year maintenance).
640 square feet old flagstones relaid (not to be bid for).
21,410 square feet cement sidewalks (1 year maintenance).
1 sewer basin rebuilt.
Time allowed, forty (40) working days.
Security required, Twenty-one Hundred Dollars ($2,100).

2. FOR REGULATING AND REPAVING WITH GRADE 1 GRANITE ON A CONCRETE FOUNDATION THE ROADWAY OF BRYANT ST., FROM CLINTON ST. TO COURT ST.

The Engineer's estimate is as follows:
2,850 square yards grade 1 granite pavement with grouted joints (1 year maintenance).
480 cubic yards concrete.
880 linear feet new curbstone set in concrete.
220 linear feet old curbstone reset in concrete.
170 linear feet bluestone heading stones set in concrete.
Time allowed thirty (30) working days.
Security required, Thirty-eight Hundred Dollars ($3,800).

3. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON E. 15TH ST., FROM AVENUE O TO KINGS HIGHWAY.

The Engineer's estimate is as follows:
40 linear feet old curbstone reset in concrete.
1,040 cubic yards excavation.
80 cubic yards filling (not to be bid for).
2,400 linear feet cement curb (1 year maintenance).
9,010 square feet cement sidewalks (1 year maintenance).
Time allowed, thirty (30) working days.
Security required, One Thousand Dollars ($1,000).

4. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON E. 15TH ST., FROM AVENUE R TO A POINT 320 FEET SOUTHERLY.

The Engineer's estimate is as follows:
15 linear feet old curbstone reset in concrete.
210 cubic yards excavation.
70 cubic yards filling (not to be bid for).
670 linear feet cement curb (1 year maintenance).
3,310 square feet cement sidewalks (1 year maintenance).
Time allowed, fifteen (15) working days.
Security required, Four Hundred Dollars ($400).

5. FOR REGULATING AND REPAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF E. 21ST ST., FROM DORCHESTER ROAD TO DITMAS AVE.

The Engineer's estimate is as follows:
2,280 square yards asphalt pavement (5 years' maintenance).
320 cubic yards concrete.
350 linear feet combined cement curb and gutter (1 year maintenance).
Time allowed, twenty-five (25) working days.
Security required, Seventeen Hundred Dollars ($1,700).

6. FOR REGULATING AND REPAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF HENRY ST., FROM W. 9TH ST. TO LORRAINE ST.

The Engineer's estimate is as follows:
3,170 square yards asphalt pavement (5 years' maintenance).
20 square yards old stone pavement to be relaid.
440 cubic yards concrete.
710 linear feet new curbstone set in concrete.
1,060 linear feet old curbstone reset in concrete.
6 noiseless covers and heads for sewer manholes.
90 linear feet granite heading stones set in concrete.
50 linear feet bluestone heading stones set in concrete.
Time allowed, thirty (30) working days.
Security required, Twenty-six Hundred Dollars ($2,600).

7. FOR REGULATING AND REPAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF LEWIS AVE., FROM GATES AVE. TO MADISON ST.

The Engineer's estimate is as follows:
1,970 square yards asphalt pavement outside railroad area (5 years' maintenance).
10 square yards asphalt pavement within railroad area (no maintenance).
440 cubic yards concrete outside railroad area.
3 cubic yards concrete within railroad area.
240 linear feet new curbstone set in concrete.
700 linear feet old curbstone reset in concrete.
2 noiseless covers and heads for sewer manholes.
1,970 square yards present asphalt pavement and foundation to be removed (outside railroad area).
10 square yards present asphalt pavement and foundation to be removed (within railroad area).
Time allowed, twenty-five (25) working days.
Security required, Two Thousand Dollars ($2,000).

8. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON AVENUE M, FROM CONEY ISLAND AVENUE TO OCEAN PARKWAY.

The Engineer's estimate is as follows:
220 cubic yards excavation.
1,280 cubic yards filling (to be furnished).
2,730 linear feet cement curb (1 year maintenance).
11,100 square feet cement sidewalks (1 year maintenance).
Time allowed, thirty (30) working days.
Security required, Thirteen Hundred Dollars ($1,300).

9. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON W. 2D ST., FROM NEPTUNE AVE. TO WEST AVE.

The Engineer's estimate is as follows:
10 linear feet old curbstone reset in concrete.
210 cubic yards excavation.
50 cubic yards filling (not to be bid for).
1,030 linear feet cement curb (1 year maintenance).
5,000 square feet cement sidewalks (1 year maintenance).
2 sewer basins rebuilt.
Time allowed, twenty (20) working days.
Security required, Five Hundred Dollars ($500).

10. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON W. 36TH ST., FROM SURF AVE. TO NEPTUNE AVE., EXCLUDING THE RIGHT-OF-WAY OF THE NEW YORK AND CONEY ISLAND RAILROAD COMPANY.

The Engineer's estimate is as follows:
60 linear feet old curbstone reset in concrete.
990 cubic yards excavation.
480 cubic yards filling (to be furnished).
2,490 linear feet cement curb (1 year maintenance).
10,140 square feet cement sidewalks (1 year maintenance).
1,140 cubic yards top soil or loam (to be furnished).
Time allowed, thirty-five (35) working days.
Security required, Seventeen Hundred Dollars ($1,700).

11. FOR REGULATING AND REPAVING WITH GRADE 1 GRANITE ON A CONCRETE FOUNDATION THE ROADWAY OF WYTHE AVE., FROM ROSS ST. TO RUTLEDGE ST.

The Engineer's estimate is as follows:
2,960 square yards grade 1 granite pavement with grouted joints, outside railroad area (1 year maintenance).
700 square yards grade 1 granite pavement with grouted joints, within railroad area (no maintenance).
10 square yards old stone pavement (to be relaid).
490 cubic yards concrete outside railroad area.
120 cubic yards concrete within railroad area.
2,230 linear feet new curbstone set in concrete.
560 linear feet old curbstone reset in concrete.
200 linear feet granite heading stones set in concrete.
Time allowed, forty (40) working days.
Security required, Fifty-four Hundred Dollars ($5,400).

12. FOR REGULATING AND REPAVING WITH GRADE 1 GRANITE ON A CONCRETE FOUNDATION THE ROADWAY OF 9TH ST., FROM GOWANUS CANAL TO 3D AVE.

The Engineer's estimate is as follows:
3,210 square yards grade 1 granite pavement with grouted joints, outside railroad area (1 year maintenance).
760 square yards grade 1 granite pavement with grouted joints, within railroad area (no maintenance).
10 square yards old stone pavement (to be relaid).
535 cubic yards concrete, outside railroad area.
130 cubic yards concrete, within railroad area.
3,160 linear feet new curbstone set in concrete.
170 linear feet old curbstone reset in concrete.
4 new sewer manhole heads and covers.
Time allowed, forty (40) working days.
Security required, Six Thousand Dollars ($6,000).

13. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON 68TH ST., FROM 12TH AVE. TO 13TH AVE.

The Engineer's estimate is as follows:
2,820 cubic yards excavation.
860 cubic yards filling (not to be bid for).
1,400 linear feet cement curb (1 year maintenance).
7,270 square feet cement sidewalks (1 year maintenance).
2 sewer basins rebuilt.
Time allowed, thirty-five (35) working days.
Security required, One Thousand Dollars ($1,000).

14. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON 78TH ST., BETWEEN 12TH AVE. AND 15TH AVE.

The Engineer's estimate is as follows:
4,350 linear feet new curbstone set in concrete.
20 linear feet old curbstone reset in concrete.
11,840 cubic yards excavation.
1,680 cubic yards filling (not to be bid for).
18,000 square feet cement sidewalks (1 year maintenance).
Time allowed, seventy-five (75) working days.
Security required, Four Thousand Dollars ($4,000).

15. FOR REGULATING AND REPAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF 92D ST., FROM 3D AVE. TO 5TH AVE., AND FROM GELSTON AVE. TO 7TH AVE.

The Engineer's estimate is as follows:
9,450 square yards asphalt pavement, outside railroad area (5 years' maintenance).
25 square yards asphalt pavement, within railroad area (no maintenance).
1,310 cubic yards concrete, outside railroad area.
5 cubic yards concrete, within railroad area.
60 linear feet granite heading stones set in concrete.
540 linear feet bluestone heading stones set in concrete.
Time allowed, forty (40) working days.
Security required, Six Thousand Dollars ($6,000).

16. FOR FURNISHING AND DELIVERING ONE AUTOMOBILE (TOURING CAR TYPE).

Time for delivery of automobile, ten (10) calendar days.

Security required, Seven Hundred Dollars ($700).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, square foot, square yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Highways, the Borough of Brooklyn, No. 12 Municipal Building, Brooklyn.

ALFRED E. STEERS, President.
Dated May 21, 1912. m23,j5

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

BOROUGH OF QUEENS.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, 3D FLOOR OF THE BOROUGH HALL, 5TH ST. AND JACKSON AVE., 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

THURSDAY, JUNE 6, 1912,

No. 1. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION, AND ALL WORK INCIDENTAL THERETO, IN LOCUST AVE., FROM ROCKAWAY ROAD TO FARMERS AVE., 4TH WARD.

The time allowed for doing and completing the above work will be forty (40) working days.

The amount of security required will be Ten Thousand Dollars ($10,000).

The Engineer's estimate of the quantities is as follows:
50 cubic yards of excavation, outside of gutter lines.
100 cubic yards of concrete.
10 cubic yards of reinforced concrete binder.
50 square yards of stone gutters, furnished and laid.
1,800 square yards of vitrified block binder, furnished and laid.
50 square yards of stone gutters relaid.
50 linear feet of 12-inch vitrified sewer pipe, in place.
100 linear feet of 12-inch cast iron pipe (⅝-inch thick), in place.
1 catch basin completed, as per plan.
25 square yards of brick pavement relaid.
1,000 cubic yards of broken stone in place.
2,000 feet (B. M.) spruce timber in place.
19,200 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and five years maintenance).
15 cubic yards of concrete, laid within the railroad franchise area.
75 square yards second-hand granite block pavement in railroad franchise area.

No. 2. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION AND ALL WORK INCIDENTAL THERETO IN 3D AVE. AND 18TH ST., FROM 13TH ST., COLLEGE POINT, TO 11TH AVE., WHITESTONE, AND IN 4TH AVE. AND WHITESTONE AVE., FROM 18TH ST. TO BROADWAY, 3D WARD.

The time allowed for doing and completing the above work will be ninety (90) working days.

The amount of security required will be Twenty Thousand Dollars ($20,000).

The Engineer's estimate of the quantities is as follows:
200 cubic yards of excavation, outside of gutter lines.
20 cubic yards of concrete.
20 cubic yards of reinforced concrete binder.
3,300 square yards of stone gutters, furnished and laid.
2,800 square yards of vitrified block binder, furnished and laid.
1,000 square yards of stone gutters relaid.
100 linear feet of 12-inch vitrified sewer pipe, in place.
110 linear feet of 12-inch cast iron pipe (⅝-inch thick), in place.
3 catch basins completed, as per plan.
600 cubic yards of broken stone in place.
1,000 feet (B. M.) spruce timber in place.
34,000 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and five years maintenance).
100 square yards of completed asphaltic concrete pavement (laid within the railroad franchise area and no maintenance).

600 square yards of completed wood block pavement, including mortar bed and sand joints (laid within the railroad franchise area and no maintenance).

100 cubic yards of concrete, laid within the railroad franchise area.

600 square yards second-hand granite block pavement laid outside the railroad franchise area and no maintenance.

No. 3. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION AND ALL WORK INCIDENTAL THERETO, IN COOPER AVE., FROM THE KINGS COUNTY LINE TO MYRTLE AVE., AND FROM MONTAUK DIVISION OF THE LONG ISLAND RAILROAD TO WOODHAVEN AVE., 2D WARD.

The time allowed for doing and completing the above work will be sixty (60) working days.

The amount of security required will be Fourteen Thousand Dollars ($14,000).

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

100 cubic yards of excavation, outside of gutter lines.

25 cubic yards of concrete.

25 cubic yards of reinforced concrete binder.

500 square yards of stone gutters, furnished and laid.

2,000 square yards of vitrified block binder, furnished and laid.

1,200 square yards of stone gutters relaid.

700 linear feet of 12-inch vitrified sewer pipe in place.

100 linear feet of 12-inch cast iron pipe (⅝-inch thick), in place.

4 catch basins, completed, as per plan.

5 sewer manholes, completed, as per plan.

150 square yards of stone pavement relaid.

300 cubic yards of broken stone in place.

1,000 feet (B. M.) spruce timber in place.

25,800 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and five years maintenance).

25 cubic yards of concrete, laid within the railroad franchise area.

150 square yards of second-hand granite block pavement laid within the railroad franchise area and no maintenance.

No. 4. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION AND ALL WORK INCIDENTAL THERETO, IN UNION TURNPIKE, FROM METROPOLITAN AVE. TO FLUSHING AND JAMAICA ROAD, 2D, 3D AND 4TH WARDS.

The time allowed for doing and completing the above work will be sixty (60) working days.

The amount of security required will be Ten Thousand Dollars ($10,000).

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

500 cubic yards of excavation, outside of gutter lines.

200 cubic yards of concrete.

10 cubic yards of reinforced concrete binder.

500 square yards of stone gutters, furnished and laid.

2,000 square yards of vitrified block binder, furnished and laid.

200 square yards of stone gutters relaid.

200 linear feet of 12-inch vitrified sewer pipe in place.

100 linear feet of 12-inch cast iron pipe (⅝-inch thick) in place.

4 catch basins completed, as per plan.

1 sewer manhole completed, as per plan.

500 cubic yards of broken stone in place.

2,000 feet (B. M.) spruce timber in place.

15,000 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and five years maintenance).

5,000 square yards second-hand granite block pavement laid outside of railroad franchise area, no maintenance.

No. 5. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION, AND ALL WORK INCIDENTAL THERETO, IN LAUREL HILL BOULEVARD, FROM NEWTOWN CREEK TO THOMSON AVE., 2D WARD.

The time allowed for doing and completing the above work will be sixty (60) working days.

The amount of security required will be Sixteen Thousand Dollars ($16,000).

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

6,000 cubic yards of excavation, outside of gutter lines.

50 cubic yards of concrete.

25 cubic yards of reinforced concrete binder.

5,000 square yards of stone gutters, furnished and laid.

1,700 square yards of vitrified block binder, furnished and laid.

3,500 square yards of stone gutters relaid.

50 linear feet of 12-inch vitrified sewer pipe in place.

100 linear feet of 12-inch cast-iron pipe (⅝-inch thick) in place.

2 catch basins, completed, as per plan.

50 square yards of stone pavement relaid.

500 cubic yards of broken stone in place.

2,000 feet (B. M.) spruce timber in place.

32,000 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and 5 years maintenance).

100 square yards of completed second-hand granite block pavement (laid within the railroad franchise area and no maintenance).

200 square yards of completed second-hand granite block pavement (laid outside of the railroad franchise area and no maintenance).

20 cubic yards of concrete, laid within the railroad franchise area.

No. 6. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION, AND ALL WORK INCIDENTAL THERETO, IN HILLSIDE AVE., FROM MYRTLE AVE. TO HOFFMAN BOULEVARD, 4TH WARD.

The time allowed for doing and completing the above work will be forty (40) working days.

The amount of security required will be Five Thousand Dollars ($5,000).

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

50 cubic yards of excavation, outside of gutter lines.

50 cubic yards of concrete.

10 cubic yards of reinforced concrete binder.

150 square yards of stone gutters, furnished and laid.

1,000 square yards of vitrified block binder, furnished and laid.

50 square yards of stone gutters relaid.

100 linear feet of 12-inch vitrified sewer pipe in place.

50 linear feet of 12-inch cast-iron pipe (⅝-inch thick) in place.

1 catch basin, completed, as per plan.

100 square yards of stone pavement relaid.

200 cubic yards of broken stone in place.

1,000 feet (B. M.) spruce timber in place.

10,000 square yards of completed asphaltic concrete pavement, laid outside of the railroad franchise area and 5 years maintenance.

No. 7. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION, AND ALL WORK INCIDENTAL THERETO, IN ROCKY HILL ROAD, FROM QUEENS AVE. TO HILLSIDE AVE., 3D AND 4TH WARDS.

The time allowed for doing and completing the above work will be one hundred (100) working days.

The amount of security required will be Twenty Thousand Dollars ($20,000).

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

500 cubic yards of excavation, outside of gutter lines.

10 cubic yards of concrete.

10 cubic yards of reinforced concrete binder.

2,000 square yards of stone gutters, furnished and laid.

3,000 square yards of vitrified block binder, furnished and laid.

600 square yards of stone gutters relaid.

50 linear feet of 12-inch vitrified sewer pipe in place.

50 linear feet of 12-inch cast-iron pipe (⅝-inch thick) in place.

1 catch basin, completed, as per plan.

1,000 cubic yards of broken stone in place.

2,000 feet (B. M.) spruce timber in place.

37,000 square yards of completed asphaltic concrete pavement, laid outside of the railroad franchise area and 5 years maintenance.

1,000 square yards second-hand granite block pavement outside the railroad franchise area and no maintenance.

No. 8. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION, AND ALL WORK INCIDENTAL THERETO, IN ROCKAWAY PLANK ROAD, FROM KINGS COUNTY LINE TO THE LONG ISLAND RAILROAD, AND FROM LEFFERTS AVE. TO LOCUST AVE., 4TH WARD.

The time allowed for doing and completing the above work will be ninety (90) working days.

The amount of security required will be Thirty Thousand Dollars ($30,000).

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

100 cubic yards of excavation, outside of gutter lines.

1,400 cubic yards of concrete.

25 cubic yards of reinforced concrete binder.

100 square yards of stone gutters, furnished and laid.

2,000 square yards of vitrified block binder, furnished and laid.

200 square yards of stone gutters relaid.

200 linear feet of 12-inch vitrified sewer pipe in place.

100 linear feet of 12-inch cast-iron pipe (⅝-inch thick) in place.

4 catch basins, completed, as per plan.

100 square yards of stone pavement relaid.

900 cubic yards of broken stone in place.

2,000 feet (B. M.) spruce timber in place.

29,000 square yards of completed asphaltic concrete pavement, laid outside of the railroad franchise area and 5 years maintenance.

2,000 square yards of completed asphaltic concrete pavement, laid within the railroad franchise area and no maintenance.

9,400 square yards of completed wood block pavement, including mortar bed and sand joints (laid within the railroad franchise area and no maintenance).

1,800 cubic yards of concrete, laid within the railroad franchise area.

No. 9. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION, AND ALL WORK INCIDENTAL THERETO, IN BELL AVE., FROM WILLETTS POINT ROAD TO ROCKY HILL ROAD; IN WILLETTS POINT ROAD, FROM 11TH AVE. TO BELL AVE.; IN 14TH ST., FROM 11TH AVE. TO WILLETTS POINT ROAD, AND IN 11TH AVE., FROM BOULEVARD TO WILLETTS POINT ROAD, 3D WARD.

The time allowed for doing and completing the above work will be one hundred (100) working days.

The amount of security required will be Thirty-two Thousand Dollars ($32,000).

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

250 cubic yards of excavation, outside of gutter lines.

50 cubic yards of concrete.

10 cubic yards of reinforced concrete binder.

5,000 square yards of stone gutters, furnished and laid.

5,000 square yards of vitrified block binder, furnished and laid.

1,500 square yards of stone gutters relaid.

150 linear feet of 12-inch vitrified sewer pipe in place.

150 linear feet of 12-inch cast iron pipe (⅝-inch thick) in place.

3 catch basins, completed, as per plan.

2 sewer manholes, completed, as per plan.

2,000 cubic yards of broken stone in place.

6,000 feet (B. M.) spruce timber in place.

55,000 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and five years maintenance).

200 square yards of completed asphaltic concrete pavement (laid within the railroad franchise area and no maintenance).

1,800 square yards of completed wood block pavement, including mortar bed and sand joints (laid within the railroad franchise area and no maintenance).

350 cubic yards of concrete, laid within the railroad franchise area.

50 linear feet of 24-inch vitrified sewer pipe in place.

400 square yards of second-hand granite block pavement (laid outside of the railroad franchise area and no maintenance).

No. 10. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM FOUNDATION AND ALL WORK INCIDENTAL THERETO, IN JACKSON AVE., FROM TRAINS MEADOW ROAD TO SHELL ROAD, 2D WARD.

The time allowed for doing and completing the above work will be sixty (60) working days.

The amount of security required will be Seventeen Thousand Five Hundred Dollars ($17,500).

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

10 cubic yards of concrete.

10 cubic yards of reinforced concrete binder.

1,000 square yards of stone gutters, furnished and laid.

200 linear feet of 12-inch vitrified sewer pipe in place.

50 linear feet of 12-inch cast iron pipe (⅝-inch thick) in place.

4 catch basins completed, as per plan.

10 sewer manholes completed, as per plan.

25 square yards of stone pavement relaid.

50 cubic yards of broken stone in place.

3,000 feet (B. M.) spruce timber in place.

24,600 square yards of completed asphaltic pavement (laid outside of the railroad franchise area and five years maintenance).

2,500 square yards of completed asphaltic concrete pavement (laid within the railroad franchise area and no maintenance).

2,500 square yards of completed wood block pavement, including mortar bed and sand joints (laid within the railroad franchise area and no maintenance).

1,000 cubic yards of concrete laid within the railroad franchise area.

2,300 linear feet of 24-inch vitrified sewer pipe in place.

250 linear feet of 18-inch vitrified sewer pipe in place.

700 square yards of second-hand granite block pavement in railroad franchise area and no maintenance.

No. 11. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION AND ALL WORK INCIDENTAL THERETO, IN TROTTING COURSE LANE AND WOODHAVEN AVE., FROM HOFFMAN BOULEVARD TO FOREST PARK DRIVE, AND FROM JAMAICA AVE. TO ROCKAWAY TURNPIKE, 2D AND 4TH WARDS.

The time allowed for doing and completing the above work will be ninety (90) working days.

The amount of security required will be Eighteen Thousand Five Hundred Dollars ($18,500).

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

300 cubic yards of excavation, outside of gutter lines.

250 cubic yards of concrete.

25 cubic yards of reinforced concrete binder.

900 square yards of stone gutters, furnished and laid.

3,500 square yards of vitrified block binder, furnished and laid.

900 square yards of stone gutters, relaid.

200 linear feet of 12-inch vitrified sewer pipe, in place.

100 linear feet of 12-inch cast-iron pipe (⅝-inch thick), in place.

2 catch basins, completed, as per plan.

50 square yards of stone pavement, relaid.

500 cubic yards of broken stone in place.

2,000 feet (B. M.) spruce timber in place.

40,000 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and 5 years maintenance).

No. 12. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION, AND ALL WORK INCIDENTAL THERETO, IN MOTT AVE., FROM BAY AVE. TO THE LONG ISLAND RAILROAD, AND FROM CENTRAL AVE. TO THE ROCKAWAY TURNPIKE; IN CENTRAL AVE., FROM NOSTRAND AVE. TO THE CITY LINE, AND IN WASHINGTON AVE., FROM THE BOULEVARD TO PELHAM AVE., 5TH WARD.

The time allowed for doing and completing the above work will be seventy-five (75) working days.

The amount of security required will be Seventeen Thousand Dollars ($17,000).

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

100 cubic yards of excavation, outside of gutter lines.

100 cubic yards of concrete.

10 cubic yards of reinforced concrete binder.

350 square yards of stone gutters, furnished and laid.

2,100 square yards of vitrified block binder, furnished and laid.

350 square yards of stone guttters relaid.

600 linear feet of 12-inch vitrified sewer pipe in place.

150 linear feet of 12-inch cast-iron pipe (⅝-inch thick) in place.

5 catch basins, completed, as per plan.

4 sewer manholes, completed, as per plan.

250 square yards of brick pavement relaid.

1,100 cubic yards of broken stone in place.

2,000 feet (B. M.) spruce timber in place.

24,700 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and 5 years maintenance).

3,000 square yards of completed wood block pavement, including mortar bed and sand joints (laid within the railroad franchise area and no maintenance).

550 cubic yards of concrete (laid within the railroad franchise area).

200 square feet of crosswalks, relaid.

No. 13. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION, AND ALL WORK INCIDENTAL THERETO, IN LITTLE NECK ROAD, FROM BROADWAY TO THE JERICHO TURNPIKE, AND IN FLORAL PARK ROAD, FROM LITTLE NECK ROAD TO THE CITY LINE, 3D WARD.

The time allowed for doing and completing the above work will be seventy-fiye (75) working days.

The amount of security required will be Thirty-three Thousand Dollars ($33,000).

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

1,000 cubic yards of excavation, outside of gutter lines.

100 cubic yards of concrete.

10 cubic yards of reinforced concrete binder.

2,000 square yards of stone gutters, furnished and laid.

4,000 square yards of vitrified block binder, furnished and laid.

2,000 square yards of stone gutters relaid.

100 linear feet of 12-inch vitrified sewer pipe in place.

50 linear feet of 12-inch cast iron pipe (⅝-inch thick) in place.

5 catch basins, completed, as per plan.

1 sewer manhole completed, as per plan.

10 square yards of stone pavement relaid.

1,000 cubic yards of broken stone in place.

1,000 feet (B. M.) spruce timber in place.

33,800 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and five years maintenance).

3,000 square yards of second-hand granite block pavement.

No. 14. FOR REGULATING AND REPAVING WITH ASPHALTIC CONCRETE ON A MACADAM OR CONCRETE FOUNDATION, AND ALL WORK INCIDENTAL THERETO, IN SPRINGFIELD ROAD AND LINCOLN AVE., FROM ROCKAWAY ROAD TO HILLSIDE AVE., 4TH WARD.

The time allowed for doing and completing the above work will be one hundred (100) working days.

The amount of security required will be Thirty Thousand Dollars ($30,000).

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

500 cubic yards of excavation, outside of gutter lines.

300 cubic yards of concrete.

20 cubic yards of reinforced concrete binder.

200 square yards of stone gutters, furnished and laid.

6,000 square yards of vitrified block binder, furnished and laid.

100 square yards of stone gutters relaid.

350 linear feet of 12-inch vitrified sewer pipe, in place.

120 linear feet of 12-inch cast iron pipe (⅝-inch thick) in place.

4 catch basins, completed, as per plan.

1 sewer manhole, completed, as per plan.

1,000 cubic yards of broken stone, in place.

3,000 feet (B. M.) spruce timber in place.

56,000 square yards of completed asphaltic concrete pavement (laid outside of the railroad franchise area and five years maintenance).

25 cubic yards of concrete, laid within the railroad franchise area.

120 square yards of second-hand granite block pavement, laid within the railroad franchise area, and no maintenance.

The bidder must state the price of each item or article contained in the specifications or schedule herein contained or hereafter annexed, per square yard, linear foot or other unit of measure by which the bids will be tested. The extensions must be made and footed up as the bids will be read from a total. Bids will be compared and the contract awarded at a lump or aggregate sum. Blank forms may be obtained and the plans or drawings may be seen at the office of the President of the Borough of Queens.

Dated Long Island City, N. Y., 1912.

MAURICE E. CONNOLLY, President.

m24,j6

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

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, 5TH ST. AND JACKSON AVE., LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens, at the above office, until 11 o'clock a. m. on

WEDNESDAY, JUNE 5, 1912,

FOR FURNISHING ALL THE LABOR AND MATERIAL FOR ELECTRIC EQUIPMENT, TOWN HALL, FLUSHING, BROADWAY AND LINDEN AVE., FLUSHING, BOROUGH OF QUEENS, CITY OF NEW YORK.

The time allowed for doing and completing the work will be sixty (60) calendar days.

The amount of security required will be Seven Hundred and Fifty Dollars ($750).

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 President of the Borough of Queens.

Dated Long Island City, May 22, 1912.

MAURICE E. CONNOLLY, President of the Borough of Queens. m23,j5

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

SUPREME COURT—FIRST DEPARTMENT.

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of SENECA AVENUE (although not yet named by proper authority), from Hunts Point road to the Bronx River, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final supplemental and amended reports of the Commissioners of Estimate and of the Commissioner of Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 4th day of June, 1912, at 10.30 o'clock in the forenoon of that day; and that the said final supplemental and amended reports have been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, May 28, 1912.

JOHN LANZER, SIDNEY B. HICKOX, Commissioners of Estimate; JOHN LANZER, Commissioner of Assessment.

JOEL J. SQUIER, Clerk. m28,j3

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SEVENTY-SECOND STREET, from Inwood avenue to Jerome avenue, as laid out on section 15 of the final maps, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, First Department, bearing date the 21st day of May, 1912, and duly entered and filed in the office of the Clerk of the County of New York on the 23d day of May, 1912, John Davis, George M. S. Schulz and James V. Ganly, Esqs., were appointed Commissioners of Estimate in the above entitled proceeding, and that in and by the said order George M. S. Schulz, Esq., was appointed the Commissioner of Assessment.

Notice is further given that pursuant to the statute in such cases made and provided the said John Davis, George M. S. Schulz and James V. Ganly, Esqs., will attend at a Special Term, Part II, of the Supreme Court of the State of New York, First Department, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 10th day of June, 1912, at the opening of the Court on that day or as soon thereafter as counsel can be heard thereon for the purpose of being examined under oath by the Corporation Counsel, or any other person having any interest in the said proceeding, as to their qualifications to act as such Commissioners.

Dated New York, May 27, 1912.

ARCHIBALD R. WATSON, Corporation Counsel, Office and Post Office Address, Corner Centre and Chambers Streets, Borough of Manhattan, City of New York. m27,j7

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, for the same purpose in fee to the lands, tenements and hereditaments required for the opening and extending of PARKER STREET (AVENUE) (although not yet named by proper authority), from Protectory avenue to Wellington avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final reports of the Commissioners of Estimate and of the Commissioner of Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan in The City of New York, on the 4th day of June, 1912, at 10.30 o'clock in the forenoon of that day; and that the said final reports have been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated, Borough of Manhattan, New York, May 25, 1912.

ERNEST HALL, CHAS. C. MARRIN, Commissioners of Estimate; ERNEST HALL, Commissioner of Assessment.

JOEL J. SQUIER, Clerk. m25,31

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the

lands, tenements and hereditaments required for the opening and extending of VICTOR STREET, from Van Nest avenue to Rhinelander avenue; RHINELANDER AVENUE, from Old Unionport road to White Plains road; and CRUGER AVENUE, from White Plains road to Rhinelander avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, First Department, bearing date the 18th day of May, 1912, and duly entered and filed in the office of the Clerk of the County of New York on the 20th day of May, 1912, Timothy M. Harnett, Esq., Alfred B. Hall, Esq., and Dominic L. O'Reilly, Esq., were appointed Commissioners of Estimate in the above-entitled proceeding, and that in and by the said order Dominic L. O'Reilly was appointed the Commissioner of Assessment.

Notice is further given that, pursuant to the statute in such cases made and provided, Timothy M. Harnett, Alfred B. Hall and Dominic L. O'Reilly, Esqs., will attend at a Special Term, Part II. of the Supreme Court of the State of New York, First Department, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 6th day of June, 1912, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel, or by any other person having any interest in the said proceeding, as to their qualifications to act as such Commissioners.

Dated New York, May 24, 1912.

ARCHIBALD R. WATSON, Corporation Counsel, Office and Post-office Address, Corner of Centre and Chambers Streets, Borough of Manhattan, City of New York. m24,j5

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title wherever the same has not been heretofore acquired for the same purpose in fee to the lands, tenements and hereditaments required for the opening and extending of FORT SCHUYLER ROAD, from the easterly boundary of lands acquired for West Farms road at Westchester Creek to Shore drive, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, First Department, bearing date the 18th day of May, 1912, and duly entered and filed in the office of the Clerk of the County of New York on the 20th day of May, 1912, Charles C. Marrin, Esq., Edward D. Dowling, Esq., and Alfred B. Hall, Esq., were appointed Commissioners of Estimate in the above entitled proceeding, and that in and by the said order Alfred B. Hall, Esq., was appointed the Commissioner of Assessment.

Notice is further given that pursuant to the statute in such cases made and provided the said Charles C. Marrin, Edward D. Dowling and Alfred B. Hall, Esqs., will attend at a Special Term, Part II, of the Supreme Court of the State of New York, First Department, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 6th day of June, 1912, at the opening of the Court on that day or as soon thereafter as counsel can be heard thereon for the purpose of being examined under oath by the Corporation Counsel, or any other person having any interest in the said proceeding, as to their qualifications to act as such Commissioners.

Dated New York, May 24, 1912.

ARCHIBALD R. WATSON, Corporation Counsel, Office and Post Office Address, Corner of Centre and Chambers Streets, Hall of Records, Borough of Manhattan, City of New York. m24,j5

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of EAST TWO HUNDRED AND THIRTY-THIRD STREET, from Baychester avenue to Boston road at Hutchinson River, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, First Department, bearing date the 18th day of May, 1912, and duly entered and filed in the office of the Clerk of the County of New York on the 20th day of May, 1912, Warren C. Fielding, Esq., Walter Wilkins, Esq., and John A. Hawkins, Esq., were appointed Commissioners of Estimate in the above entitled proceeding and that in and by the said order Walter Wilkins, Esq., was appointed the Commissioner of Assessment.

Notice is further given that pursuant to the statute in such cases made and provided the said Warren C. Fielding, Walter Wilkins and John A. Hawkins, Esqs., will attend at a Special Term, Part II, of the Supreme Court of the State of New York, First Department, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 6th day of June, 1912, at the opening of the Court on that day or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel, or by any other person having any interest in the said proceeding, as to their qualifications to act as such Commissioners.

Dated New York, May 24, 1912.

ARCHIBALD R. WATSON, Corporation Counsel, Office and Post Office Address, Corner of Centre and Chambers Streets, Hall of Records, Borough of Manhattan, City of New York. m24,j5

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of ROSEDALE AVENUE, between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; COMMONWEALTH AVENUE, between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; ST. LAWRENCE AVENUE, between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; TAYLOR AVENUE (formerly Harrison avenue), between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; LELAND AVENUE (formerly Saxe avenue), between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; BEACH AVENUE (formerly One Hundred and Seventy-third street), between Gleason avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; THERIOT AVENUE (formerly One Hundred and Seventy-fifth street), between Gleason avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, as amended by an order of the Supreme Court of the State of New York, First Department, duly entered and filed in the office of the Clerk of the County of New York on the 15th day of February, 1910, by excluding therefrom Beach avenue, Taylor avenue, Theriot avenue and Leland avenue, in accordance with the resolution of the Board of Estimate and Apportionment adopted on the 3d day of December, 1909, and as further amended and corrected by an order of the Supreme Court of the State of New York, First Department, duly entered and filed in the office of the Clerk of the County of New York, on the 1st day of August, 1911, in accordance with the resolution of the Board of Estimate and Apportionment, adopted on the 23d day of February, 1911, so as to make Rosedale avenue relate to the map adopted by the Board of Estimate and Apportionment on January 12, 1911, and approved by the Mayor on January 23, 1911.

NOTICE IS HEREBY GIVEN TO ALL PERsons interested in the above-entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 12th day of June, 1912, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 14th day of June, 1912, at 11.45 o'clock a. m.

Second—That the undersigned, Commissioner of Assessment, has completed his estimate of benefit and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 12th day of June, 1912, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 17th day of June, 1912, at 11.45 o'clock a. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the amended area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 23d day of February, 1911, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on a line midway between Croes avenue and Noble avenue, where it is intersected by a line bisecting the angle formed by the intersection of the prolongations of the northerly line of East One Hundred and Seventy-seventh street and the southerly line of Mansion street as these streets are laid out between Noble avenue and Rosedale avenue, and running thence eastwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Noble avenue and Rosedale avenue as these streets are laid out north of East One Hundred and Seventy-seventh street; thence northwardly along the said bisecting line to the intersection with the southerly property line of the New York, New Haven and Hartford Railroad; thence eastwardly along the said property line to the intersection with the prolongation of a line midway between St. Lawrence avenue and Beach avenue as these streets are laid out where they adjoin West Farms road; thence southwardly along the said line midway between St. Lawrence avenue and Beach avenue and along the prolongations of the said line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre line of St. Lawrence avenue and Beach avenue, as these streets are laid out between East One Hundred and Seventy-seventh street and Merrill street; thence southwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of St. Lawrence avenue and Beach avenue, as these streets are laid out between Westchester avenue and Randolph avenue; thence southwardly along the said bisecting line to a point distant 100 feet southerly from the southerly line of Westchester avenue, the said distance being measured at right angles to Westchester avenue; thence westwardly and parallel with Westchester avenue to the intersection with a line midway between Croes avenue and Noble avenue; thence northwardly along the said line midway between Croes avenue and Noble avenue to the point or place of beginning.

Fourth—That the abstracts of said estimate of damage and of said assessment for benefit together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 14th day of June, 1912.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 25th day of October, 1912, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, May 15, 1912.

EDWARD H. NICOLL, Chairman; JOHN W. STOCKER, Commissioners of Estimate; EDWARD H. NICOLL, Commissioner of Assessment.

JOEL J. SQUIER, Clerk. m23,j10

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to certain real estate, tenements, hereditaments, corporeal or incorporeal rights in the same, and any and all rights and interests therein, including unexpired terms of leases thereof, not now owned by The City of New York, situated in the Borough of Manhattan, in The City of New York, duly selected and specified by the Commissioner of Bridges of The City of New York, with the approval of the Board of Estimate and Apportionment of said City, pursuant to the provisions of chapter 712 of the Laws of 1901, as amended by chapter 90 of the Laws of 1907, for the reconstruction of the westerly or Manhattan terminal of the New York and Brooklyn Bridge, for the better accommodation of pedestrians, vehicles and railroad passengers using said bridge or terminal.

WE, THE UNDERSIGNED, COMMISSIONers of Estimate and Appraisal in the above entitled proceeding, do hereby give notice to all to whom it may concern:

First—That we have deposited a true report or transcript of our estimate in the above entitled proceeding in the office of the Board of Estimate and Apportionment, Room 1406, No. 277 Broadway, in the Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by our said report or transcript of estimate and who may object to same, or any part thereof, may, within ten days after the first publication of this notice, May 22, 1912, file their objections, in writing, with us, at our office, Room 402, No. 258 Broadway, in the Borough of Manhattan, in The City of New York; and we, the said Commissioners, will hear parties so objecting, at our said office, on the 4th day of June, 1912, at 2 o'clock in the afternoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, May 20, 1912.

JOHN H. JUDGE, WILLIAM A. PURRINGTON, JAMES S. MENG, Commissioners.

JOSEPH M. SCHENCK, Clerk. m22,j3

FIRST JUDICIAL DISTRICT.

In the matter of the application and petition of Charles Strauss, John F. Galvin and Charles N. Chadwick, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the Counties of New York and Kings, for the purposes of providing an additional supply of pure and wholesome water for the use of The City of New York.

NOTICE IS HEREBY GIVEN THAT THE first separate report of Charles L. Hoffman, Charles J. Leslie and Edwin M. Cox, Commissioners of Appraisal duly appointed in the above-entitled proceeding, which report bears date the 27th day of March, 1912, was filed in the office of the Clerk of the County of New York on the 4th day of May, 1912. The said first separate report affects parcels Nos. 51, 53, 107. 108 and 132.

Notice is hereby given that the said first separate report will be presented to the Supreme Court of the State of New York at a Special Term thereof, Part III., to be held in the First Judicial District, at the County Court House, Borough of Manhattan, City of New York, on the 3d day of June, 1912, at the opening of Court on that day, and that then and there, or as soon thereafter as counsel can be heard, a motion will be made that said first separate report be confirmed.

Dated New York, May 7, 1912.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Borough of Manhattan, New York City. m11,j1

SUPREME COURT—SECOND DEPARTMENT.

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening and extending EAST TWENTY-EIGHTH STREET, between Albemarle road and Clarendon road: and EAST TWENTY-NINTH STREET, between Albemarle road and Clarendon road, in the Twenty-ninth Ward of the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Commissioner of Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof to be held in the County Court House in the Borough of Brooklyn, City of New York, on the 6th day of June, 1912, at 10 o'clock in the forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of five days, as required by law.

Dated New York, May 29, 1912.

O. F. FINNERTY, JAMES B. BOUCK, JOHN TOOMEY, Commissioners of Estimate; O. F. FINNERTY, Commissioner of Assessment.

EDWARD RIEGELMANN, Clerk. m29,j4

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of LENOX ROAD, from New York avenue to East Ninety-eighth street, in the Twenty-ninth and Thirty-second Wards, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERsons interested in the above entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 17th day of June, 1912, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 18th day of June, 1912, at 2 o'clock p. m.

Second—That the undersigned, Commissioner of Assessment, has completed his estimate of benefit and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 17th day of June, 1912, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 19th day of June, 1912, at 2 o'clock p. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 19th day of June, 1908, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on a line midway between Clarkson avenue and Lenox road, distant 100 feet westerly from the westerly line of New York avenue, and running thence eastwardly along the said line midway between Clarkson avenue and Lenox road to the intersection with the prolongation of a line midway between Clarkson avenue and Lenox road as laid out east of Remsen avenue; thence northeastwardly along the said line midway between Clarkson avenue and Lenox road and the prolongation of the said line to a point distant 100 feet northeasterly from the northeasterly line of East Ninety-eighth street; thence southeastwardly and parallel with East Ninety-eighth street to the intersection with the prolongation of a line midway between Lenox road and Linden avenue, as laid out east of Remsen avenue; thence southwestwardly along the said line midway between Lenox road and Linden avenue and the prolongation of the said line to the intersection with a line midway between Lenox road and Linden avenue, as laid out west of Remsen avenue; thence westwardly along the said line midway between Lenox road and Linden avenue to the intersection with a line parallel with New York avenue, and passing through the point of beginning; thence northwardly along the said line parallel with New York avenue to the point or place of beginning.

Fourth—That the abstracts of said estimate of damage and of said assessment for benefit, together with the damage and benefit maps and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 29th day of June, 1912.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 23d day of July, 1912, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, May 28, 1912.

WM. J. MAHON, JOHN J. KILCOURSE, PHILIP HUNTINGTON, Commissioners of Estimate; PHILIP HUNTINGTON, Commissioner of Assessment.

EDWARD RIEGELMANN, Clerk. m28,j14

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of HUNTERS POINT AVENUE, from Van Dam street to Borden avenue, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held for the hearing of motions at the County Court House, in the Borough of Brooklyn, in The City of New York, on the 12th day of June, 1912, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of ten days, as required by law.

Dated Borough of Manhattan, New York, May 28, 1912.

JOHN C. MYERS, MORRIS L. STRAUSS, H. S. RUSHMORE, Commissioners of Estimate; JOHN C. MYERS, Commissioner of Assessment.

WALTER C. SHEPPARD, Clerk. m28,j8

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to NEWTON STREET, from Leonard street to Graham avenue, in the Seventeenth Ward in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Ernest P. Seelman, Jacob C. Klinck and Henry D. Cipperly were appointed by an order of the Supreme Court made and entered the 21st day of May, 1912, Commissioners of Estimate and Ernest P. Seelman Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 7th day of June, 1912, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, May 25, 1912.

ARCHIBALD R. WATSON, Corporation Counsel. m25,j6

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to McKINLEY AVENUE, from Railroad avenue to Eldert lane, in the Twenty-sixth Ward in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Meier Steinbrink, Louis P. Wright and John N. Harmon were appointed by an order of the Supreme Court made and entered the 21st day of May, 1912, Commissioners of Estimate and Meier Steinbrink Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 7th

day of June, 1912, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, May 25, 1912.

ARCHIBALD R. WATSON, Corporation Counsel. m25,j6

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to SIXTY-SEVENTH STREET, from New Utrecht avenue to Bay parkway, in the Thirtieth Ward in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Harry J. Rosenson, William M. Russell and Darwin R. James were appointed by an order of the Supreme Court made and entered the 21st day of May, 1912, Commissioners of Estimate and Harry J. Rosenson Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 7th day of June, 1912, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, May 25, 1912.

ARCHIBALD R. WATSON, Corporation Counsel. m25,j6

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 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, as amended by an order of the Supreme Court, duly made and entered in the office of the Clerk of the County of Queens on the 1st day of June, 1910, so as to conform to the lines of said street as shown upon Sections 16, 29 and 30 of the final maps of the Borough of Queens, as adopted by the Board of Estimate and Apportionment on the 21st day of May, 1909, and approved by the Mayor on the 4th day of June, 1909, and as shown upon Section 17 of the final maps of the Borough of Queens, as adopted by the Board of Estimate and Apportionment on the 26th day of June, 1908, and approved by the Mayor on the 5th day of August, 1908, and as shown upon Section 16 of the final maps of the Borough of Queens, as adopted by the Board of Estimate and Apportionment on the 2d day of July, 1909, and approved by the Mayor on the 28th day of July, 1909.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Term thereof, Part I., to be held at the Queens County Court House, Long Island City, in the Borough of Queens, in The City of New York, on the 3d day of June, 1912, at the opening of the Court on that day; and that the said final report has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, May 24, 1912.

CLARENCE EDWARDS, GEO. M. O'CONNOR, CARMAN COMBES, Commissioners.

WALTER C. SHEPPARD, Clerk. m24,29

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of LOCUST STREET, from Skillman avenue to Borden avenue, in the First and Second Wards, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY AN order of the Supreme Court of the State of New York, Second Department, bearing date the 10th day of May, 1912, and duly entered and filed in the office of the Clerk of the County of Queens on the 21st day of May, 1912, William Rasquin, Jr., Edward Duffy and Arthur M. McKnight were appointed Commissioners of Estimate in the above-entitled proceeding, and that in and by the said order William Rasquin, Jr., was appointed the Commissioner of Assessment.

Notice is further given that pursuant to the statutes in such cases made and provided, the said William Rasquin, Jr., Edward Duffy and Arthur M. McKnight will attend at a Special Term for the hearing of motions, to be held at Trial Term, Part I. of the Supreme Court of the State of New York, Second Department, at the County Court House in the Borough of Queens, in The City of New York, on the 6th day of June, 1912, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel or by any other person having any interest in said proceeding as to their qualifications to act as such Commissioners.

Dated Borough of Manhattan, City of New York, May 23, 1912.

ARCHIBALD R. WATSON, Corporation Counsel, Office and Post-office Address, Hall of Records, Chambers and Centre Streets, Borough of Manhattan, City of New York. m23,j4

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to INGRAHAM STREET, from Stewart avenue to Flushing avenue, in the Eighteenth Ward in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT ELMER G. Sammis, Joseph A. Kennedy and Edward W. C. Cunningham were appointed by an order of the Supreme Court made and entered the 14th day of May, 1912, Commissioners of Estimate, and Elmer G. Sammis Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 4th day of June, 1912, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, May 21, 1912.

ARCHIBALD R. WATSON, Corporation Counsel. m21,j1

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to KINGSTON AVENUE, from Union street to Malbone street, in the Twenty-fourth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT HOWard O. Wood, James T. Williamson and Edward Lyons were appointed by an order of the Supreme Court made and entered the 14th day of May, 1912, Commissioners of Estimate and Howard O. Wood Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 4th day of June, 1912, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, May 21, 1912.

ARCHIBALD R. WATSON, Corporation Counsel. m21,j1

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to TWENTY-SIXTH AVENUE, from Stillwell avenue to Harway avenue, excluding the right-of-way of the Brooklyn, Bath and West End Railroad, in the Thirty-first Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT FREDerick E. Gunnison, William McKinney and Charles Harwood were appointed by an order of the Supreme Court made and entered the 14th day of May, 1912, Commissioners of Estimate, and Frederick E. Gunnison Commissioner of Assessment in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 4th day of June, 1912, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, May 21, 1912.

ARCHIBALD R. WATSON, Corporation Counsel. m21,j1

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of FOURTH AVENUE, from Monroe avenue to Tompkins avenue, in the First Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held for the hearing of motions at the County Court House in the Borough of Brooklyn, in The City of New York, on the 5th day of June, 1912, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the Office of the Clerk of the County of Richmond, there to remain for and during the space of ten days, as required by law.

Dated Borough of Manhattan, New York, May 21, 1912.

ERNEST M. GARBE, BERNARD MULLIN, E. STEWART TAXTER, Commissioners of Estimate; E. STEWART TAXTER, Commissioner of Assessment.

JOEL J. SQUIER, Clerk. m21,j1

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 SUYDAM STREET, from Irving avenue to the Borough line, and WILLOUGHBY AVENUE, from Irving avenue to the Borough line, in the Twenty-seventh Ward, Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held at the County Court House in the Borough of Brooklyn, in The City of New York, on the 31st day of May, 1912, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by law.

Dated Borough of Brooklyn, New York, May 18, 1912.

WM. W. WINGATE, EDWARD LYONS, GEORGE J. S. DOWLING, Commissioners of Estimate; WM. W. WINGATE, Commissioner of Assessment.

EDWARD RIEGELMANN, Clerk. m18,29

SUPREME COURT—NINTH JUDICIAL DISTRICT.

NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

In the matter of the application and petition of John A. Bensel, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York under chapter 724 of the Laws of 1905 and the acts amendatory thereof, in the towns of Mount Pleasant and North Castle, Westchester County, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

Kensico Reservoir, Section No. 11, *Fourth Separate Report.*

PUBLIC NOTICE IS HEREBY GIVEN THAT the Fourth Separate Report of the Commissioners of Appraisal in the above entitled matter, dated May 1, 1912, filed in the office of the Clerk of the County of Westchester at White Plains, New York, on May 2, 1912, including Parcels Nos. 798, 799, 800, 801 and 802, will be presented to the Supreme Court for confirmation at a Special Term thereof to be held in and for the Ninth Judicial District at Special and Trial Term, Part II, before Honorable Arthur S. Tompkins, Justice, at the Court House in White Plains, Westchester County, New York, on the 3d day of June, 1912, at the opening of court on that day, or as soon thereafter as Counsel can be heard. Reserving to The City of New York the right to oppose the confirmation of any or all of the awards or recommendations contained in said report.

Dated May 7, 1912.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, Corner of Centre and Chambers streets, Borough of Manhattan, New York City. m11,j3

NOTICE TO BIDDERS AT SALES OF OLD BUILDINGS, ETC.

TERMS AND CONDITIONS UNDER WHICH BUILDINGS, ETC., WILL BE SOLD FOR REMOVAL FROM CITY PROPERTY.

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

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

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

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the exterior walls of the buildings and their foundations and the sidewalks and curb in front of said buildings, extending within the described area shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point. The exterior walls and their foundations shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building. Where there is no curb the elevation of the surrounding ground shall be considered curb level. All wells, cesspools, sinks, etc., existing on the property must be filled to the level of the surrounding ground with clean earth.

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

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

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

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

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless, The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Where party walls are found to exist between buildings purchased by different bidders, the materials of said party walls shall be understood to be equally divided between the separate purchasers.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beamholes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs and adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

NOTICE TO CONTRACTORS.

GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department, and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a Department, chief of a Bureau, deputy thereof, or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money or corporate stock or certificates of indebtedness of any nature issued by The City of New York, which the Comptroller shall approve as of equal value with the security required to the amount of not less than three nor more than 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.